



WB I-70 Peak Period Shoulder Lane

HISTORIC RESOURCES TECHNICAL REPORT

October 26, 2018

Categorical Exclusion

HISTORIC RESOURCES TECHNICAL REPORT

WESTBOUND I-70 PEAK PERIOD SHOULDER LANE

Prepared for:



Prepared by:



October 26, 2018



Abstract

HDR conducted a Class III architectural survey to identify and evaluate built resources age 45 or older (built in 1973, or earlier) for National Register of Historic Places (NRHP) eligibility as part of the Colorado Department of Transportation's (CDOT) Interstate 70 (I-70) Peak Period Shoulder Lane (PPSL), Empire Junction to Twin Tunnels Project in Clear Creek County, Colorado. CDOT proposes to convert the westbound shoulder for traffic during peak travel periods. Improvements would include restriping, signage, limited additional pavement, retaining walls, potential bridge and interchange modifications, and other location-specific improvements. Furthermore, the project will include improvements to the interchange of I-70 and State Highway 103, , and rock fall mitigation.

The Area of Potential Effects (APE) was determined with input of the Office of Archaeology and Historic Preservation (OAHP) [the State Historic Preservation Office (SHPO)] and representatives of Clear Creek County, the City of Idaho Springs, the Mill Creek Valley Historical Society, and the Idaho Springs Historical Society.

A review of records on file at Colorado's OAHP was conducted to identify any previously surveyed or evaluated properties located within the APE. The records search found 20 previous surveys, from which 123 architectural or archaeological sites had been previously identified in the APE. Architectural properties were resurveyed and evaluated for NRHP eligibility only if the existing eligibility status of a record was a field recommendation, if no previous assessment had been made, or if the resource was less than 50 years of age at the time of the previous evaluation.

In total, 99 architectural properties were surveyed and evaluated for NRHP eligibility as part of the current project. Eleven (11) individual historic properties are recommended Eligible for inclusion in the NRHP: John Gunstrom House at 2025 Miner Street (5CC.251), 2730 Miner Street (5CC.2432), 2229 Miner Street (5CC.2460), 2023 Miner Street (5CC.2473), Graham-Wilkins House at 2015 Miner Street (5CC.2475), 2009 Miner Street (5CC.2476), 2005 Miner Street (5CC.2477), 2001 Miner Street (5CC.2478), Golddigger Stadium south of Miner Street between 9th and 10th Avenues (5CC.2479), Roberts Brothers Mercantile Co. Warehouse (121 15th Avenue, 5CC.2485), and the Jones-Cooper-Treder House at 115 15th Avenue (5CC.2486). The Grass Valley Historic District (5CC.2514) is Recommended Eligible for inclusion in the NRHP with 11 Contributing historic properties and 4 Non-contributing properties. Based on the file search of previous surveys and the results of new surveys conducted for this project, there are a total of 39 historic properties within the APE, including 3 districts (Idaho Springs Commercial District—5CC.201, Lawson Historic District—5CC.2157, and Grass Valley Historic District—5CC.2514). Four of the historic properties are NRHP-listed, and one is listed in the Colorado State Register of Historic Properties (CSRHP). One site (5CC.2290, Unidentified Mine) was previously determined Needs Data and is considered Eligible for the purpose of Section 106 for this undertaking.



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Acronyms and Abbreviations

AC	Alternating Current
ADA	Americans with Disabilities Act
APE	Area of Potential Effects
C&S	Colorado and Southern Railroad
CCC	Civilian Conservation Corps
CCRR	Colorado Central Railroad
CDOT	Colorado Department of Transportation
CFR	Code of Federal Regulations
CR	County Road
CSRHP	Colorado State Register of Historic Places
DC	Direct Current
EO	Executive Order
FHWA	Federal Highway Administration
GB&L	Georgetown, Breckenridge & Leadville Railroad
I-70	Interstate 70
MP	Milepost
NAACP	National Association for the Advancement of Colored People
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
OAHP	Office of Archaeology and Historic Preservation
PA	Programmatic Agreement
PTA	Parent-Teacher Association
PPSL	Peak Period Shoulder Lane
SH	State Highway
SHPO	State Historic Preservation Office
US 40	U.S. Highway 40
UPRR	Union Pacific Railroad
USGS	U.S. Geological Survey
USO	United Service Organizations
WPA	Works Progress Administration/Work Projects Administration
YMCA	Young Men's Christian Association



Section 1. Introduction

This report presents the results of a cultural resources survey to identify and evaluate the National Register of Historic Places (NRHP) eligibility of built resources (buildings, structures, districts, and objects) that might be affected by the proposed undertaking—the Interstate 70 (I-70) Westbound Peak Period Shoulder Lane (PPSL), Empire Junction to Twin Tunnels Project in Clear Creek County, Colorado. HDR conducted the survey and evaluation in support of the Colorado Department of Transportation’s (CDOT) compliance with Section 106 of the National Historic Preservation Act (NHPA), the National Environmental Policy Act (NEPA), and Section 4(f) of the Department of Transportation Act related to federal assistance for this project. For purposes of Section 106 compliance for this undertaking, CDOT is the lead agency.

This report provides an introduction that includes a summary of the proposed action, a description of the area of potential effects (APE), and an explanation of the research and field methods (Chapter 1); a historic overview of and context for the area (Chapter 2); survey results, including NRHP eligibility evaluations (Chapter 3); conclusions and recommendations (Chapter 4); and a bibliography (Chapter 5). Meeting minutes from the Section 106 Issue Task Force meetings are included in Appendix A. Summary tables and maps of the file search and survey results are provided in Appendix B. State Historic Preservation Office (SHPO) forms for all surveyed properties are provided in Appendix C.

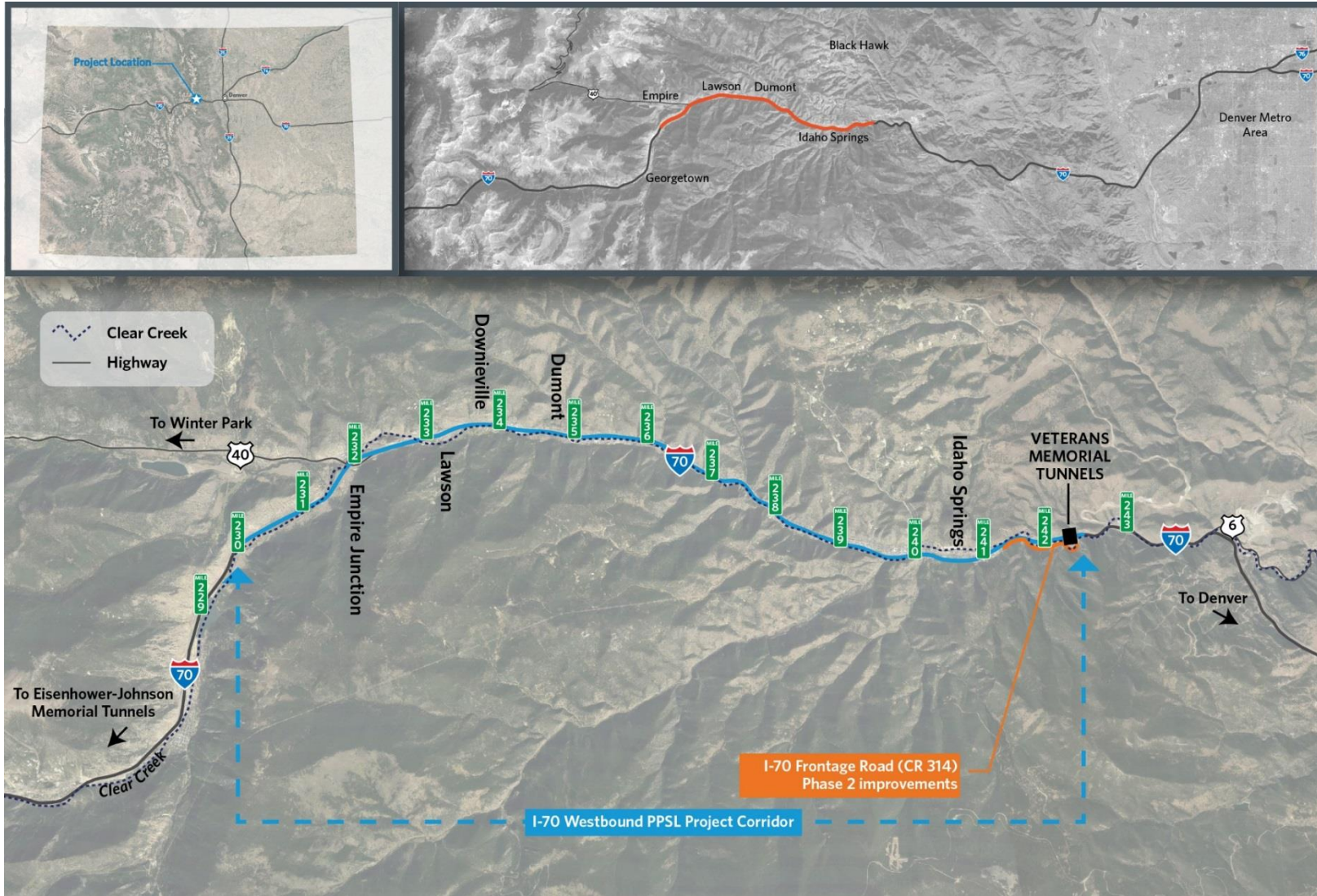
1.1 Project Description and Area of Potential Effects

The proposed project includes work along 12 miles of I-70 between the US Highway 40 (US 40)/I-70 interchange and east Idaho Springs (Figure 1). The project runs from mile marker 230 to 242.5. The primary work involves construction of 12 miles of tolled PPSL in the westbound direction of I-70. Work will include resurfacing I-70 and slightly widening in select areas to convert the current shoulder into a tolled travel lane activated only during periods of peak traffic. In non-peak periods, the lane would serve as a shoulder and the existing lanes would remain open and in use at all times. Several locations will require construction of new walls due to slight widening of the road. The PPSL will require installation of new signage throughout the corridor, the size and placement of which is still to be determined.

The project includes improvements to the intersection of State Highway (SH) 103 and I-70 where westbound I-70 traffic merges with SH 103. Improvements include drainage enhancements, minor alignment shifts to improve operations, safety pullouts, alterations of the railing on the SH 103 bridge, and rockfall mitigation.



Figure 1. Project Location and Vicinity





The APE (Figure 2 through Figure 16) was initially identified as an area extending 500 feet from the CDOT right-of-way on the north side of I-70 for the majority of the corridor. On the south side of I-70 the extent of the APE is within the existing CDOT right-of-way for the majority of the corridor. This preliminary APE was discussed during a Section 106 Issues Task Force Meeting held in Idaho Springs on June 27, 2017, and input on the APE was received from representatives of the Colorado Office of Archaeology and Historic Preservation (OAHP), Clear Creek County, the City of Idaho Springs, the Mill Creek Valley Historical Society, and the Historical Society of Idaho Springs. Based on that meeting, the APE was expanded in several areas, specifically: at Empire Junction, on the south side of I-70 at Downieville, and expanded north in east Idaho Springs. The APE was expanded further to accommodate project additions associated with improvements to County Road 314 to the west of the Veterans Memorial Tunnels.

The APE represents the greatest extent to which potential indirect effects (visual and audible) are anticipated from the undertaking. The APE is broader on the north side of I-70 as work associated with the shoulder lane will primarily occur in the current westbound lanes. Areas on the south side were included in the APE to account for areas of longer viewsheds due to topographical variation with I-70 or where work for the PPSL or associated projects (Clear Creek Greenway and County Road 314 improvements) will occur. The APE includes all parcels within or intersecting the APE boundary and the boundary was drawn to include all of the NRHP-listed Idaho Springs Commercial Historic District.



Figure 2. Area of Potential Effects (1 of 15)

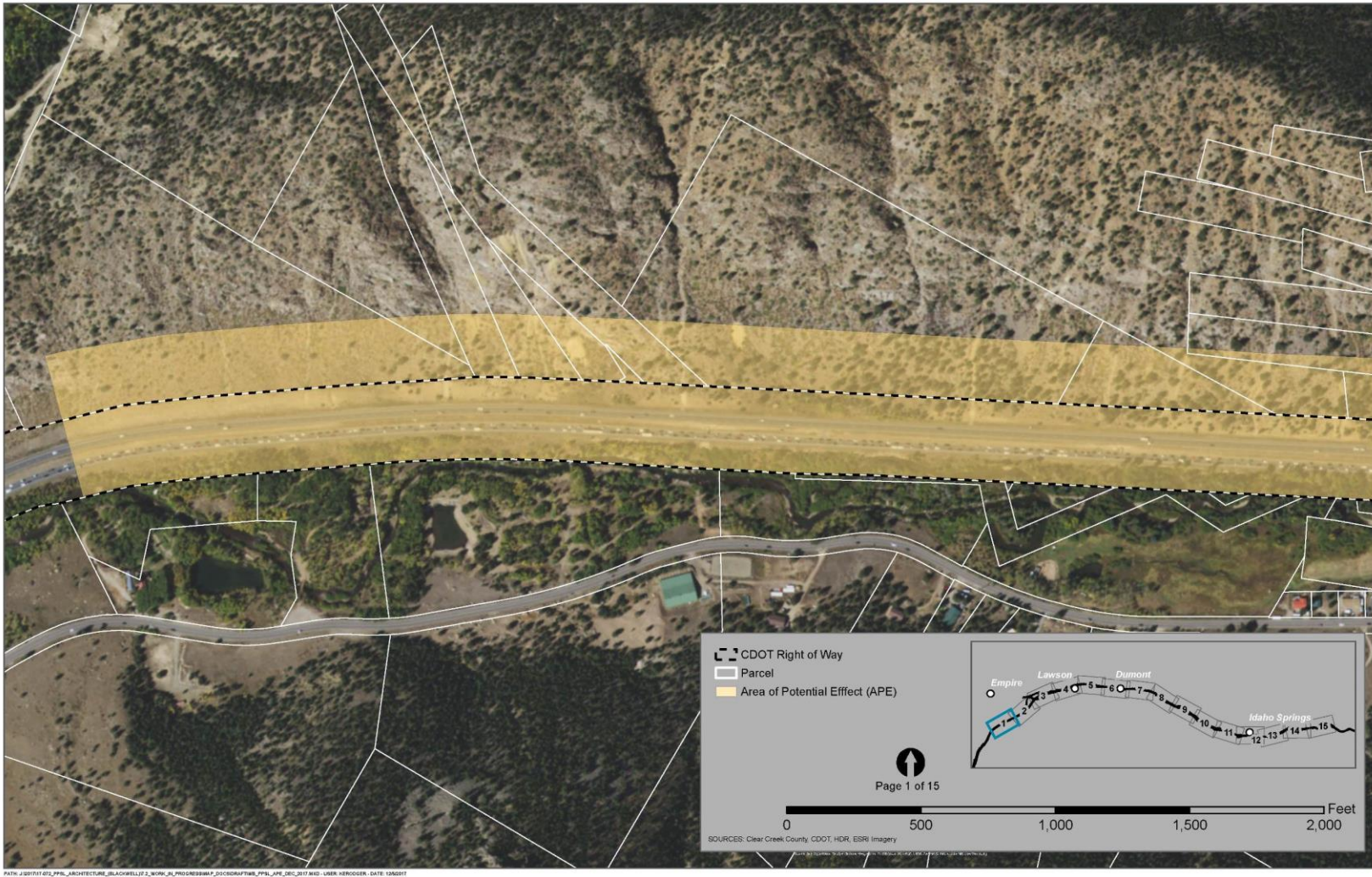




Figure 3. Area of Potential Effects (2 of 15)

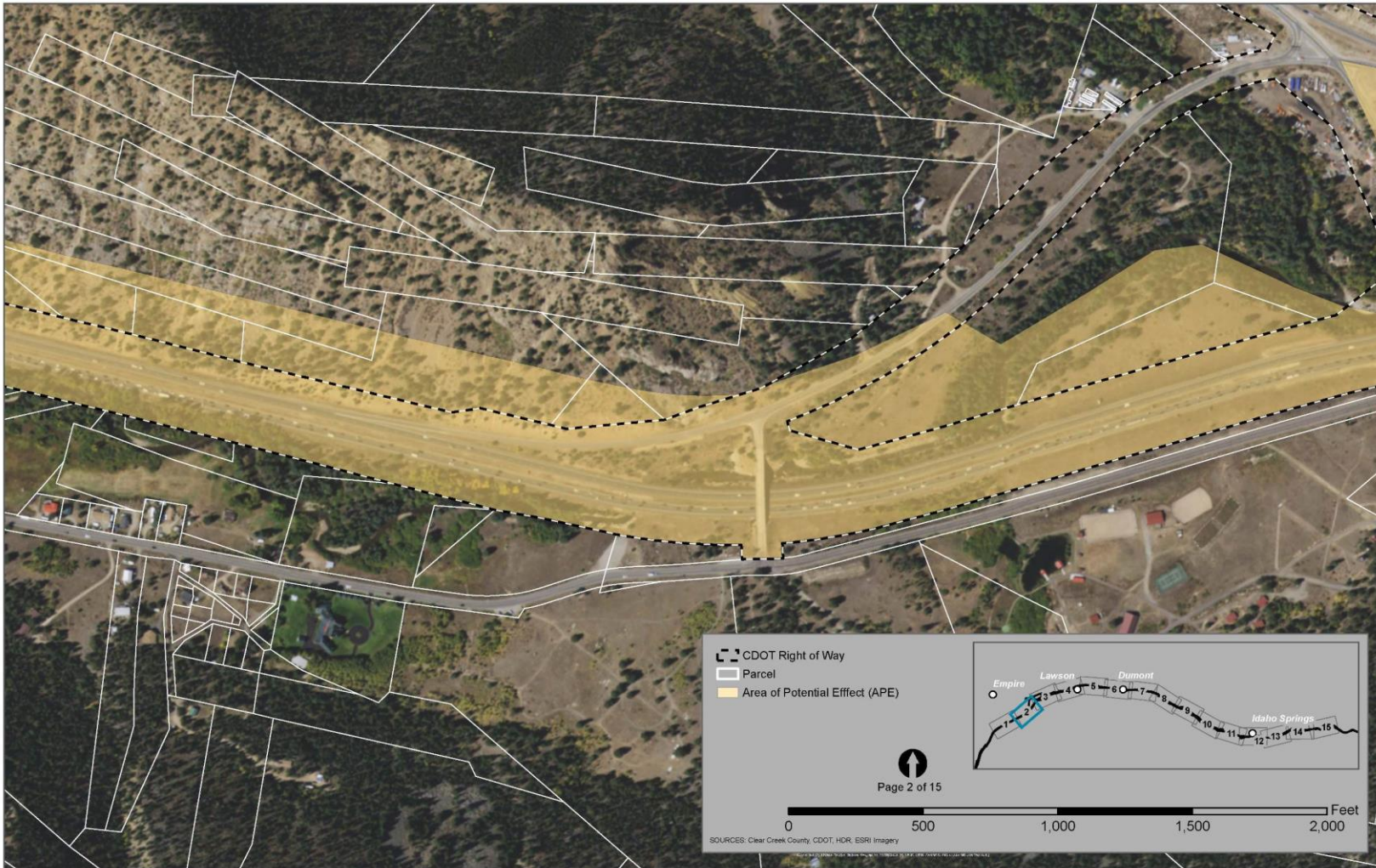




Figure 4. Area of Potential Effects (3 of 15)

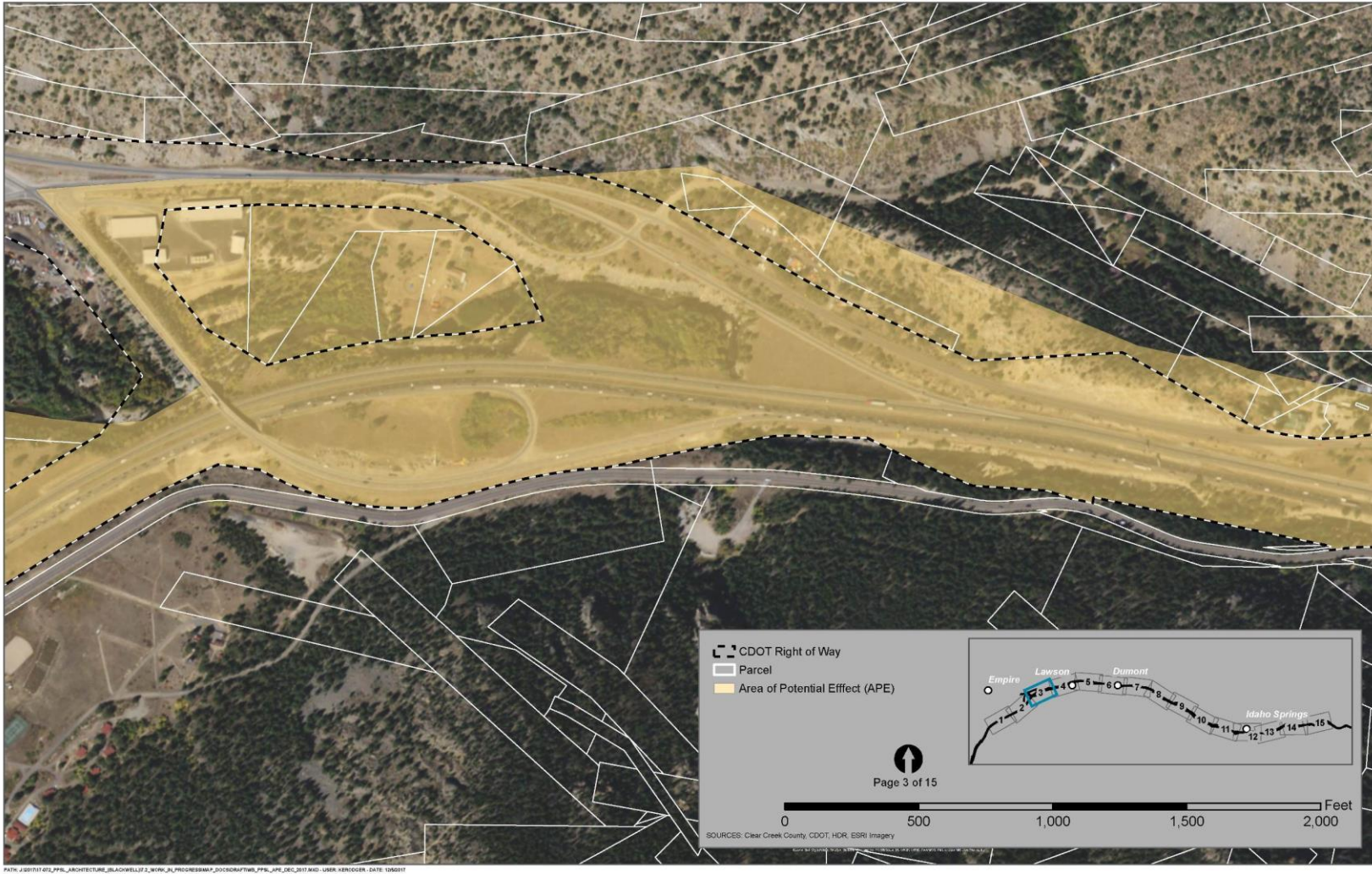




Figure 5. Area of Potential Effects (4 of 15)

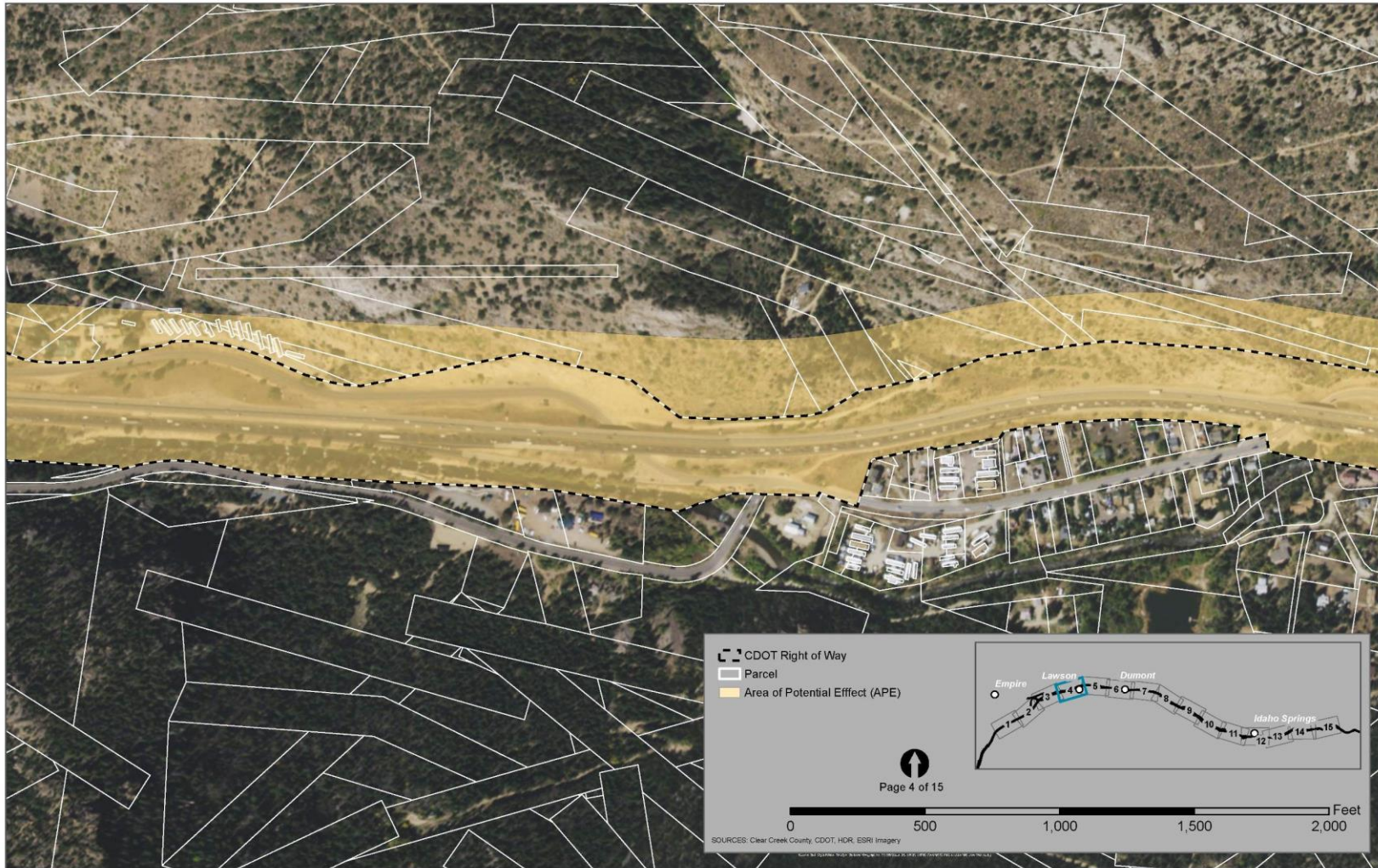


Figure 6. Area of Potential Effects (5 of 15)

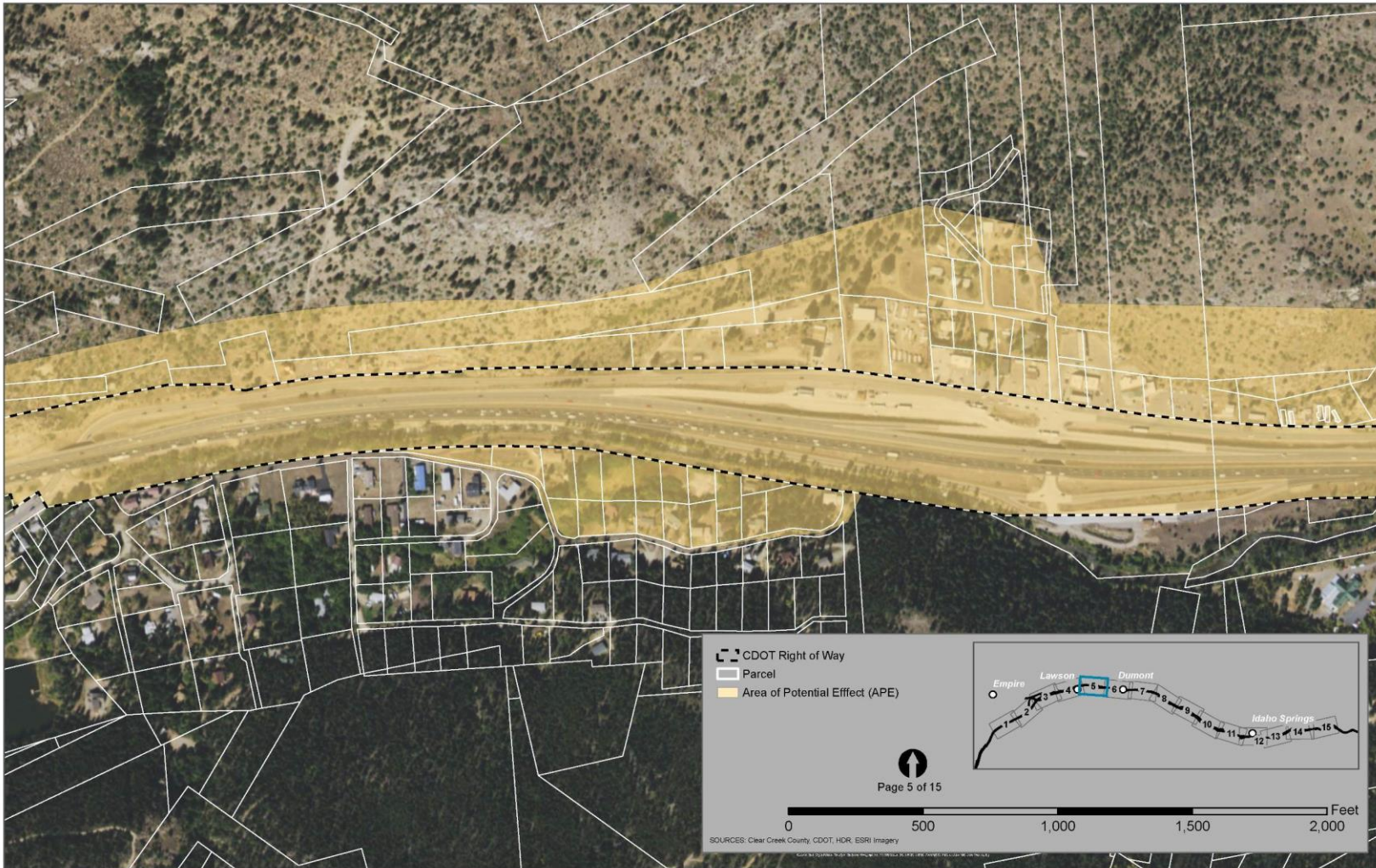




Figure 7. Area of Potential Effects (6 of 15)

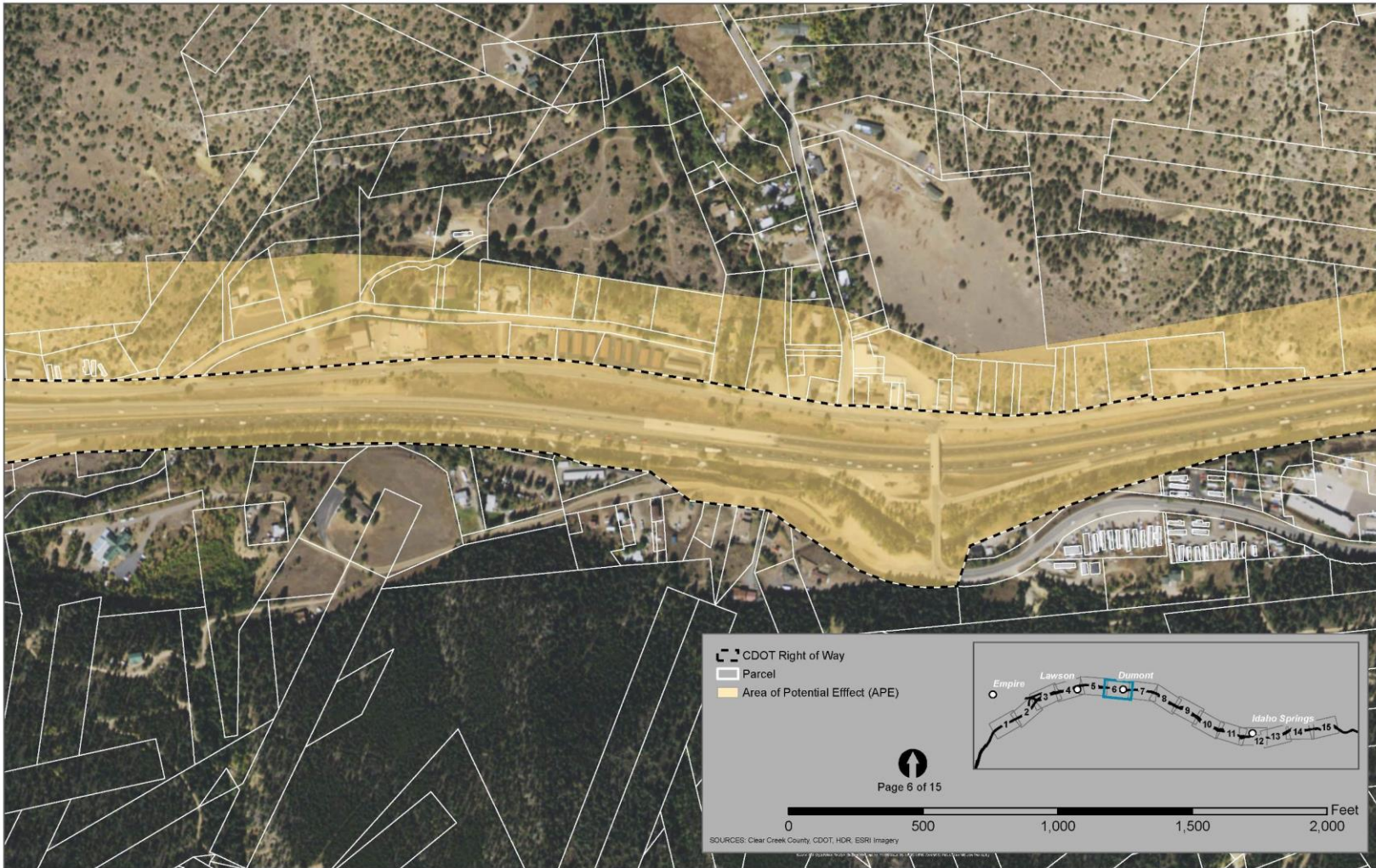




Figure 8. Area of Potential Effects (7 of 15)

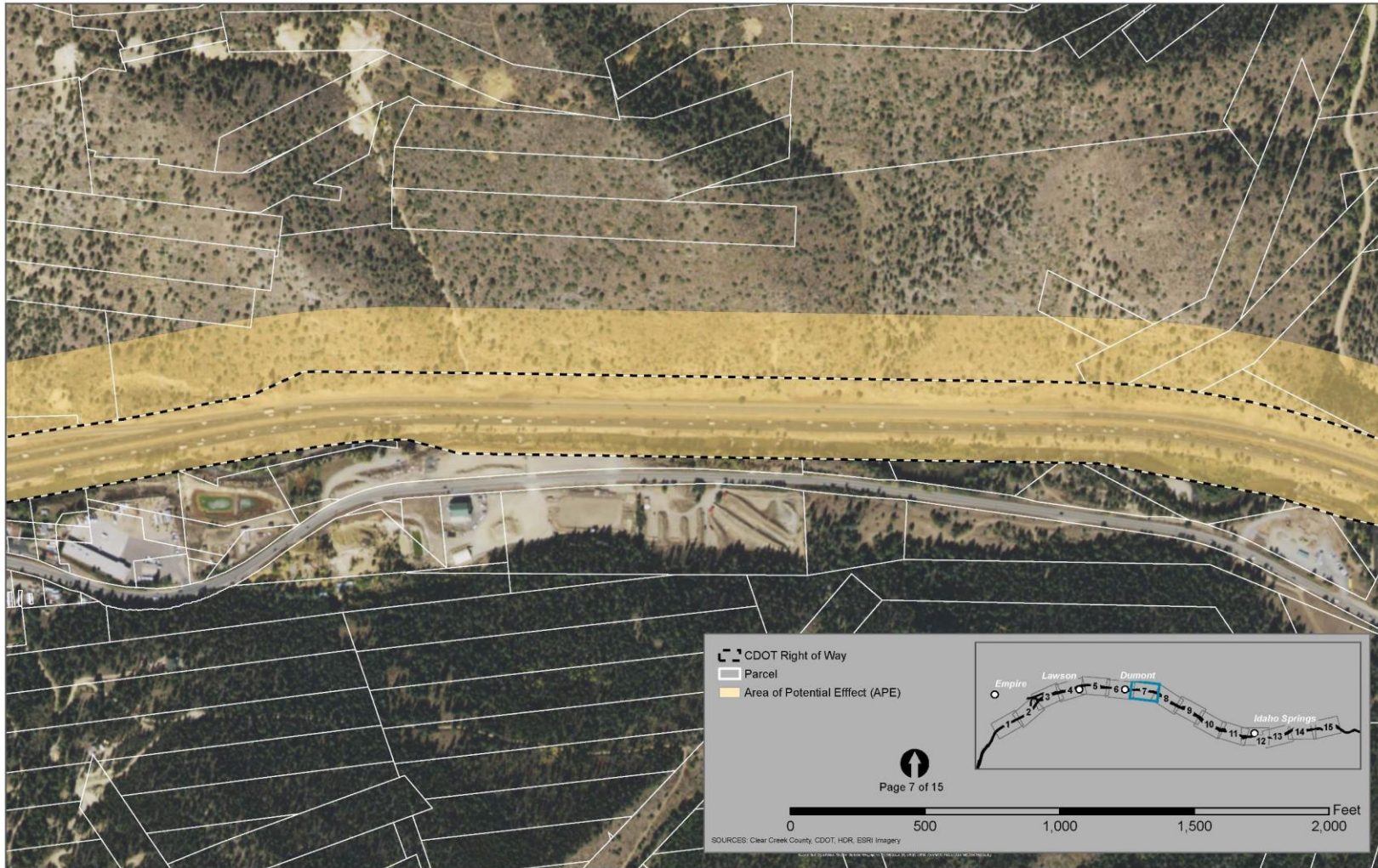




Figure 9. Area of Potential Effects (8 of 15)

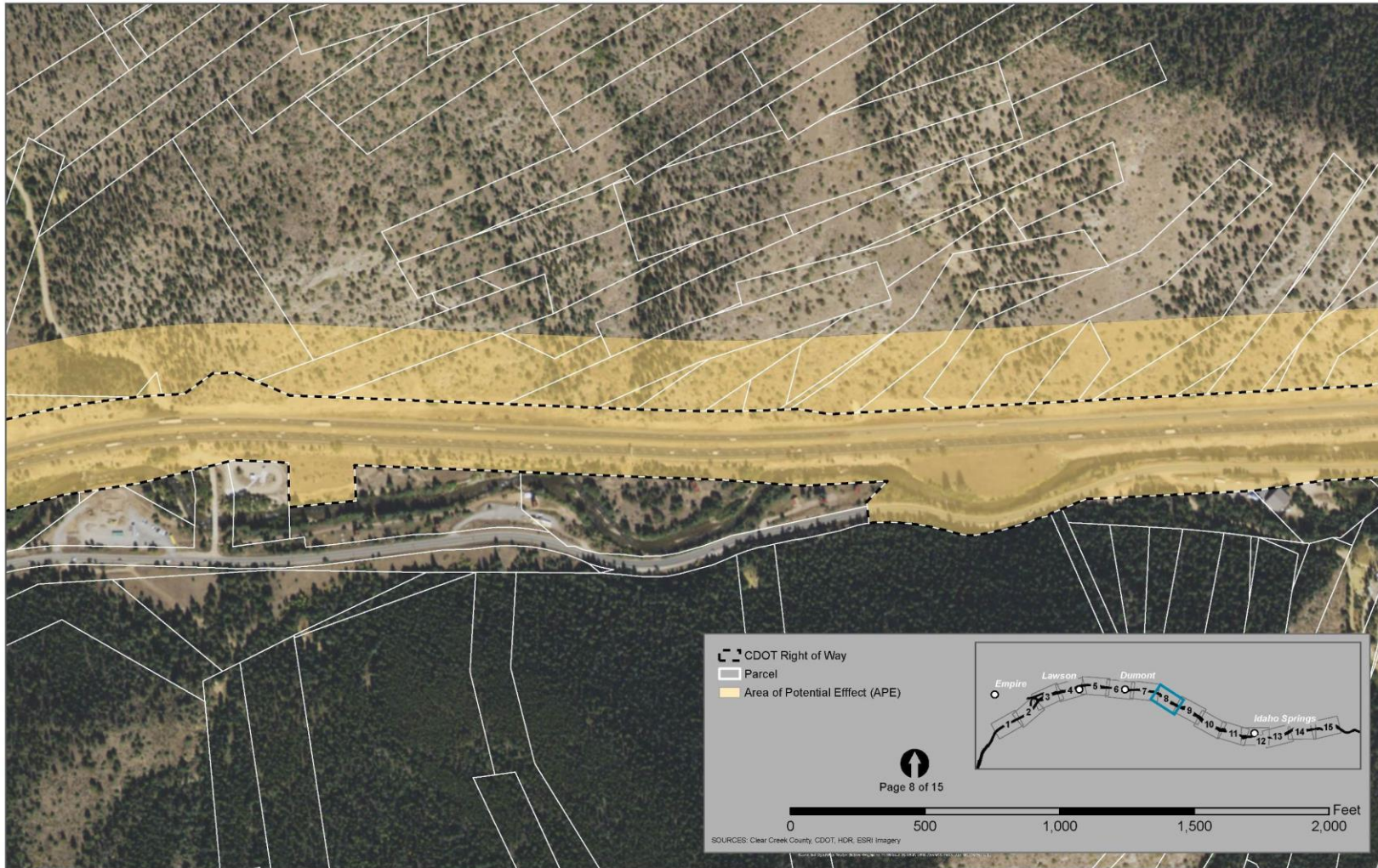




Figure 10. Area of Potential Effects (9 of 15)

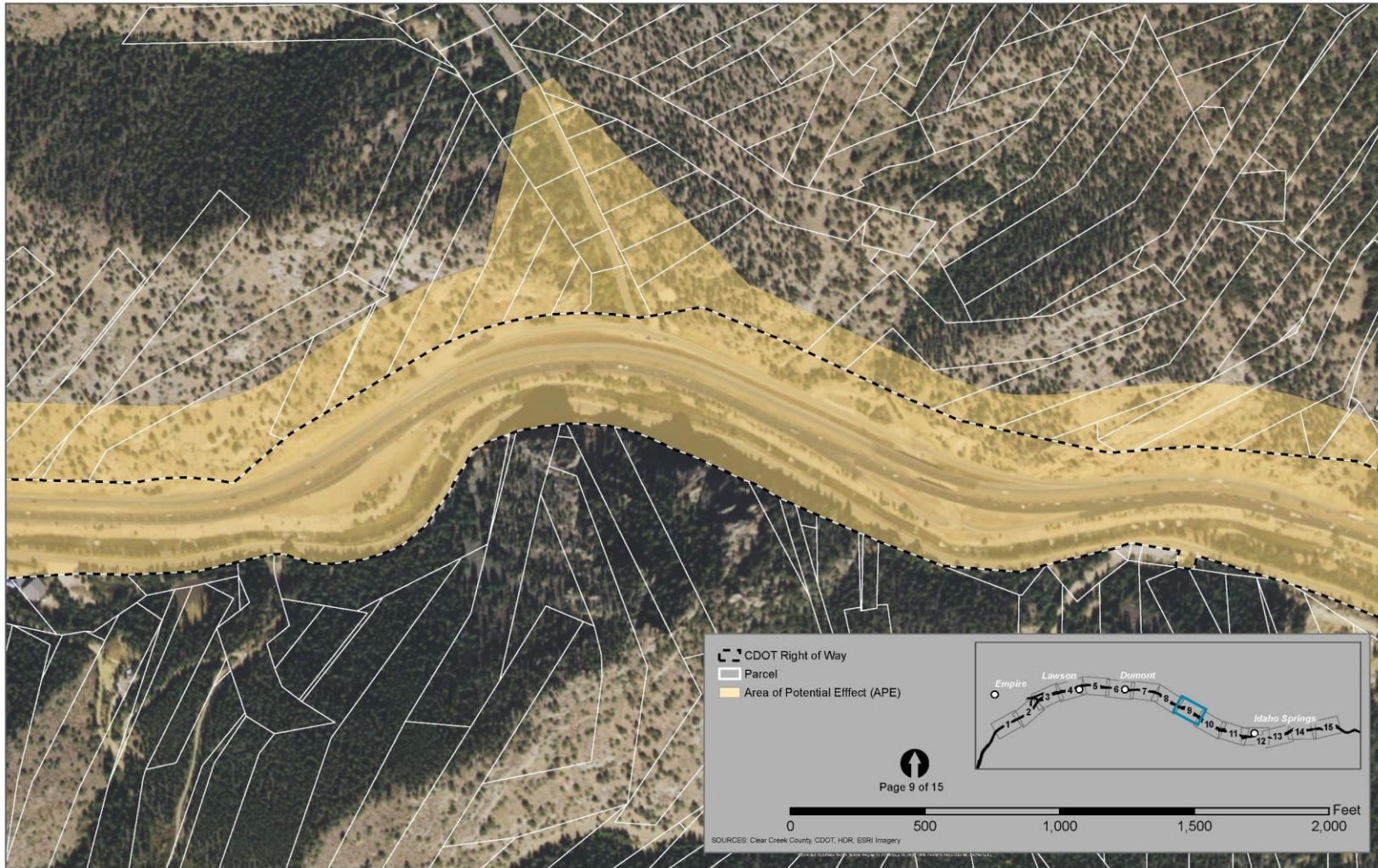




Figure 11. Area of Potential Effects (10 of 15)

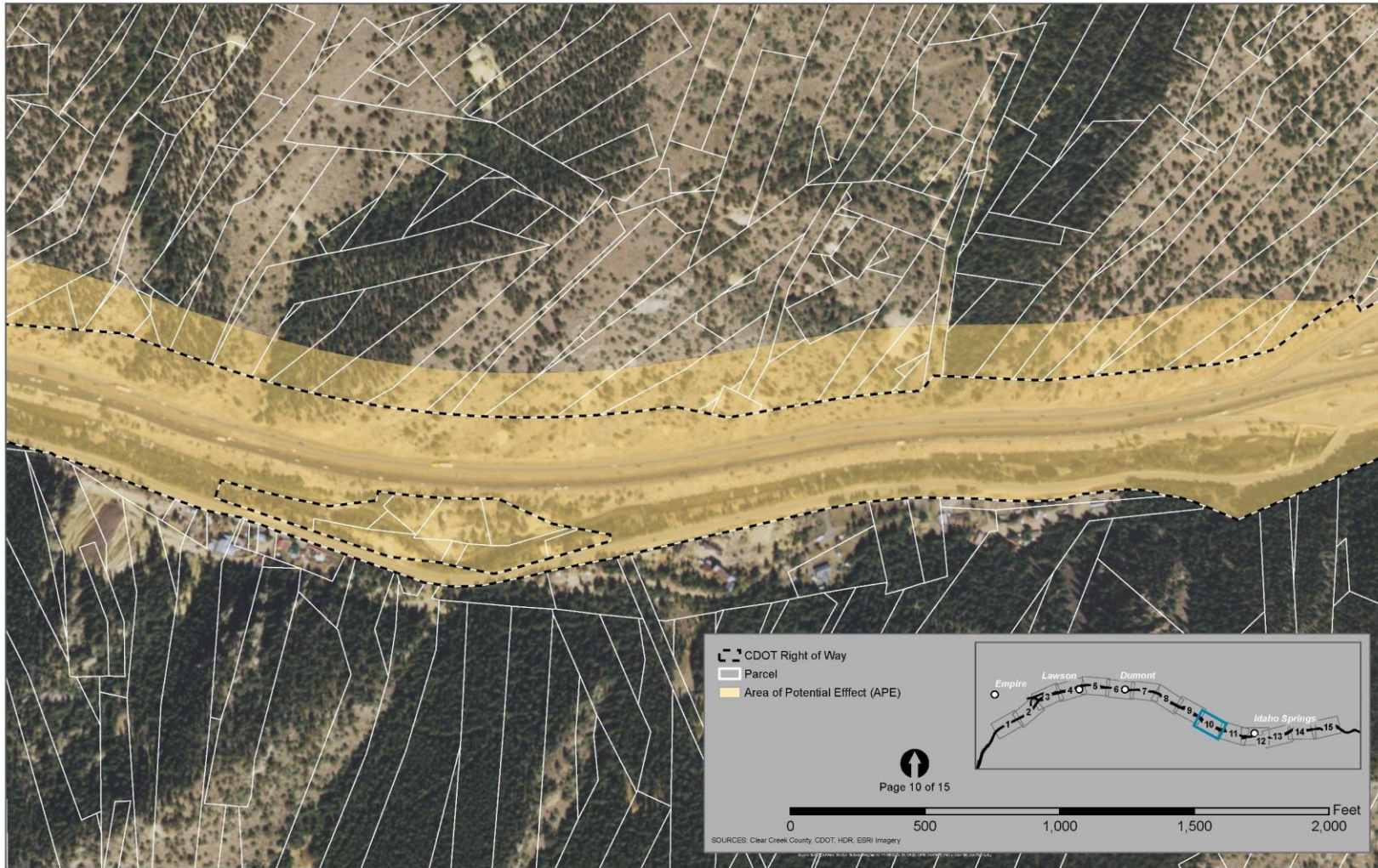




Figure 12. Area of Potential Effects (11 of 15)

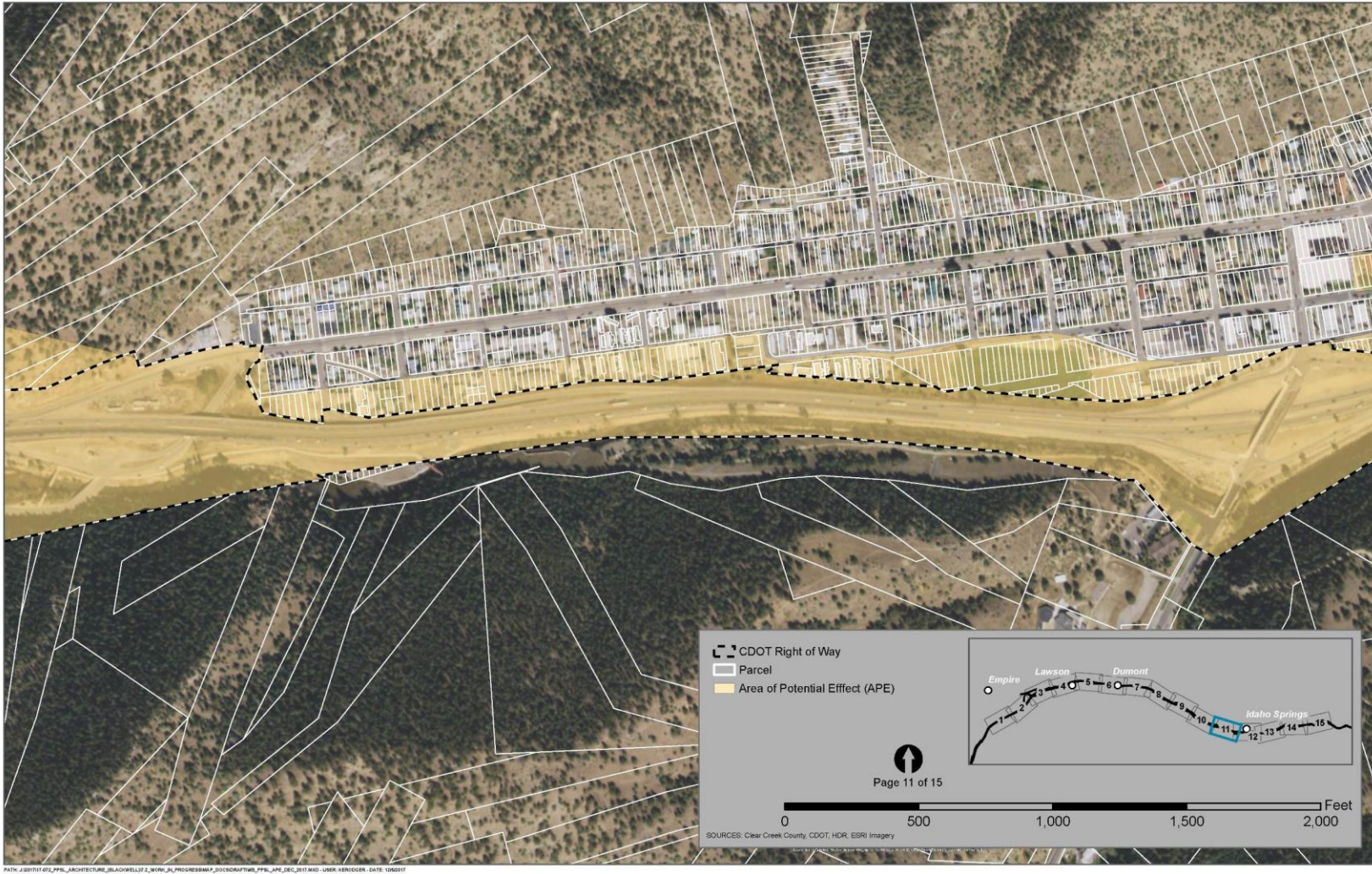




Figure 13. Area of Potential Effects (12 of 15)

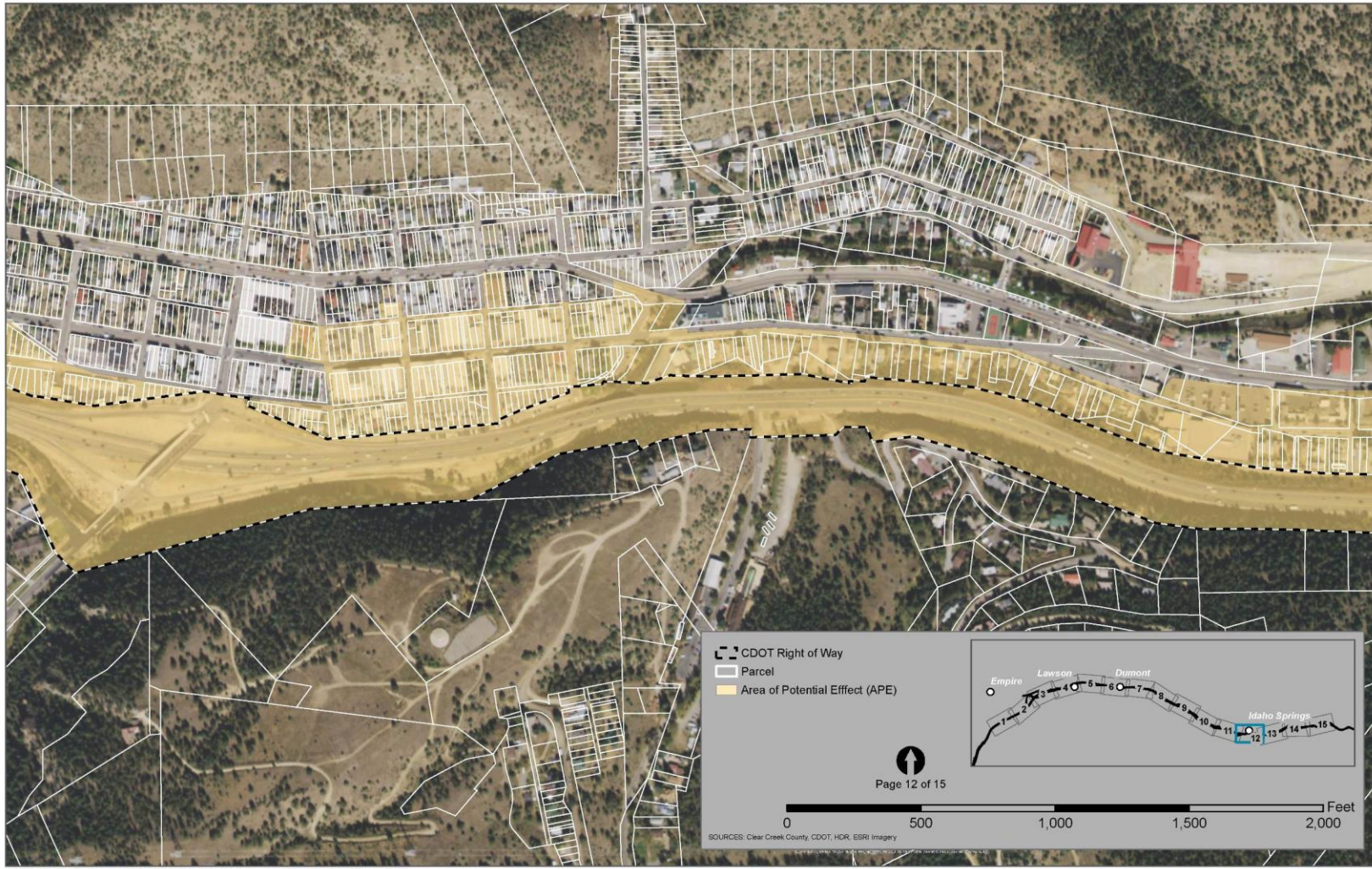




Figure 14. Area of Potential Effects (13 of 15)

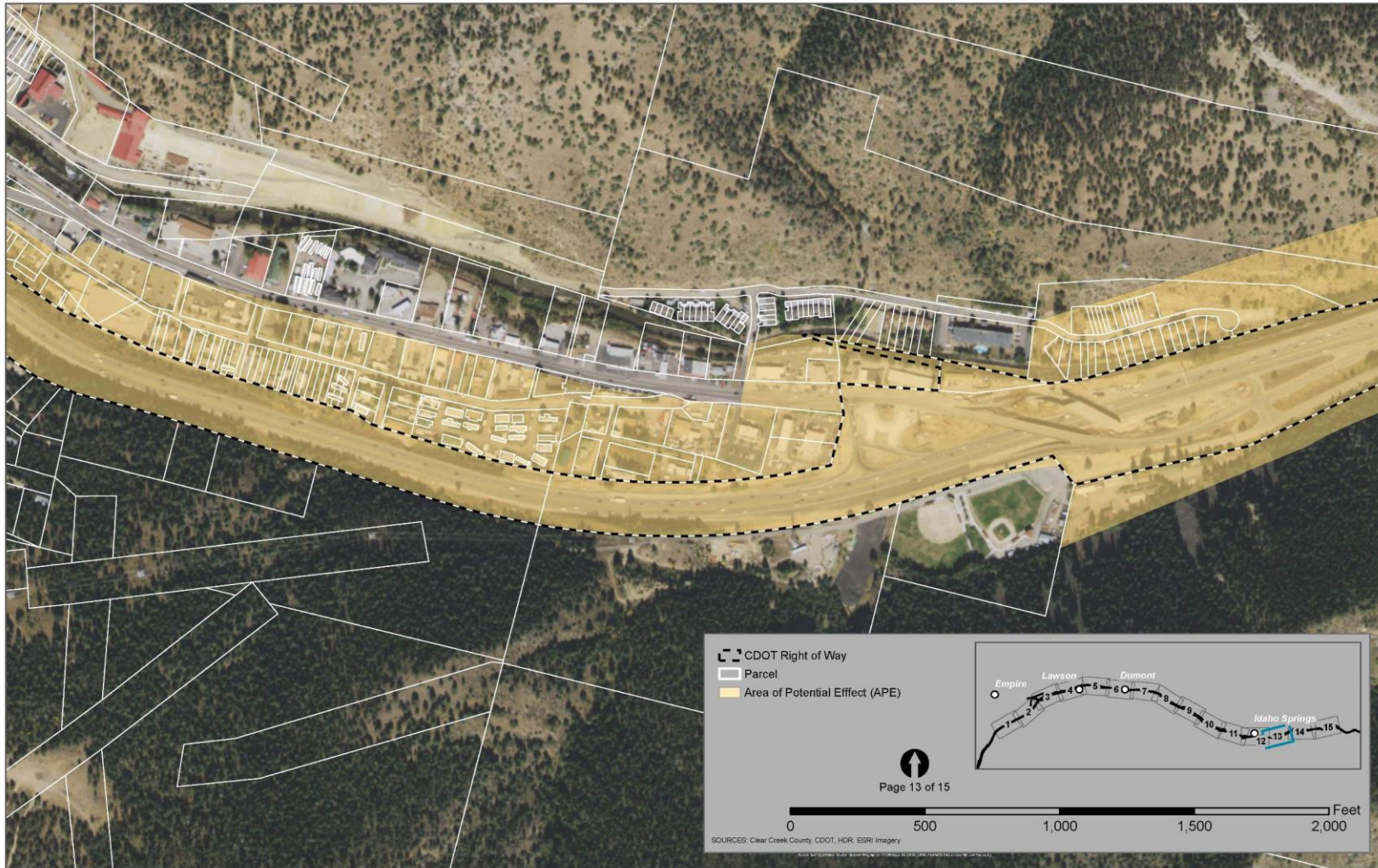




Figure 15. Area of Potential Effects (14 of 15)

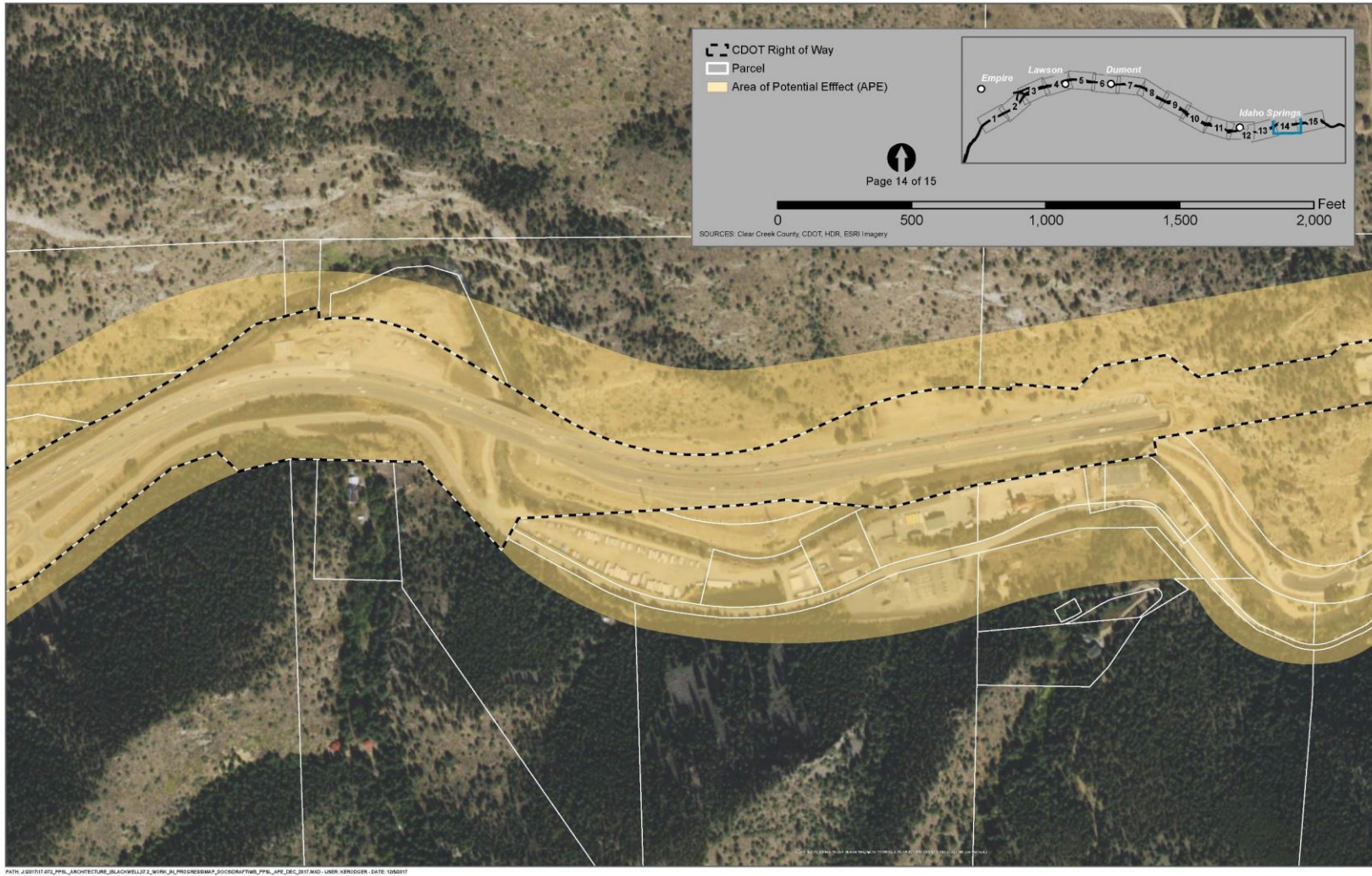
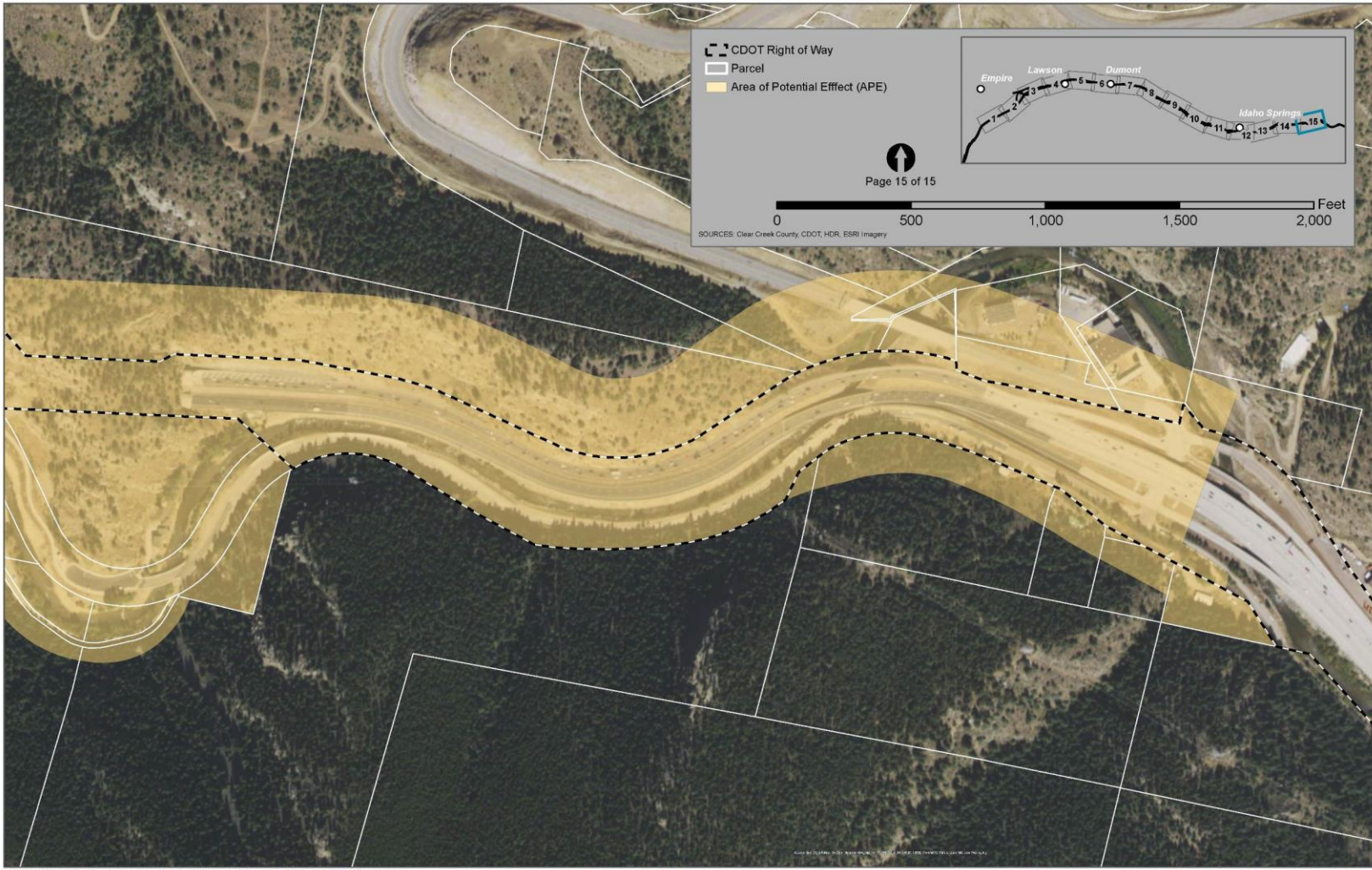




Figure 16. Area of Potential Effects (15 of 15)





1.2 Research and Methods

This section summarizes research conducted for the project and the survey methods employed in identifying and evaluating the NRHP eligibility of surveyed resources. All work for the project meets the Secretary of the Interior's *Standards for Preservation Planning, Standards for Identification of Historic Properties, and Standards for Evaluation of Historic Properties* (collectively, *Standards*), and guidelines of the Colorado SHPO. The Standards call for preparation and use of historic contexts to identify historic events, themes, persons, and associations to properly evaluate properties for eligibility for listing in the NRHP. Research was conducted to identify existing applicable historic contexts and to develop contexts specific to the geographic area.

The research and field survey for the project was conducted by Jeanne Barnes, Elizabeth Blackwell, Ann Keen, and Alexandra Kosik. Ms. Barnes, Ms. Blackwell, Ms. Keen, and Ms. Kosik meet the Secretary of the Interior's *Professional Qualification Standards* for Architectural History. Additional support was provided by Andrew Mueller, who meets the Secretary of the Interior's *Professional Qualification Standards* for Archeology and specializes in industrial archeology and mining. Technical reviews of survey work and evaluations were made by Chad Blackwell.

This survey and evaluation work was done in accordance with requirements and stipulations in the Interstate 70 Mountain Corridor Section 106 Programmatic Agreement (PA) among Federal Highway Administration (FHWA), CDOT, and OAHP (FHWA/CDOT 2008) and the Compliance with Section 106 PA (amended 2014) among FHWA, CDOT, and OAHP (FHWA/CDOT 2014).

1.2.1 Research

Research was conducted at the Colorado SHPO; the Clear Creek County Assessor's office; and the Clear Creek County Archives in Georgetown. Research documents included secondary source summaries of area histories and primary sources including property records and deeds; period maps, reports, and government documents; historic photographs; newspaper accounts; and personal interviews. Information on area mines was researched in U.S. Geological Survey (USGS) reports and documents dating from 1907 to 1967 found online, at the Clear Creek County Archives, and at the Denver Public Library's Western History Collection. HDR's research library also includes extensive primary and secondary materials collected while conducting three previous surveys in the corridor within the last five years, and includes materials from the Mill Creek Valley Historical Society and the Historical Society of Idaho Springs.

1.2.2 File Search Results

Prior to conducting fieldwork, a file search of records in the OAHP Compass database was conducted to determine what surveys of the area had been conducted and what previously recorded properties were present. A geospatial shapefile of an expanded preliminary APE was sent to OAHP to identify previously recorded properties within or intersecting the preliminary APE. As the project design was refined, the APE was revised and the initial file search results were re-examined against the revised APE. Because the initial file search area was much larger than the subsequently refined APE, no additional file searches were necessary due to APE revisions.

In total, 20 previous cultural resources surveys were found within and intersecting the APE (Table 1). Most of the surveys were Class III and were I-70 related projects. From these surveys, 123 previously recorded historic-era properties or sites within or intersecting the APE were identified from the OAHP file



search. Site records were reviewed on OAHP’s Compass online database. OAHP emailed digital copies of select previously surveyed sites, which were reviewed by staff online.

Table 1. Previous Cultural Resource Reports for Surveys within or intersecting the APE.

Report No.	Year	Report Name	Author(s)	Type
CC.CH.NR1	1985	Archaeological Clearance of Highway Project IR 70-3 (153), Lawson-Idaho Springs, Clear Creek County	Angulski, Debra	Class III
CC.CH.NR10	1991	Cultural Resource Survey of a Pedestrian Walkway over Clear Creek in Idaho Springs in Clear Creek County, Colorado	Angulski, Debra	Class III
CC.CH.NR11	1992	Cultural Resource Survey of Interstate 70 near the Easter Seal Handicamp, Clear Creek County, Colorado	Jepson, Dan	Class III
CC.CH.NR19	2000	Cultural Resource Investigations for Link 5B of the Adesta/CDOT I-70 West Fiber Optic Project, Clear Creek County	Reynolds, David H.	Class III
CC.CH.NR2	1986	Archaeological Clearance for Project IR 70-3(161), E. of Idaho Springs East, Clear Creek County; Archaeological Clearance for Project IR 70-3(159), Lawson—East, Clear Creek County; Archaeological Clearance for Project IR 70-3(160), Floyd Hill—West, Clear Creek County	Angulski, Debra	Class III
CC.CH.NR22	2004	An Intensive Archaeological Inventory of a Proposed Bicycle Pedestrian Trail in Idaho Springs, Clear Creek County, Colorado (STE C510-016)	Hand, O. D.	Class III
CC.CH.NR25	2009	An Intensive Archaeological Resource Inventory of a Bridge Replacement Project on Stanley Road West of Idaho Springs, Clear Creek County, Colorado (CDOT Project BRS 0703-335)	Wolff, Greg	Class III
CC.CH.NR4	1987	Archaeological Survey of State Highway 70 along Clear Creek in the Twin Tunnels Area, Clear Creek County (IR 70-3 (154))	Johnson, Renee, Dorothy Larson, and Susan Thomas Baugh	Class III
CC.CH.R13	2004	An Intensive Cultural Resources Inventory of Two Bicycle and Pedestrian Bridge Locations on Clear Creek East of Idaho Springs, Clear Creek County, Colorado (STE M660-003)	Hand, O. D.	Class III
CC.CH.R16	2011	A Class III Cultural Resource Inventory Report for the Colorado Department of Transportation 1-70 Twin Tunnels Environmental Assessment, Clear Creek County, Colorado (IM 0703-354)	Gantt, Erik M., Kristin A. Gensmer, and Christian J. Zier	Class III
CC.CH.R17	2014	Final Architectural Survey and Evaluation for Interstate 70 Eastbound Peak Period Shoulder Lane Project (MP 229—MP 243), Clear Creek	Plimpton, Kathryn, and Chad Blackwell	Class III
CC.CH.R3	1990	Cultural Resource Survey of the Twin Tunnels—East Project and Archaeological Testing of Site 5CC.389, Clear Creek County, Colorado (IR-70-3 (154)) (Original And Addendum)	Hand, O. D., and Sally Pearce	Class III



Table 1. Previous Cultural Resource Reports for Surveys within or intersecting the APE.

Report No.	Year	Report Name	Author(s)	Type
CC.CH.R9	2004	Historical Resources and Bridges Reconnaissance Survey for the Proposed Drainage Improvement Project, Colorado Boulevard (I-70K) In Idaho Springs (CDOT Project NH 0404-039)	Unspecified	Reconnaissance
CC.EP.R2	1998	Big 5 Mine Waste Site: Results of a Cultural Resources Inventory	Hand, O. D.	Class III
CC.SHF.R6	1996	Georgetown-Silver Plume Historic Lands Cooperative Management Plan: In Quest of Stewardship. Developed by the Members of the Georgetown-Silver Plume Historic District Public Lands Commission, Clear Creek County, Colorado (SHF #95-02-142)	Unspecified	Class II
MC.CH.R116	2002	Gaming Area Access EIS: Results of Intensive Cultural Resource Inventories in Jefferson, Clear Creek and Gilpin Counties, Colorado (No. 22233015.00007) (Addendum), Addendum Report/Determination of Eligibility and Effects, Colorado Department of Transportation Project STA 119A-044, Gaming Area EIS Floyd Hill Depot Site (5CC259), Clear Creek County	Mutaw, Robert, Gordon C. Tucker Jr., Dulaney Barclay, Juston Fariello, Dulaney Barclay, and Rebecca D. Vickers	Class III
MC.CH.R95	2000	Cultural Resource Investigations for Link 5A of the Adesta/CDOT I-70 West Fiber Optic Project, Denver, Clear Creek, and Jefferson Counties, Colorado	Sawyer, Andrew H.	Class II
MC.CH.R96	1999	A Cultural Resource Survey of Interstates 25, 70, 225, and 270, U.S. Highways 34 and 160, and State Highways 13 and 470 for the Proposed Adesta Communications Fiber Optic System, Colorado (C SW00-102)	Sherman, Stephen A., Tania R. Metcalf, Mary W. Painter, D. Chadwick Jones, and Christian J. Zier	Class III
No Number	2016	Archaeology and Historic Architecture Survey Report, Clear Creek County Greenway Pedestrian Trail, Clear Creek County, Colorado	Blackwell, Chad, Diana Garnett, Andrew Mueller, and Megan Mueller	Class III
No Number	2017	Historic Context and Historic District Evaluations of Dumont, Lawson, and Downieville	Garnett, Diana, Elizabeth Blackwell, Alexandra Kosik, and Chad Blackwell	Class III

In total, 123 architectural and archaeological sites within and intersecting the APE were previously surveyed (Table 2). Three resources were re-surveyed as part of this project (5CC.6, 5CC.240, 5CC.251), and one resource was recorded on a re-evaluation form (5CC.201). The status of previously recorded resources is summarized below.



Table 2. Previously Recorded Cultural Resources within or intersecting the APE.

Site No.	Name/Address	Resource Type	Date of Construction	NRHP Eligibility from Previous Investigation
5CC.6*	Empire Station, Colorado Central Railroad	Building	1890-1899	Not Eligible—Field
5CC.10	Empire Tunnel Site	Site	1900-1909	Not Eligible—Field
5CC.179	The Town of Free America/Lawson Townsite	Site	1870-1890	Needs Data—Official
5CC.181	Lawson School	Building	1878	Eligible—Official
5CC.197	I-70 Adits	Site	Unknown	Not Eligible—Official
5CC.201*	Idaho Springs Downtown Commercial District	District	1868-1920	Listed on NRHP
5CC.229	Charlie Taylor Waterwheel	Structure	1907 (moved 1945)	Eligible—Official, State Register Listed
5CC.231	Miner Street Bridge	Structure	1902	Listed on NRHP
5CC.240**	2047 Miner Street	Building	1900-1909	No Assessment
5CC.251*	2025 Miner Street	Building	1890-1899	No Assessment
5CC.258	15th and Idaho Street Feed and Stables	Building	1880-1889	No Assessment (Demolished)
5CC.306	Dumont, Mill City	Site	1860	No Assessment
5CC.310	Philadelphia Tunnel	Site	1862-1920	Not Eligible—Official
5CC.311	Dover Mine	Site	1890-1910	Not Eligible—Field
5CC.313	Mill City House	Building	1865	Listed on NRHP
5CC.326	Stanley Consolidated Mine	Site	1864-1910	Eligible—Official
5CC.328	Big Five Mine	Site	1900-1959	Eligible—Official
5CC.339	Maude Munroe Mine/Donna (Dona) Juanita Mine	Site	1890-1920	Eligible—Official
5CC.405	Harrison	Site	1898-1920	Not Eligible—Official
5CC.427.5	CCRR—Bridge	Linear Segment	1877-1938	Non-Supporting
5CC.427.15	CCRR—Segment	Linear Segment	1877-1938	Supporting
5CC.427.17	CCRR—Segment	Linear Segment	1877-1938	Non-Supporting
5CC.427.18	CCRR—Segment	Linear Segment	1877-1938	Non-Supporting
5CC.427.19	CCRR—Segment	Linear Segment	1877-1938	Supporting
5CC.469	Lulu Mine	Site	Unknown	Not Eligible—Official
5CC.471	Fairmount	Site	1901-1908	Not Eligible—Official
5CC.654	Dumont School	Building	1909	Listed on NRHP
5CC.698	Idaho Springs Work Center	Building	1938-1965	Not Eligible—Official
5CC.940	2 Mile Mine	Site	1880-1920	Not Eligible—Field
5CC.941	Highway Mine/Maud S. Mine	Site	1880-1920	Not Eligible—Field
5CC.985	Darragh Placer	Site	1860-1900	Eligible—Official
5CC.1034	Mine	Site	Unknown	Not Eligible—Official
5CC.1064	Mill Creek Bridge E-14-O	Structure	1934	Not Eligible—Official



Table 2. Previously Recorded Cultural Resources within or intersecting the APE.

Site No.	Name/Address	Resource Type	Date of Construction	NRHP Eligibility from Previous Investigation
5CC.1065	Clear Creek Bridge—F-14-B	Structure	1958	Not Eligible—Official
5CC.1066	SH 103 Overpass F-14-E	Structure	1958	Not Eligible—Official
5CC.1067	Clear Creek Bridge—F-14-F	Structure	1958	Not Eligible—Official
5CC.1068	Clear Creek Bridge—F-14-G	Structure	1958	Not Eligible—Official
5CC.1069	I-70 Overpass—F-14-H	Structure	1958	Not Eligible—Official
5CC.1074	Soda Creek Road Underpass F-14-X	Structure	1958	Not Eligible—Official
5CC.1075	I-70—Overpass F-14-Y	Structure	1958	Not Eligible—Official
5CC.1076	County Road Underpass F-14-C Minor	Structure	1958	Not Eligible—Official
5CC.1077	Mine Track Underpass F-14-G Minor	Structure	1958	Not Eligible—Official
5CC.1078	Clear Creek Bridge—F-15-D	Structure	1936	Not Eligible—Official
5CC.1081	Clear Creek Bridge—CLR314-70.7	Structure	1936	Not Eligible—Official
5CC.1151.1	Mt. Evans Road/SH 103—Segment	Linear Segment	1927	Eligible—Official
5CC.1151.2	Mt. Evans Road/SH 103—Segment	Linear Segment	1927-1929	Non-Supporting
5CC.1189.3	I-70—Twin Tunnels	Linear Segment	1958-1965	Eligible—Official (Demolished)
5CC.1793	Commodore Tunnel	Site	1895-1929	Not Eligible—Official
5CC.1813	2901 Colorado Boulevard	Building	1964	Needs Data—Official (Demolished)
5CC.1932	Alabama Mine	Site	Unknown	Not Eligible—Official
5CC.1952	I-70 Adits	Site	Unknown	Not Eligible—Official
5CC.1953	I-70 Adits	Site	Unknown	Not Eligible—Official
5CC.1954	I-70 Adits	Site	Unknown	Not Eligible—Official
5CC.1955	I-70 Adits	Site	Unknown	Not Eligible—Official
5CC.1956	I-70 Adits	Site	Unknown	Not Eligible—Official
5CC.1994	Adit	Site	Unknown	Not Eligible—Official
5CC.1995	Mine	Site	1860-1949	Not Eligible—Official
5CC.1996	Seaton Mountain Electric Company Hydroelectric Plant and Flume	Site	1920-1929	Not Eligible—Official
5CC.1997	Mine	Site	c. 1930	Not Eligible—Official
5CC.1999	Historic Terraces	Site	Unknown	Not Eligible—Official
5CC.2000	1998 E. Idaho Springs Road	Structure	1900-1960	Not Eligible—Official
5CC.2001	Mill	Site	1930-1940	Not Eligible—Official
5CC.2002.1	US 6-40—Segment	Linear Segment	1932	Non-Supporting



Table 2. Previously Recorded Cultural Resources within or intersecting the APE.

Site No.	Name/Address	Resource Type	Date of Construction	NRHP Eligibility from Previous Investigation
5CC.2002.2	US 6-40—Segment	Linear Segment	1936	Non-Supporting
5CC.2002.3	US 6-40—Segment	Linear Segment	1932	Non-Supporting
5CC.2146	W.E. Anderson Store	Building	1880	Eligible—Official
5CC.2150	Box Culvert County Road 308	Structure	1923-1924	Not Eligible—Official
5CC.2152	2077 County Road 308	Building	1950-1960	Non-contributing
5CC.2153	1615 County Road 308	Building	1890	Not Eligible—Official
5CC.2157	Lawson Historic District	District	1870-1910	Eligible—Official
5CC.2209	Oglesby Mill Site	Site	1904-1963	Not Eligible—Official
5CC.2285	Adit	Site	Unknown	Not Eligible—Official
5CC.2286	Adit	Site	Unknown	Not Eligible—Official
5CC.2287	Prospect Trench	Isolated Find	Unknown	Not Eligible—Official
5CC.2288	Adit	Site	Unknown	Not Eligible—Official
5CC.2289	Adit	Site	Unknown	Not Eligible—Official
5CC.2290	Unidentified Mine	Site	Unknown	Needs Data—Official
5CC.2297.1	Trail	Site	c.1860-1870	Supporting
5CC.2301.1	Wood Pipe	Site	c.1894	Non-Supporting
5CC.2306	Artifact Scatter	Isolated Find	Unknown	Not Eligible—Official
5CC.2308	Steel Pipe	Isolated Find	Unknown	Not Eligible—Official
5CC.2322	659 Silver Lakes Drive	Building	c. 1955	Not Eligible—Official
5CC.2339	1998 E. Idaho Springs Road	Building	1950	Not Eligible—Official
5CC.2340	3000 Colorado Boulevard	Building	1965	Not Eligible—Official
5CC.2341	2920 Colorado Boulevard	Building	1953	Not Eligible—Official
5CC.2347	Stanley Road/County Road 312	Structure	ca. 1920-1950	Not Eligible—Official
5CC.2349	Adits and Cribbing	Site	Unknown	Not Eligible—Official
5CC.2352	Well	Isolated Find	Unknown	Not Eligible—Official
5CC.2353	Well	Isolated Find	Unknown	Not Eligible—Official
5CC.2355.1	Lawson Main Street/County Road 308—Segment	Linear Segment	ca. 1930-1950	Non-Supporting
5CC.2365	1221 County Road 308	Building	1959	Not Eligible—Official
5CC.2366	136 Mountain Street	Building	c. 1935	Not Eligible—Official
5CC.2367	134 Mountain Street	Building	1955	Not Eligible—Official
5CC.2368	129 Mountain Street	Building	c. 1964	Not Eligible—Official
5CC.2369	105 Mountain Street	Building	1965	Not Eligible—Official
5CC.2370	51 Mountain Street	Building	1957	Not Eligible—Official
5CC.2371	999 County Road 308	Building	1967	Not Eligible—Official
5CC.2372	757 County Road 308	Building	1941	Not Eligible—Official



Table 2. Previously Recorded Cultural Resources within or intersecting the APE.

Site No.	Name/Address	Resource Type	Date of Construction	NRHP Eligibility from Previous Investigation
5CC.2373	325 Dumont Lane	Building	1960	Not Eligible—Official
5CC.2374	317 Dumont Lane	Building	1961	Not Eligible—Official
5CC.2375	185 Dumont Lane	Building	c. 1946	Not Eligible—Official
5CC.2376	129 Dumont Lane	Building	1938	Not Eligible—Official
5CC.2377	95 Dumont Lane	Building	c. 1880	Eligible—Official
5CC.2378	85 Dumont Lane	Building	1886	Eligible—Official
5CC.2386	25 Dumont Lane	Building	1964	Eligible—Official
5CC.2388	47 Mill Creek Road	Building	1968	Not Eligible—Official
5CC.2389	327 County Road 308	Building	1881	Eligible—Official
5CC.2390	307 County Road 308	Building	1967	Eligible—Official
5CC.2391	291 County Road 308	Building	1941	Not Eligible—Official
5CC.2392	209 County Road 308	Building	c. 1874	Not Eligible—Official
5CC.2393	201 County Road 308	Building	1946	Not Eligible—Official
5CC.2394	185 County Road 308	Building	c. 1881	Not Eligible—Official
5CC.2395	159 County Road 308	Building	1880	Not Eligible—Official
5CC.2396	151 County Road 308	Building	c. 1897	Eligible—Official
5CC.2397	143 County Road 308	Building	1890	Not Eligible—Official
5CC.2398	107 County Road 308	Building	c. 1900	Eligible—Official
5CC.2399	83 County Road 308	Building	c. 1896	Eligible—Official
5CC.2400	29 County Road 308	Building	c. 1960	Not Eligible—Official
5CC.2404	Lincoln Tunnel	Site	1880-1940	Not Eligible—Official
5CC.2405	Mine Shaft	Site	Unknown	Not Eligible—Official
5CC.2407	Ceramic Sherds	Isolated Find	1900s	Not Eligible—Official
5CC.2408	Utility Pole Base	Isolated Find	1900s-1930s	Not Eligible—Official
5CC.2416.1	Unnamed Ditch—Segment	Site	Unknown	Not Eligible—Official

*These properties were resurveyed as part of this project.

*The address on the previous survey form was listed incorrectly as 2647 Miner Street. The new survey form for 5CC.240 includes the correct address: 2047 Miner Street.

- Seventy-nine were determined Officially Not Eligible or Non-Contributing to a district. None were less than 50 years of age at the time of initial survey. These sites were not re-surveyed.
- Five sites were recommended Field Not Eligible. One of the five, Empire Station (5CC.6), was re-surveyed due to the age of the previous survey (1982). The remaining four: Empire Tunnel Site (5CC.10), Dover Mine (5CC.311), 2 Mile Mine (5CC.940), and Highway Mine/Maud S. Mine (5CC.941) were not resurveyed because, in accordance with CDOT’s Section 106 PA, amended 2014 (FHWA/CDOT 2014), upon investigation, each is a mining-related archaeological site on the outer limits of the APE where no direct impacts would occur.



- Four had no recorded NRHP evaluation. One of these resources was demolished (5CC.258). Two of the resources, 5CC.240 and 5CC.251, were resurveyed. The final resource, 5CC.306, is a point assigned in the OAHP database marking the location of Dumont/Mill City, but is not a physical resource that could be surveyed. Dumont was surveyed as part of a historic district evaluation of the communities of Dumont, Downieville, and Lawson conducted in 2017 by CDOT (HDR 2017) to fulfill stipulations in the I-70 Mountain Corridor PA (FHWA/CDOT 2008).
- Three were identified as Needs Data. One of these resources was demolished (5CC.1813). One of the resources (5CC.179) is a point assigned in the OAHP database marking the location of the Town of Free America/Lawson Townsite, but is not a physical resource that could be surveyed. The town of Lawson was surveyed in its entirety for the I-70 PPSL Eastbound project in 2014 (HDR 2014) and an NRHP-eligible historic district was determined Officially Eligible. The district was re-evaluated as part of the historic district evaluation project in 2017 (HDR 2017). One was concurred as Needs Data—Official in 2017 (5CC.2290), and was not resurveyed.
- Four sites are listed in the NRHP and one site is listed in the CSRHP. These sites were not resurveyed, but a re-visitation form for the NRHP-listed Idaho Springs Commercial Historic District (5CC.201) was completed.
- Seventeen were determined Officially Eligible and fifteen of these were not resurveyed because they were assessed within the last five years. Resource 5CC.1151.1 is a segment of the SH 103/Mt. Evans Road, which was assessed in 2001 and revisited during the I-70 PPSL Eastbound project in 2014. Resource 5CC.1189.3, the I-70 Twin Tunnels, was previously determined Officially Eligible, but the original tunnels were demolished when they were replaced within the last 5 years.
- Ten are segments of linear resources (3 Supporting, 7 Non-supporting). The three supporting segments were not resurveyed because they were assessed within the last five years. The three Non-supporting segments were not resurveyed because several were surveyed within the last five years and none were less than 50 years of age at the time of initial survey.

1.2.3 Survey Fieldwork

Architectural Inventory

Surveyors identified properties based initially on the construction year data obtained from the Clear Creek County Assessor's Office. Properties were surveyed if they were 45 years or older (construction date of 1973 or earlier). During fieldwork, the APE was also inspected to locate and identify any potential historic resources not identified through the OAHP Compass database or assessor's data. Consent for right of entry was not sought for any properties, and the survey was conducted entirely from the public right-of-way unless verbal or written permission was granted from the landowner. The exterior of each building was noted and described to facilitate the completion of OAHP inventory forms, including general architectural attributes and materials, building plan, character-defining features, additions and other modifications, and general condition.

When possible, photographs were taken of at least two exterior views of each building, with each photograph capturing two building façades. Additional photographs were taken as necessary to sufficiently document the property from the public right-of-way. Photographs were also taken of the surrounding environment of the buildings to understand their relationship to the overall setting.



Narrative descriptions of each surveyed building and structure were prepared. Colorado SHPO Architectural Inventory, Management Data, and Linear Resource forms were completed using field observations, photographs, and other information from the field survey and historical research.

1.2.4 Evaluation Methods

Properties, including buildings, structures, objects, sites, and districts, were evaluated for NRHP eligibility using the NRHP Criteria for Evaluation as defined in 36 *Code of Federal Regulations* (CFR) 60.4 under the Section 106 review process (36 CFR Part 800). A “building” is principally a place designed to shelter human activity such as a house, barn, hotel, store, etc. A “structure” is distinguished from a building in that its function is not primarily for human shelter but rather for other purposes. Examples of structures include roads, bridges, dams, irrigation canals, silos, tunnels, etc. An “object” differs from other construction types in that it is primarily artistic in nature, small in scale, or simply constructed. Examples of objects include monuments, mileposts, fountains, and sculpture/statuary. A “site” is the location of a significant historic event or activity where the location itself possesses value and can include battlefields, cemeteries, designed landscapes, trails, etc. A “district” is formed by a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.

To be listed in, or considered eligible for, the NRHP, a cultural resource must typically be 50 years or older and meet at least one of the four following criteria:

- The resource is associated with events that have made a significant contribution to the broad pattern of history (Criterion A).
- The resource is associated with the lives of people significant in the past (Criterion B).
- The resource embodies distinctive characteristics of a type, period, or method of construction; represents the work of a master; possesses high artistic value; or represents a significant and distinguishable entity whose components may lack individual distinction (Criterion C).
- The resource has yielded, or may be likely to yield, information important in prehistory or history (Criterion D).

In addition to meeting at least one of the above criteria, a cultural resource must also possess integrity of location, design, setting, materials, workmanship, feeling, and association that conveys the significance of the property. Integrity is defined as the authenticity of a property’s historic identity, as evidenced by the survival of physical characteristics it possessed in the past and its capacity to convey information about a culture or group of people, a historic pattern, or a specific type of architectural or engineering design or technology.

Location refers to the place where an event occurred or a property was originally built. Design considers such elements as plan, form, and style of a property. Setting is the physical environment of the property. Materials refer to the physical elements used to construct the property. Workmanship refers to the craftsmanship of the creators of a property. Feeling is the ability of the property to convey its historic time and place. Association refers to the link between the property and a historically significant event or person.

Cultural resources meeting these standards (age, significance, and integrity) are termed “historic properties” under the NHPA. Sites or structures that are not considered individually significant may be



considered eligible for listing in the NRHP as part of a historic district. According to the NRHP, a historic district possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects that are historically or aesthetically united by plan or physical development.

Certain kinds of cultural resources are not usually considered for listing in the NRHP, including:

- Religious properties (Criteria Consideration A).
- Moved properties (Criteria Consideration B).
- Birthplaces or graves (Criteria Consideration C).
- Cemeteries (Criteria Consideration D).
- Reconstructed properties (Criteria Consideration E).
- Commemorative properties (Criteria Consideration F).
- Properties that have achieved significance within the last 50 years (Criteria Consideration G).

These resources can be eligible for listing only if they meet special requirements, called “Criteria Considerations.” A resource must meet one or more of the four Criteria for Evaluation (A through D) and possess integrity of materials and design before it can be considered under one or more of the Criteria Considerations.

To evaluate cultural resources in the APE, the following NRHP bulletins issued by the National Park Service were used as guides:

- How to Apply National Register Criteria for Evaluation (Bulletin 15)
- How to Complete the National Register Registration Form (Bulletin 16A)
- Researching a Historic Property (Bulletin 39)
- Guidelines for Evaluating and Documenting Historic Properties that Have Achieved Significance within the Last Fifty Years (Bulletin 22)

As noted previously, OAHF has established specific guidance for identifying and evaluating the NRHP eligibility of linear resources. Linear resources, primarily roads, railroad grades, and irrigation structures are structures that are longer than they are wide and may stretch across several counties, the entire state, or beyond. The NRHP eligibility of a linear resource is assigned to the resource in its entirety, from start to finish or within the boundaries of the state. Acknowledging that survey of an entire linear resource may not be feasible, particularly for discrete projects requiring Section 106 review, segments of a linear resource may be surveyed in lieu of the entire resource. Until an entire linear resource has been surveyed and evaluated for NRHP eligibility, it is assumed to be NRHP eligible. Segments of linear resources are evaluated for their potential to support or not support the eligibility of the overall linear resource. In assessing effects from a project to a resource, the effects are assessed for the entire linear resource and not the segment within the project area or APE. Principally, the project is assessed for its potential to affect character-defining features and the integrity of the overall linear resource.



Section 2. Historic Context

NOTE: HDR has authored three reports since 2014 covering this section of I-70. The earlier reports are: *Architectural Survey and Evaluation for Interstate 70 Eastbound Peak Period Shoulder Land Project, Clear Creek County, Colorado (January 2014)*, *Clear Creek Greenway Archaeology and Historic Architecture Survey Report (August 2016)*, and *Historic Context and District Evaluations of Dumont, Lawson, and Downieville (June 2017)*. This historic context includes relevant portions of the contexts developed under the previous studies. It has been expanded to include additional information on residential development and mid-century tourism development in Idaho Springs, which was not a focus of the earlier surveys. All other information sources are cited in the text.

This section provides a historic context for evaluating the NRHP eligibility of the resources surveyed. Historic contexts identify the patterns or trends in history, the facets of that history that are significant, the types of properties that illustrate the significant facets of history, and the characteristics of those properties which convey significance. In evaluating resources for NRHP eligibility, existing historic contexts may be consulted and additional ones developed to facilitate a complete evaluation of a resource's significance.

Clear Creek Canyon has a varied and rich history with overlapping themes spanning approximately 150 years. This section contains information on previous relevant historic contexts and new contexts developed specifically for this project based on research. The primary previous relevant historic context used is the 2014 document titled *Historic Context Interstate-70 Mountain Corridor* (Twitty 2014). This I-70 Mountain Corridor context covers the entire I-70 corridor, from C-470 in the east to Glenwood Springs in the west, of which the project area is a small portion. The I-70 Mountain Corridor context includes information on several historic themes and on relevant property types associated with each theme. Section 2.1 summarizes the relevant information from the I-70 Mountain Corridor context and how it was used to evaluate surveyed properties at the national and state levels of significance. To augment the I-70 Mountain Corridor context, additional contexts specific to the project area were developed based on historical research for this survey. These contexts identify other locally significant historic themes or add local specifics regarding the broader themes identified in the I-70 Mountain Corridor context. Section 2.2 provides an overview of Clear Creek County history which is followed by histories of communities located in the project area (Sections 2.3 through 2.5).

2.1 I-70 Mountain Corridor Context

Historic themes covered in the I-70 Mountain Corridor context are: mining industry; timber industry; high-altitude agriculture; hydroelectric power generation; railroad and automobile transportation; and tourism and recreation. Property types associated with these historic themes are also examined in the document as are NRHP registration requirements, including guidance for character-defining features, significance, and integrity. The I-70 Mountain Corridor context was used in the course of this study to evaluate properties under broader state and national levels of significance. The relevant histories and themes and property types found in the project area are summarized below.

2.1.1 Mining Industry

The I-70 Mountain Corridor context contains extensive information on the history of mining in the area, including chapters specific to the history of mining in the Clear Creek drainage from 1859 to 1942. The I-70 Mountain Corridor context identifies the period of significance for mining in the Clear Creek drainage



as 1859–1942, but distinguishes between mining in the eastern and western portions of the Clear Creek drainage (with Empire as the mid-point) and also identifies several sub-periods of development (Table 3). In the eastern portion of the Clear Creek drainage area, which constitutes the extent of the westbound PPSL APE, gold was the primary metal mined, with silver mined to a lesser extent. West of Empire, the major mining materials were silver, lead, and zinc. The project area is entirely within the eastern portion, as defined in the I-70 Mountain Corridor context.

Table 3. Important Time Periods in Eastern Clear Creek Drainage (based on Twitty 2014:7)

Period of Development	Areas of Significance	General Trends
1859–1864	<ul style="list-style-type: none"> • Commerce • Community Planning • Exploration • Industry • Politics • Transportation 	<ul style="list-style-type: none"> • Discovery • Gold rush • Placer mining • Initial settlement • Hardrock mining • Collapse in 1864 • Towns established: Dumont (Mill City), Empire
1865–1873	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • Decreased production in the mining industry due to refractory ore and lack of economic investment • Towns established: Lawson/Free America and Downieville, Idaho Springs, Georgetown, Silver Plume
1874–1893	<ul style="list-style-type: none"> • Architecture • Commerce • Community Planning • Industry • Transportation 	<ul style="list-style-type: none"> • Industry grows • Growth and development related to the railroad after its arrival in 1873
1894–1897	<ul style="list-style-type: none"> • Architecture • Commerce • Community Planning • Engineering • Industry 	<ul style="list-style-type: none"> • Hardrock mining boom • Industry grows
1898–1918	<ul style="list-style-type: none"> • Architecture • Commerce • Engineering • Industry 	<ul style="list-style-type: none"> • Peak production • Industry boom • Mining stabilizes • Collapse in 1918
1919–1929	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • Post war mining slump and decline of industry.
1930–1942	<ul style="list-style-type: none"> • Engineering • Industry • Commerce 	<ul style="list-style-type: none"> • Depression stimulates subsistence mining • Increased mineral production • Major revival of mining industry • Gold outlawed 1942

Mining in the Clear Creek drainage began in 1859, with the discovery of gold by George Jackson while placer mining near present-day Idaho Springs. Throughout the 1860s, hardrock mining gradually replaced



placer mining and was increasingly led by organized companies rather than individuals. The crash of silver prices in 1893 dealt a blow to the most productive mining resources and the industry never fully recovered. With the exception of several small boom periods in the early twentieth century, the mining industry was in gradual decline until 1942 when it ceased to be a notable local industry.

Property types for this industry identified in the I-70 Mountain Corridor context include: placer mines, hardrock prospects, hardrock mines, ore treatment mills, smelters, prospector camps, worker housing, isolated residences, mining settlements, and mining landscapes. With each property type, the context identified associated areas of significance and character-defining features. Property types in the project area associated with the mining theme include hardrock mines, treatment mills, and mining settlements. Two subtypes of hardrock mines are identified—shaft mines and tunnel mines—and both are located in the project vicinity. In general, small to medium hardrock mines with low integrity are common, while small to medium mines with high integrity and large mines retaining any integrity are uncommon (Twitty 2014:284–285).

Several mines in the Clear Creek Canyon fall within or are adjacent to the project's APE. The I-70 Mountain Corridor context provides a broader view of the history of mining throughout the corridor, and of the differences in mining history between upper and lower Clear Creek Canyon.

2.1.2 Timber Industry

The I-70 Mountain Corridor context identifies the period of significance for the timber industry in the Clear Creek drainage as 1860 to 1920. The period begins with the establishment of the first sawmill on Clear Creek and ends with the decline of timber harvesting and decreases in production to a point where the timber industry was no longer considered commercially viable. The timber industry was primarily driven by the need for timber to support the mining industry, first for placer mining and later hardrock mining. Demand was further increased by the extension of the Colorado Central Railroad (CCRR) up Clear Creek to Georgetown beginning in 1877. There was a symbiotic relationship among the mining, timber, and railroad industries, where each contributed to the others' growth. The timber industry peaked in the 1880s. A combination of reductions in the mining industry, increased logging regulations, and reduced forest reserves led to a substantial decline of the timber industry by 1920.

Property types for this industry identified in the I-70 Mountain corridor context includes: sawmill sites, logging camps, loading stations, tie collection points, flumes, and timber industry landscapes. With each property type, associated areas of significance and character-defining features are identified. No property types associated with the timber industry are anticipated in the project area. Timber industry in the lower Clear Creek Canyon peaked early in the historic period. Any extant timber industry properties are more likely to exist in the upper Clear Creek Canyon and in the western part of the mountain corridor.

2.1.3 Agriculture

The period of significance for high-altitude agriculture is 1860 to 1955. The period begins with the first establishment of homesteads along Clear Creek and ends when the industry declined to a point of not being considered a significant industry. Homesteading was important along Clear Creek from 1860 to 1880 and primarily authorized by the Homestead Act of 1862, the Timber Culture Act of 1873, and the Desert Land Act of 1877 (Twitty 2014:373). Many early homesteaders were placer miners, who used agriculture for personal subsistence and additional income from surplus crops. By 1880, most of the land along Clear Creek had been claimed, several communities were developing, and the railroad reduced the need for local agriculture. Cattle and sheep ranching were important along Clear Creek from 1870 to



1900 and declined for similar reasons; chiefly, the railroad allowed transport of less expensive meat from other markets. Historically, there was little commercial farming in the Clear Creek drainage. Historic local newspaper accounts do mention potato and turnip farming by local residents, but primarily for local use and not for export (*Colorado Miner* 1875).

Property types identified for high-altitude agriculture in the I-70 Mountain Corridor context include: homesteads, ranches, farms, and agricultural landscapes. With each property type, associated areas of significance and character-defining features are identified. Few, if any, agriculture-related property types are anticipated in the project area. Homesteads and ranches either were located near Clear Creek and engulfed by later community or industrial development or were located farther upslope and away from the Clear Creek drainage.

2.1.4 Electrical Power Generation

The period of significance for electric power generation in Clear Creek County was between 1883 and 1970. The first power plant in the corridor was built in Lawson in 1883 to serve a company-owned mine, the Commodore. The period ends in 1970 after consolidation and the construction of the last power plant in the county by Public Service Company above Georgetown. Several mines constructed hydroelectric power plants for direct current (DC) to power the mines, but DC power was not viable for long distance transmission. Municipal service began in Georgetown from power generated by an investor-backed facility. By 1903-4 Lawson was lighted with electricity from United Light & Power's plant in Georgetown (*Silver Standard* 1903). The high electrical demand of the mining industry for power was not met until a practical alternating current (AC) motor was developed in the late 1890s. The AC motor caused power generation in the lower Clear Creek Canyon to overtake Georgetown's plant, driven by investor-owned power grids eager to sell reliable power to the larger mines and municipal customers. Beginning in 1910, Colorado Power began purchasing and consolidating smaller municipal grids. From 1920, few significant changes were made and the grid remained under one operator. In 1964, Public Service Company constructed the Cabin Creek pump storage facility above Georgetown. The facility pumped water to an upper reservoir at low-peak hours and reversed flow for high-peak hours. By 1970, Public Service Company had replaced aging equipment and upgraded the grid to its current state.

Property types identified for electric power generation in the I-70 Mountain Corridor context include: power plant sites, substations, power lines, infrastructure components, and reservoirs. With each property type, associated areas of significance and character-defining features are identified. No properties associated with power generation are anticipated in the project area. The power plant in Lawson associated with the Commodore mine is not extant. Power plants in Idaho Springs associated with later power grid development are not extant. The extant power generation properties in Clear Creek Canyon are all located in Georgetown and outside of the project area.

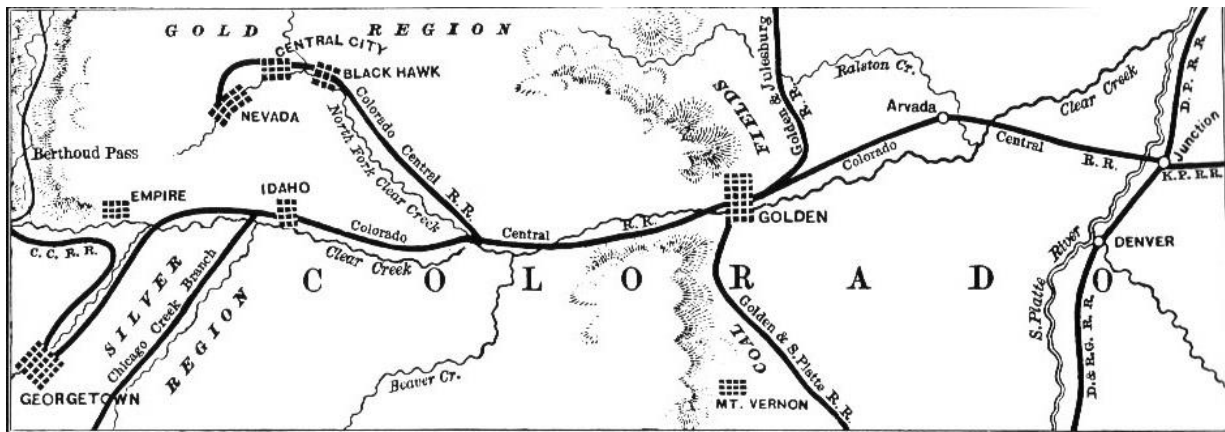
2.1.5 Railroad Transportation

The period of significance for railroad transportation in the Clear Creek drainage is from 1873 to 1940. The period begins with the establishment of a railhead at Floyd Hill by the CCRR and ends when railroad service was terminated in the Clear Creek corridor. As mentioned previously with the mining and timber industry sections, the coming of the railroad boosted both of these industries to their historic peaks.

The CCRR was organized as the Colorado and Clear Creek Railroad on February 9, 1865 (Figure 17). It was re-formed as the Colorado Central and Pacific Railroad the following year, and in 1868, the line dropped "Pacific" and was changed to Colorado Central (Mid-Continent Railway Museum 2016). The first

line opened was a short standard gauge line from Golden to Denver Junction, 3 miles north of Denver. Though planned as standard gauge, the lines to Central City and Georgetown were narrow gauge because of the tight curves and steep gradients of the canyon. Grading in the canyon started in 1870 and the railroad reached Black Hawk in December of 1872. Construction of the line to Georgetown stalled at Floyd Hill in March of 1873, largely because of financial problems brought on by the Panic of 1873. Construction up Clear Creek did not resume until 1877 with the line reaching Idaho Springs in June of 1877 and the end of the line at Georgetown in August (Poor 1976). By 1884, the Georgetown, Breckenridge & Leadville Railroad (GB&L) was organized by Union Pacific Railroad (UPRR) investors and a line was built from Georgetown west to Graymont, providing rail transportation access to Summit County mines and forests (Mid-Continent Railway Museum 2016). In 1890 the UPRR forced the merger of the CCRR and 11 other railroads to form the Union Pacific, Denver and Gulf Railroad. The new line was not a financial success: it went into receivership in 1898 and was reorganized as the Colorado and Southern Railroad (C&S) in December. The mountain lines of the C&S were not very profitable due to declining mining activity. By 1912 winter service in Clear Creek Valley was often reduced to one train per day. In 1917 passenger service between Idaho Springs and Georgetown was discontinued except for occasional specials, and from 1928 all passengers up the Clear Creek line traveled in cabooses hauled by freight trains. By 1932 service from Denver to Idaho Springs had been reduced to two round trips per week with only occasional runs as far as Georgetown and Silver Plume. Service was reduced to one round trip per week by 1940. The line from Idaho Springs to Silver Plume was removed in 1939 with the Denver to Idaho Springs line abandoned in May 1941 (Poor 1976). By the early 1970s, the construction of I-70 had removed portions of the original railroad grade and the tracks had been removed from extant sections (Mid-Continent Railway Museum 2016).

Figure 17. CCRR from Golden to Georgetown, ca. 1880



Source: Baldwin 2007

Property types identified for railroad transportation in the I-70 Mountain Corridor context include: railroad grades, tunnels, drainage structures, right-of-way structures, service facilities, and depots. With each property type, associated areas of significance and character-defining features are identified. With the construction of state highways on abandoned grades in the 1930s and 1940s and the construction of I-70 in the 1960s, very few railroad property types remain in the lower Clear Creek Canyon. Surviving property types include isolated segments of railroad grades, bridge abutments, and depots.



2.1.6 Road Transportation

The period of significance for road transportation in the mountain corridor is from 1859 to present. The period begins with impromptu pack trails from Denver and Golden to Clear Creek just before and after the discovery of gold in Clear Creek. As the mining industry brought settlement and the industry transitioned to hardrock mining, privately owned wagon road companies formed to construct roads over the trails. Between 1890 and 1910, Clear Creek County purchased many of the privately owned wagon roads. The rise of automobile tourism, especially the Good Roads Movement, and the creation of the Denver Mountain Parks all contributed to a period of road improvements from the 1910s through the 1920s. The U.S. Highway System was proposed in 1926, using many existing state highways through re-signage. US 40 was part of the original proposed system and was run on Colorado SH 2 from Utah to Denver. US 6 was created in 1932. New Deal programs in the 1930s brought federal dollars to bear on road improvements, including improvements on US 40 from Denver to Idaho Springs. In 1938, the Colorado State Highway Department took ownership of many abandoned railroad alignments, intending to convert them to state highways. The CCRR grade from Clear Creek to Georgetown was converted to SH 103 (Twitty 2014:243). The Federal Highway Act of 1956 established the Interstate Highway System. Although originally intended to terminate at the west end of Denver, I-70 was extended across the Rocky Mountains in large part due to political pressure from local figures and western states' representatives in Washington D.C. The first section of I-70 in Colorado completed and opened to traffic in 1961 was the section bypassing Idaho Springs (finished in 1960 as part of improvements to US 6-40) and from Idaho Springs to Denver. The section of the interstate from US 40 at Empire to west Idaho Springs was completed in 1964.

Property types identified for road transportation in the I-70 Mountain Corridor context include: Native American trails, pack trails, wagon and stage roads, engineered auto roads, engineered Depression-era roads and highways, and tunnels. With each property type, associated areas of significance and character-defining features are identified. Examples of earlier undeveloped Native American trails, pack trails, and wagon roads are most likely to exist in areas with less development throughout the historic period. The project area closely follows Clear Creek in the valley floor, which also has experienced substantial change over time with the transformation of existing trails to roads to paved highways to interstate highway. Segments of engineered auto roads and highways and associated features, such as culverts and smaller bridges, are likely to exist in the project area, but would need to consist of multiple features and retain high integrity to be eligible for NRHP listing.

2.1.7 Tourism and Recreation

The period of significance for tourism and recreation is 1860 to present. Resort tourism began in the Clear Creek drainage in the mid-1860s. The hot springs at Idaho Springs were recognized for commercial possibilities by Dr. E. E. Cummings in 1863 when he purchased all six hot springs and constructed a bathhouse. Harrison Montague purchased the springs and constructed the Ocean Bath House circa 1870, followed shortly thereafter by the Mammoth Bath Company constructing another facility. With the coming of the railroad in the late 1870s, Idaho Springs was the first mountain stop from Denver and became a popular destination. The 1910s brought a rise in automobile tourism even as other industries declined in the corridor. Eventually, the economic dominance of the railroad, mining, and timber industries gave way to tourism as the greatest economic generator by the middle of the twentieth century.

Property types identified in the tourism and recreation context include: ski areas, destination resorts, and outdoor recreation sites. With each property type, associated areas of significance and character-defining features are identified. No ski areas are within the project area and at least one destination resort is



adjacent but outside of the project area. The project area did include a concentration of motor courts, motels, and restaurants that catered to the automobile tourists in Clear Creek County beginning in the 1930s. These were not identified as property types under the tourism and recreation context, but are related to the overall theme.

2.2 Clear Creek County Overview

Following the discovery of gold on Chicago Creek in 1859 near present-day Idaho Springs by George Jackson, miners moved into the area and began prospecting along Clear Creek and its tributaries. By 1860 small mining camps and supply settlements had been established along the canyon, and mining districts were created. These districts provided basic governing and peacekeeping laws, including protection of claims and rules for further development to extract resources. The Jackson District was one of the earliest established at present-day Idaho Springs and was followed by the Downieville District and the Griffith District located near Georgetown (Twitty 2014:10). The Colorado Territory, established in November 1861, was divided into 17 counties. Clear Creek was one of the original territorial counties and its boundaries have not changed since its establishment (Historical Society of Idaho Springs 1986:1). The Clear Creek County seat was established initially at Idaho Springs, but was moved to Georgetown in 1867 where it remains today.

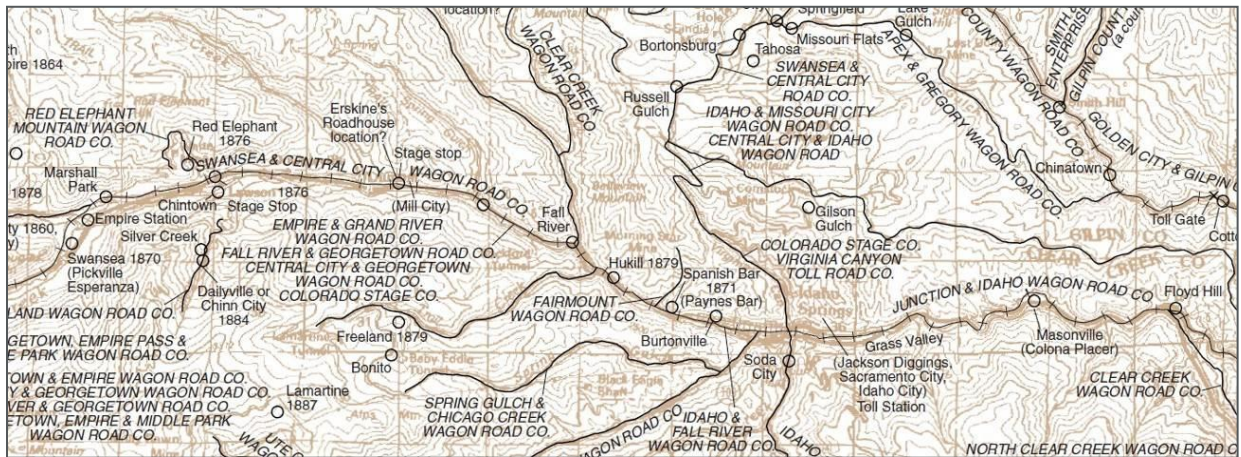
As prospectors began to establish camps in the area, businesses opened to support the miners. Overland cargo freighting along trails and poorly developed wagon roads was the only way to move supplies into the region. Blacksmithing, saloons, general stores, boarding houses, and other ancillary businesses began to emerge in the mining camps. Soon arrastras, rockers, and sluices replaced gold pans, and the population of the mountain communities began to grow. Two important camps were located at Idaho Springs (previously known as Idahoe) and Dumont (originally named Mill City). Established in 1860, both towns were sited on Clear Creek tributaries where gold was found during the area's early gold rush (Historical Society of Idaho Springs 1986:4). By the middle of the 1860s, gold veins in the region had been played out and silver became the most important mineral in Clear Creek County.

With the increase in mining in Clear Creek Canyon, several companies began working on better wagon roads into the mining towns (Figure 18). The Idaho and Fall River Wagon Road, constructed in 1860, was 3 miles in length and stretched from the town of Idaho Springs to the junction with Fall River. Other significant roads built in the early 1860s were the Chicago Creek Wagon Road that extended 7 miles up from Idaho Springs, providing access to Mount Evans, and the South Clear Creek Wagon Road that stretched east from Idaho Springs for 12 miles and was the first stage in a road that would eventually connect to Denver (Historical Society of Idaho Springs 1986:95-97). Better roads allowed for the introduction of stage coaches. Important stage stops in the area included Idaho Springs, the first county seat; Dumont, which had several ore stamp mills and smelting businesses; and Georgetown, a city that grew along with the prominence of silver in the late 1860s and became the new county seat in 1867 (Historical Society of Idaho Springs 1986:2). Population in the county surged as underground hard rock mining and stamp mills replaced surface placer mining along Clear Creek and its tributaries. These mines brought in large populations of workers and sustained development-related industries like logging and brickmaking.

Though stage coach travel was common throughout Clear Creek County by 1870, heavy equipment, mining and logging supplies, and other gear still had to be brought in by wagons, pack mules, and horses. The need for more efficient transportation resulted in the development of railroads in the Clear Creek drainage. The UPRR was seeking a route across the Rocky Mountains and considered options through Clear Creek and Wyoming. Early backers of a railroad through Clear Creek were hoping for UPRR

support for a route through Colorado, and the CCRR was organized in 1868 with several UPRR representatives on the board. When it became apparent the UPRR preferred a Wyoming route, the CCRR broke free of UPRR control in 1871 and began planning a route through the Rocky Mountains. By 1873, the CCRR construction had brought the railroad through the foothills to Floyd Hill where construction stopped and a railhead was established (Twitty 2014:28).

Figure 18. Early Roads and Railroad Alignment Through Lower Clear Creek Canyon from Empire to Floyd Hill



Source: Scott 1999

The financial panic of 1873 briefly halted further expansion into Clear Creek Canyon. But by 1877, the CCRR had finished the extension from Floyd Hill to Georgetown. The first train arrived in Idaho Springs in June 1877 and reached Georgetown by August. The coming of the railroad into Clear Creek Canyon boosted the mining and timber industries and overall economic development in the area. The timber industry was boosted by greater demand for railroad ties and a transportation outlet for lumber to Denver. The mining industry likewise benefited from a reliable transportation outlet to the Front Range. Overall, commerce in Idaho Springs benefited from reliable transportation to the Front Range.

From 1878, the CCRR focused on adding spurs to the existing line but decided not to extend the line west of Georgetown, leaving mining areas in Summit County underserved. The UPRR leased the CCRR in 1879 and began to regain operational control of the CCRR, replacing key CCRR officials with UPRR ones. With control of the CCRR back in UPRR hands, plans were made to extend the line past Georgetown and into Summit County. In 1881, the GB&L was organized by UPRR officials. The GB&L was completed in 1884 and subsequently increased rail traffic through the lower Clear Creek Canyon to the Front Range (Twitty 2014:190–194).

By 1890 Clear Creek County had a population of approximately 7,000 while Colorado's population was 413,000. Colorado was the third largest producer nationally of gold and silver ore estimated at more than \$41 million dollars (U.S. Census 1890). This changed in 1893 when the price of silver reached an all-time low, eventually dropping from \$1.09 to \$.64 by 1894. Colorado was hit hard statewide with 45,000 jobs lost, 435 mines closed, and 377 businesses failed (Twitty 2014:49). The Clear Creek drainage weathered the crisis better than the rest of the state. Most mining companies closed temporarily and the largest mines reopened with trepidation by early 1894. Due to its use as a monetary standard, the price of gold



remained steady and mines with significant reserves continued to find success. Gold mines around Idaho Springs expanded and increased production while new gold mines were developed along Clear Creek.

By the beginning of the twentieth century, mining was still the dominant industry in Clear Creek County. However, the growth of towns and development of tourist sites also began to bring a substantial number of visitors to the mountain communities. Idaho Springs, with its hot springs, benefited greatly from this mountain tourism. Railroad companies published promotional brochures touting the town's healthy waters and ran seven trains a day from Denver. The Ocean Bath House, constructed at the springs in the 1870s, catered to out of town visitors instead of local miners. The baths were expanded, and additional pools and a hot cavern were constructed. The complex also included restaurants, a casino, and cabins that could be rented along the creek (Twitty 2014:257).

Rail use began to slow in the 1910s as the mining industry in the region entered a decline. As ore reserves were depleted, mines began to close. The rise in use of automobiles by wealthier tourists led to a further decline in rail use. As the United States approached entrance into World War I, many railroad lines were on the verge of bankruptcy. The need for mining picked up in 1917 and 1918 and those mines that were still in operation saw an increase in production. The U.S. Railroad Administration seized control of all railroads in the country in 1917 as part of the government's wartime mobilization effort and operated them until the conclusion of hostilities. Immediately following the war, many lines were abandoned and those that remained in service did so at a reduced level. Maintenance problems, the nationwide economic depression that followed the end of the war, the increased use in automobile travel, and the collapse of the mining industry all contributed to the decline and eventual end of the railroad system through Clear Creek County (Twitty 2014:198–200).

The smaller communities in Clear Creek Canyon suffered the same fate as the railroads in the 1910s and 1920s. Towns like Dumont, Downieville, Lawson, and Empire were established to support the mining industry and when the mines closed, much of their population left. Larger towns in the valley like Georgetown and Idaho Springs still had active mines and other industries that could support a larger population. President Roosevelt, in response to the economic depression the country had entered, signed the Gold Reserve and Silver Purchase Act in 1934. The act increased the price of gold and silver and raised production. The additional ore needing shipment was not enough to sustain the railroad and by 1939 the rail line between Idaho Springs and Georgetown was abandoned and the rails were removed. In Lawson and Dumont, depots were abandoned and the already dwindling population was further reduced. By 1940 the last segment of track between Golden and Idaho Springs was removed (Twitty 2014:201).

Early roads constructed to haul mining supplies were improved for automobiles as part of the Good Roads Movement in the 1910s and 1920s. In 1922 the State Highway Commission began to improve roads in Clear Creek County based on their heavy use and to allow access to the central mountains further to the west. SH 2 ran from Utah to Denver; portions became US 40 from Denver to Georgetown with the implementation of the U.S. Highway System in 1927. During this decade many of the scenic auto routes, including the road from Idaho Springs to the summit of Mount Evans, were constructed. The greatest period of road construction occurred during the 1930s when many gravel roads were paved for the first time. Bridges, viaducts, culverts, and secondary roads were also improved with New Deal era funds. US 6 was created in 1932 and entered Clear Creek Canyon from Golden, following the same alignment as US 40 from through much of the canyon. From the base of Floyd Hill to Empire, the two highways shared the same alignment, and that stretch was referred to as US 6-40. In 1938, the railroad alignments in Clear Creek Canyon were purchased by the State Highway Department with the intent to add additional roadways on the grade to the state roadway system. Many were improved and used for



state highway realignments and for secondary roads; portions of others became part of US 6-40 (beginning in 1932) through the valley (Twitty 2014:230).

Upon the nation's entry into World War II, mining in Clear Creek County shut down. Materials such as gasoline and explosives were not available, and eventually gold mining was suspended in October 1942 as it was determined that it did not contribute to the war effort. Following the end of the war, when gold production began again, the mines in the Clear Creek Canyon could not recover. Populations of many towns in the valley, including Georgetown and Idaho Springs, decreased. Mining was no longer the primary economic industry (Twitty 2014:74).

Following World War II, tourism began to dominate the economy of the Clear Creek Canyon. Development of tourist sites along US 40 and the burgeoning skiing industry helped grow towns like Idaho Springs and Georgetown. Visitors came to Clear Creek County to hunt, fish, hike, and camp, and new recreation sites were developed to accommodate these activities following World War II. Skiing, though a part of the valley's history before the war, thrived following it. The Loveland ski area first opened in 1936 with only a tow line then, in the late 1950s, replaced the towline with two chairlifts, eventually adding two more. At the same time ski areas to the west in Vail, Keystone, Copper Mountain, and Beaver Creek were also being developed. These ski resorts brought thousands of visitors through Clear Creek Canyon each winter (Twitty 2014:252–254). As ski resorts grew, towns began to cater specifically to the ski visitors. The number of restaurants, cafes, filling stations, and hotels in these towns increased.

Facilitating this increased use of the mountains for recreation was the development of the Interstate Highway System in 1956. Originally, I-70 was planned to end at Denver and begin again in Utah, bypassing the Rocky Mountains. Western legislators urged the federal government to extend what would become I-70 through the mountains, and portions of US 6-40 were incorporated into the interstate. Although the route of I-70 followed portions of US 6-40, the narrow valley floor and developed areas presented difficulties in adding additional lanes to the existing highways. Clear Creek was rechanneled through large portions of the lower Clear Creek drainage, particularly at Idaho Springs and between Idaho Springs and Dumont. The construction of the interstate required the removal of buildings and structures to provide space for four lanes of highway, shoulders, and access ramps as well as bridges to cross the winding creek and secondary roads that served communities. The first segment of I-70 to be completed between Floyd Hill and Empire Junction was the segment at Idaho Springs. The four-lane highway acted as a bypass around Idaho Springs and opened to traffic in November of 1958 (*Clear Creek Mining Journal* 1958). Although the I-70 alignment largely bypassed the communities of Dumont, Downieville, and Lawson, many buildings in these communities were demolished or relocated. The interstate eventually passed over the Continental Divide on the edge of Clear Creek County via the Eisenhower Tunnel, first opened in 1973 and completed in 1979 (CDOT 2013).

Following development of the Interstate Highway System visitors were traveling to Clear Creek County by automobile. Improved roads required construction of filling stations, garages, and auto-friendly lodging. Historically, auto-camps and motor courts allowed for tourists to stay overnight but by the 1940s US 6-40 was dominated by motels and later larger two-story hotels. These businesses were designed specifically for traveler convenience with a central compound that might contain a swimming pool; side door parking; and small rooms that include a bathroom, reliable heat, and, later, air-conditioning. Motels and hotels included offices and vending and ice machines, and were often clustered along the major vehicle corridors near restaurants and cafes (Twitty 2014:262).

Today tourism is Clear Creek County's largest industry with visitors coming for skiing, hiking, camping, rafting, fishing, and resort stays. There is limited mining in the Clear Creek Canyon: not of gold or silver

but rather of molybdenum, an alloy used in steel. Former gold and silver mines and the towns that served them have become tourist attractions in their own right with mine tours being offered at the Argo Tunnel and Mill and the Phoenix Gold Mine near Idaho Springs, and at the Lebanon Silver Mine between Georgetown and Silver Plume.

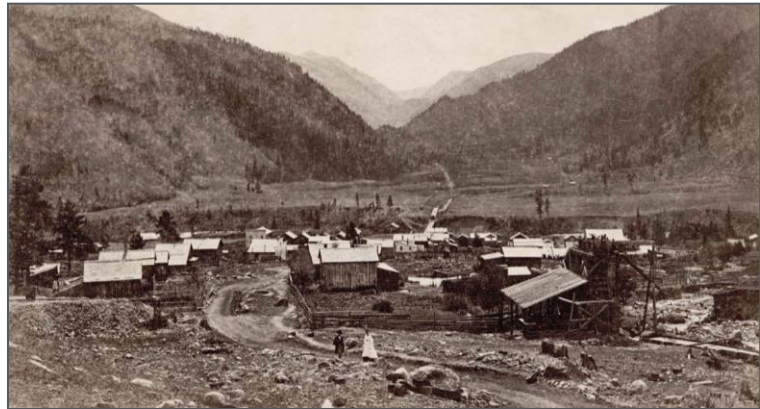
2.3 Empire

Gold was discovered near Empire in 1860, and the town was organized that year by prospectors as part of the Union Mining District. Initially called Valley City, the town's name changed soon to Empire City in 1861, the same year that Clear Creek County was established. Though silver was also mined in Empire, gold was the primary commodity, and its heyday in Empire was from 1861 to 1865. In the boom summer of 1861, over 50 houses were constructed in the new town (Historical Society of Idaho Springs 1986:332). Names of streets, geographical features, and buildings—including the first schoolhouse—were established throughout the 1860s. However, Empire City was not officially incorporated until April 12, 1882. In 1886, "City" was dropped, and the town became known simply as Empire (Photo 1). The founding miners included George Merrill, Joseph Musser, George L. Nicholls, and D. C. Skinner. Many of the subsequent mining settlers hailed from Central City. Joseph A. Love came from Mill City (now Dumont) in 1863 and established a stage and mail line from Empire to Central City, extending it to Georgetown in 1866. A stagecoach service established in Denver in 1859 precipitated stage coach stops in mining communities throughout Clear Creek Canyon, including Empire, Dumont, Central City, Idaho Springs, and Georgetown (Historical Society of Idaho Springs 1986:95-96, 136).

In 1877 the CCRR laid tracks from Idaho Springs to Georgetown, and installed a switch at Empire approximately 1 mile south of the downtown. In 1885, citizens of Empire petitioned for the establishment of a railroad depot and billing station, citing an inadequacy of the current facility to accommodate the transmission of hundreds of tons of freight each year. A one-story, wood frame depot building (5CC.6) was built at Empire Junction in 1899 (Figure 19), at the foot of Douglas Mountain (Office of the Railroad Commissioner 1885:599-600).

Since its earliest establishment at the base of Berthoud Pass, Empire has served as a portal from Clear Creek Canyon into the mountains and to the Western Slope. Circa 1908, the Clear Creek Power and Development Company was founded and began providing electricity to Empire, Lawson, and Dumont. In 1963, the Public Service Company of Colorado installed a high pressure gas line running from Denver into Clear Creek County, and two years later Empire received its first gas-powered utilities. By the late nineteenth and early twentieth centuries, residents and tourists were taking advantage of Empire's proximity to the mountains for recreational purposes. Skiers flocked to Lincoln Mountain and Berthoud Pass, and in the 1940s the Denver Winter Sports Council organized the first motorized rope tow in the

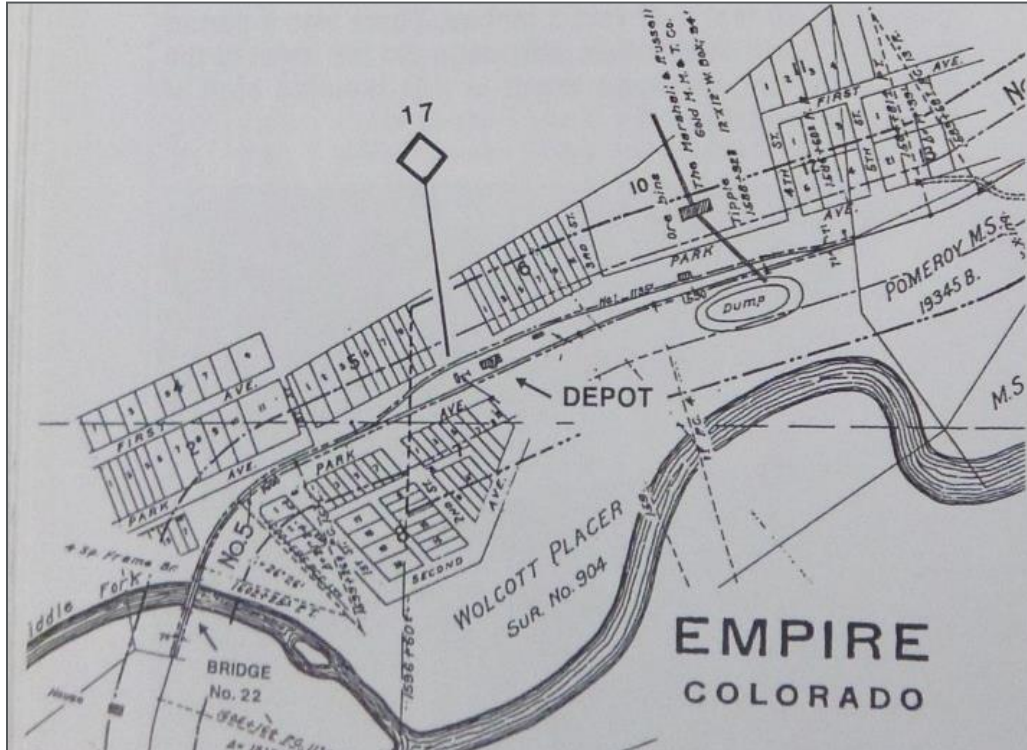
Photo 1. View South through Empire



View south through Empire, showing the wagon road running south across West Fork of Clear Creek to Georgetown. No date (Denver Public Library Western History Collection)

state at Berthoud Pass (Historical Society of Idaho Springs 1986:79-80, 117). Tourism and recreation in the mountains around Empire surged in the 1920s with the construction of the Midland Trail Auto Road, which itself was built partially over a nineteenth century wagon road over Berthoud Pass. The Midland Trail was completed by a joint effort of the U.S. Forest Service and the Colorado State Highway Department (now the Colorado Department of Transportation [CDOT]) in 1923. Later known as Victory Highway, the road eventually became part of US 40, running west to San Francisco, California, and east to Baltimore, Maryland (Clear Creek County 2012a:2).

Figure 19. Map of Empire showing depot (5CC.6) location, 1918



Source: Abbott, McCoy, and McLeod 2007

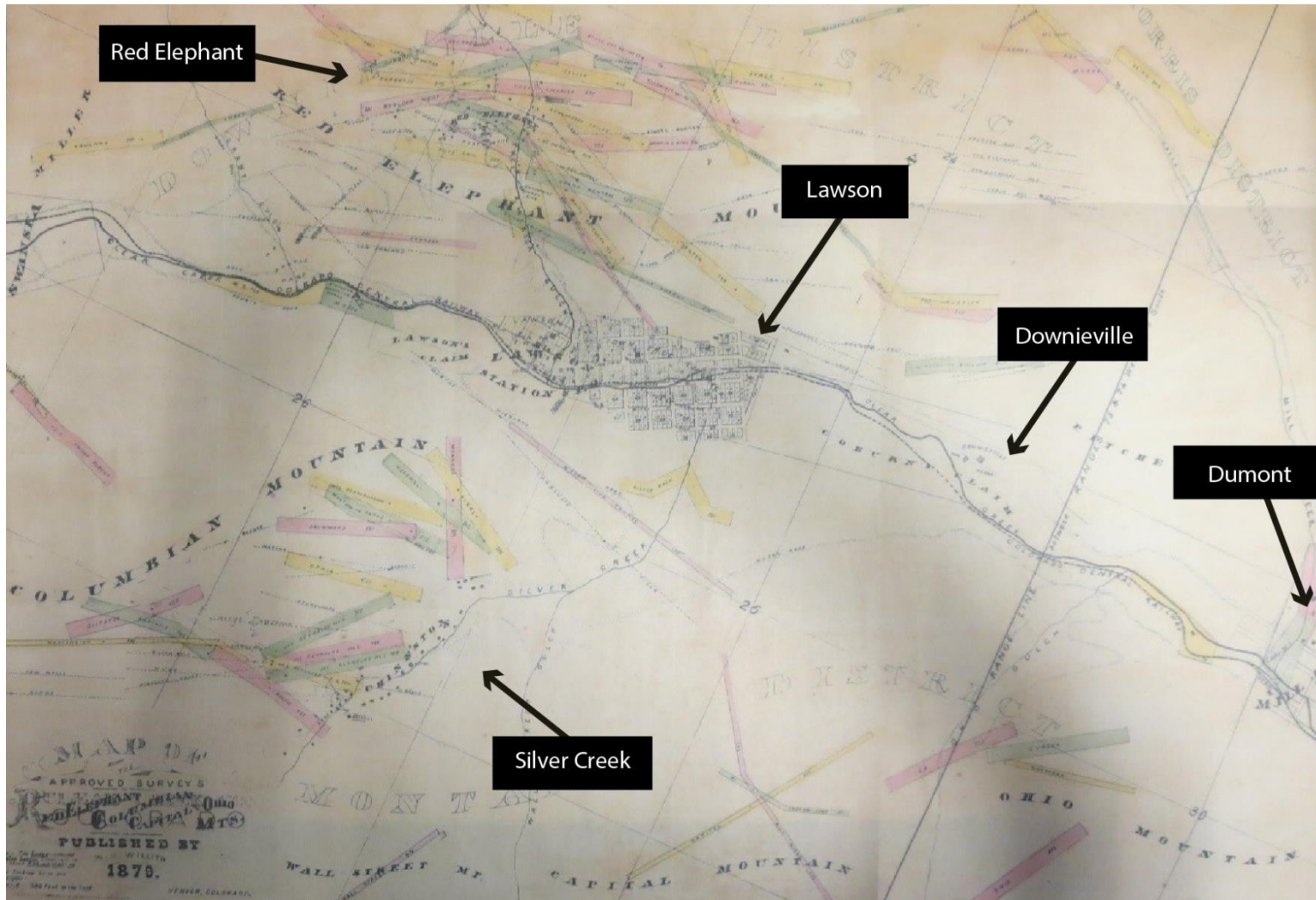
Alongside tourism, mining continued to be a major industry in Empire up until World War II, when mines across the county were shut down. The Conqueror Mine in North Empire and the Minnesota Mine and Mill on Silver Mountain both employed hundreds of Empire residents during the 1930s and into the 1940s (Clear Creek County 2012b:5-8).

2.4 Dumont, Downieville, and Lawson

These three communities between Idaho Springs and Empire Junction developed concurrently after hardrock mining began in the Clear Creek drainage. Among the mines and mills in the area that contributed to the growth of the three communities were the Specht Mill, which burned in 1940; Silver Creek Mines, including the American Sisters and Princess of India Mines; the Commodore Mine; the Whale Mine; the Red Elephant Mines; and Lincoln Mine. These mines also spawned the small settlements of Red Elephant and Silver Creek, which no longer exist today (Figure 20).

Figure 20. Mining Claims Around the Communities of Lawson, Downieville, and Dumont

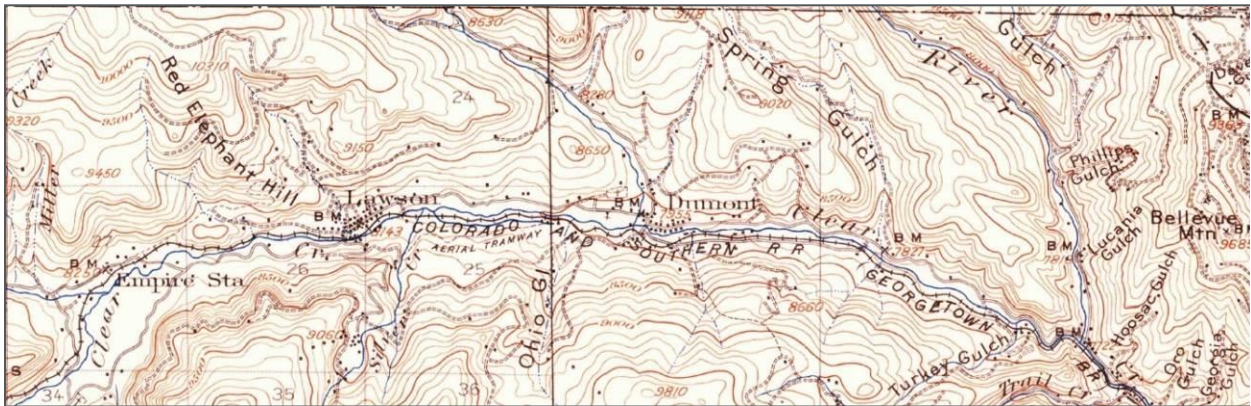
Red Elephant is visible north of Lawson; and Silver Creek is located southwest of Lawson.



Source: Clear Creek County Archives

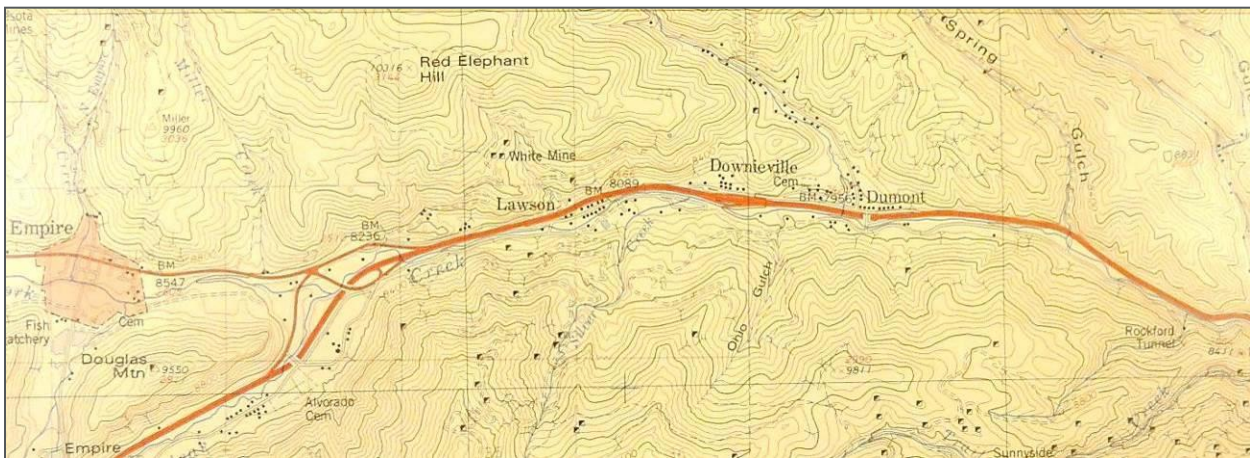
Lawson developed from two adjacent townsites established near the Red Elephant Mines. Downieville developed around a ranch established by a local mine owner that served as more of a boarding house than a working ranch. Dumont was founded as Mill City, so named for several of the earliest mills and smelters in the area. From Dumont to Downieville, the CCRR grade paralleled Clear Creek on its south banks and a road paralleled to the north, running through Dumont and Downieville. Just east of Lawson, the railroad crossed Clear Creek to run between Lawson and Clear Creek. The road north of Clear Creek continued through Lawson before crossing Clear Creek on the west end of town (Figure 21).

Figure 21. Lawson and Dumont (Downieville not listed) on 1910 USGS Topographical map, Central City Quadrangle



The railroad grade had been abandoned by the 1930s and some county roads were built on the existing grade. Construction of I-70 in the 1960s through this area passed to the south of Dumont and Downieville and north of Lawson (Figure 22). The alignment of the interstate resulted in Clear Creek being rechanneled to the south. Some buildings in Dumont previously south of the creek were demolished or moved.

Figure 22. Lawson, Downieville, and Dumont on 1980 USGS Topographical map, Clear Creek Quadrangle

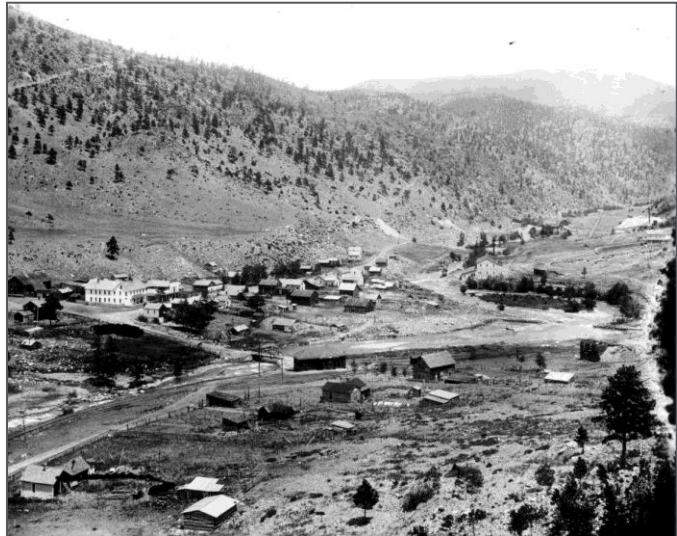


2.4.1 Dumont

Founded as Mill City in 1859, Dumont (Photo 2) was an important stage coach stop in the Clear Creek Canyon because it contained the earliest mills, and smelters in the area. In 1880 Mill City was renamed Dumont after Colonel John M. Dumont, a prominent pioneer and miner, primarily due to post office confusion with a similarly named town. Colonel Dumont owned the Lincoln, Freeland, and Whale Mines. Stanley Mine stands now where the Whale Mine and Mills originally stood. In the late nineteenth century, Dumont had a population of over 100 people and was fielding two ball teams (football and baseball) and operating a busy school. By 1900, the town had a doctor's office, two hotels, multiple grocery stores and saloons, a confectionary, and a firehouse. The Dumont Depot (5CC.2156) was built in 1902. One prominent center of social activity was the Mill City House, built in 1868 (Photo 3). The Mill City House, which still stands today, served primarily as a hotel and stagecoach stop, but also featured a saloon, an opera house, and a meeting hall (Historical Society of Idaho Springs 1986:41). In the mid-twentieth century, the log Mill City House was repurposed to serve as Dumont's post office. The Dumont school that stands today was constructed in 1909. Growth and business in Dumont during the late nineteenth and early twentieth centuries revolved almost entirely around the mines and mills. Major operations fueling stability and prosperity in Dumont during the late nineteenth to early twentieth centuries included the Eagle, Albro, Kavern, and Specht Mines, as well as the Bolthoff, Drummond, and Joe Reynolds Mills. Mining operations fluctuated over the course of decades, built up as frequently as they closed or burned down. The Dumont Gold Mining Company and the Blue Ridge Mining Company ran much of the mining operations in the area.

By 1910 many of the mines that supported the milling and smelting at Dumont were exhausted and began closing. A small resurgence in the years leading up to World War I helped to steady the population; however, the economic depression that followed led many to leave the town for jobs in Idaho Springs, Georgetown, or outside of Clear Creek County. Some of the longest-lived mines were the Albro, which

Photo 2. View of Dumont (circa 1890–1900)



Source: Western History Collection, Denver Public Library

Photo 3. Mill City House

Mill City House prior to the construction of the current Dumont post office.



Source: Historical Society of Idaho Springs 1986



functioned until at least the late 1920s, as well as the Specht Mine and Mill, which was active until destroyed by fire in 1940 (Mill City Historical Society 1940).

One of the secondary industries in Dumont that related directly to mining activity was the establishment of hotels and boarding houses. The most prominent hotel keeper in the town was R. P. Chinn, who in 1876 established the 2.5-story Chinn Hotel, known also as Chinn's Boarding House.

The 1930s and 1940s witnessed a further shift in the community's focus from mines—most of which closed as part of the nation's widespread effort to conserve manpower and resources—to maintaining small agricultural operations, local businesses, and war support operations, such as L. G. Robineau's Machine Shop on Main Street that produced hydraulic system parts for bomber planes (*Clear Creek Mining Journal* 1947a:135–149).

During the late 1920 and throughout the 1930s, a combination of factors precipitated the construction and improvement of major highways running through and past Dumont, Downieville, and Lawson. US 40 was established in Clear Creek Canyon over SH 2, which itself followed portions of original wagon trails and the earliest auto roads. US 6 was constructed in 1932 and overlapped with US 40 through the Dumont-Downieville-Lawson area. The highway was improved several times over the next three decades, before it was finally replaced in the early 1960s by I-70. The construction of I-70 was a massive project that necessitated the rerouting of Clear Creek as well as the removal of homes and ranches that lay just south of Clear Creek and Dumont (Twitty 2014:243-244). The Dumont Train Depot was one such building, relocated from its original station immediately south of the creek facing south onto the railroad tracks, to its current position on a hill facing north over Clear Creek and I-70. The arrival of the interstate marked a final transition of Dumont historic identity as an active mining and mill town to a wayside stop for tourists traveling west into the mountains. Accordingly, the 1960s and 1970s saw the development of a modern highway culture replacing much of the town's historic mining sites, businesses, ranches, and farmsteads. In their stead now stand mid and late-century gas stations, motels, and fast food eateries that are gradually becoming historic in their own right.

2.4.2 Downieville

Downieville was the name of one of the first mining districts in Clear Creek County, which included mines surrounding Dumont, Downieville, and Lawson. Of the three adjacent communities, Downieville was the most diminutive, in population and in physical development. However, it was well known in the region for its services of hospitality for travelers and for workers in the local mines and mills. Numerous arrastras were located west of Downieville and east of Dumont. Soon mercantile stores, saloons, and other businesses moved into the area.

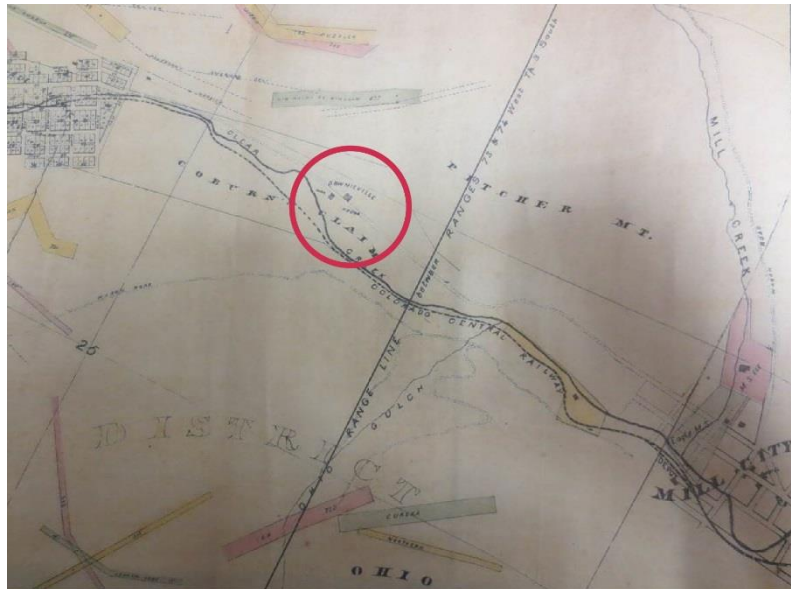
The town of Downieville was established around the ranch and stables built in 1871 by John Coburn, a local mine owner and operator (Figure 23). Coburn, a Scot from Northern Ireland, named his property after the County of Down in Ireland where he was born. Coburn grew potatoes at the ranch, cultivating as many as 45 acres in 1875. The ranch also functioned as a hotel and stage stop (Photo 4). It reportedly hosted members of the Ute tribe who occasionally passed through on their way west across the Rockies. John Coburn died in 1888, and his wife Margaret lived in Downieville for another 15 years until her death in 1903. The Downieville Ranch went up for sale, and because of its capacious 30-room plan, was proposed to replace the County Poor House in Empire. It is unknown whether the ranch house ever served this charitable purpose, but the Empire poor house continued operating until at least 1919 (Office of County Clerk and Recorder 1919).

By the 1920s the ranch house and 25 surrounding acres were owned by cattle farmer Joseph F. Bridge of Dumont. After Joseph's death in October 1924, his widow Emma took over operation of the ranch property and ran a hotel and boarding house out of the building, as well as the Pines Café. Some time during her ownership, the old house was substantially truncated in size, its 30-plus rooms reduced to 14 and its bar and dance rooms eliminated. In 1943, Emma sold the Downieville property to E. D. Isakson (or Isaacson) from California, who named the property the Downieville Inn (*Clear Creek Mining Journal* 1943). The Isaksons were socially prominent in Downieville during the 1940s and 1950s. In addition to operating the largest-scale hotel and events center in the community, they began hosting summer outdoor square dances across US 40 from the Downieville Inn. The Downieville Inn burned down in 1947.

By the 1950s, Downieville's identity as a wayfaring stop had become further solidified, as well as modernized, by the post-war surge in tourism and automobile traffic. Mid-century style motels, gas stations, and roadside cafes began cropping up along US 40. In 1955, in anticipation of the construction of I-70, Downieville was selected as the location of one of Colorado's 10 stationary Ports of Entry that inspect and enforce state and federal highway size, weight, and safety regulations. Downieville capitalized on their Port of Entry by constructing roadside gas stations and restaurants and later, after further development of the ski industry, ski rental shops. The construction of I-70 in the 1960s necessitated removing many of the properties on the south side of the valley. John and Margaret Coburn's stone house (no longer extant) was one of many historic buildings and structures located in the path of the new interstate (Historical Society of Idaho Springs 1986:42).

Figure 23. Map Showing Downieville—Coburn's Ranch

1879 map showing Downieville—Coburn's Ranch—located between Lawson on the west and Mill City (Dumont) on the east.



Source: Clear Creek County Archives

Photo 4. Downieville Stage Stop (1941; no longer extant)

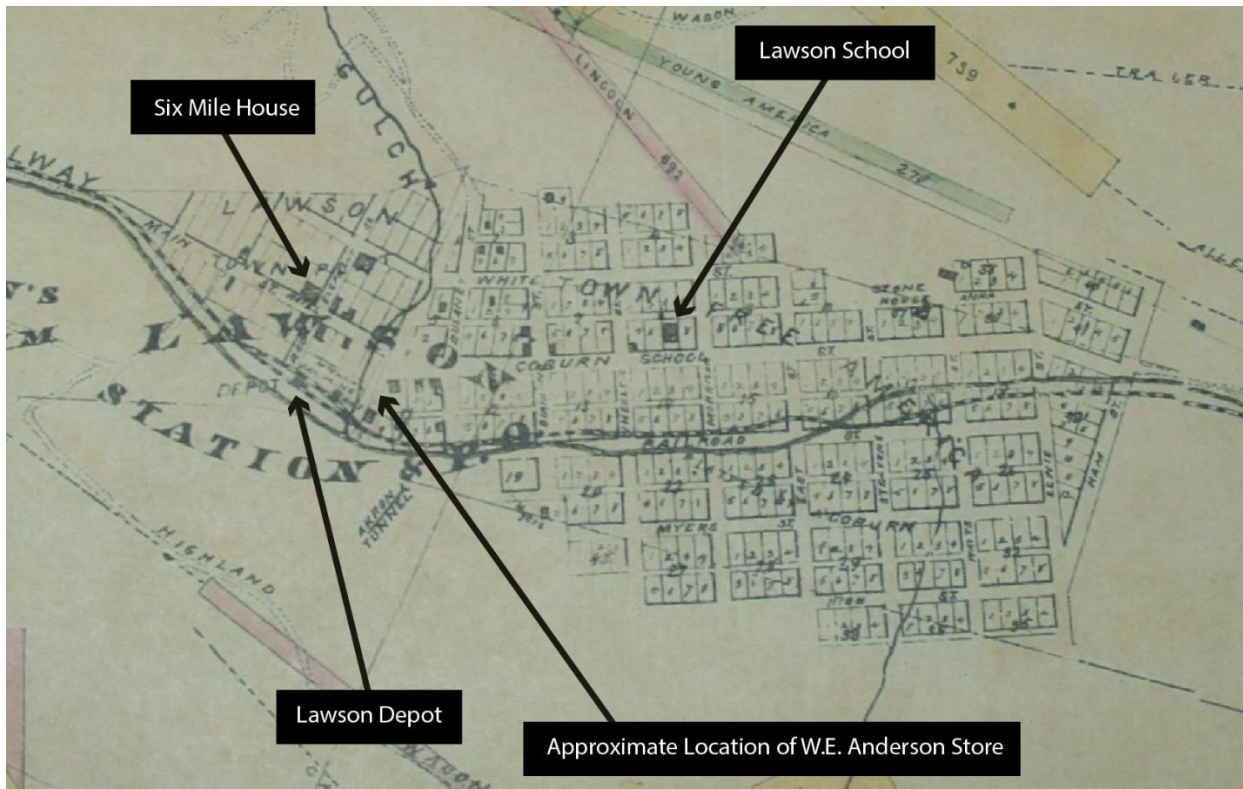


Source: Denver Public Library Digital Collections

2.4.3 Lawson

John Coburn moved his family to the site of present-day Lawson in 1871. He shortly thereafter surveyed and laid out the townsite of Free America at the base of the mines on Red Elephant Hill, hoping to take advantage of the likely success of the area mines. Coburn's Free America townsite had property lines oriented perpendicular to Clear Creek (Figure 24).

Figure 24. 1879 Map of Lawson and Free America



Source: Clear Creek County Archives 1879

Alexander Lawson was a native Michigander and Civil War veteran. Transferred west to fight with the U.S. Army against Indian tribes in Wyoming, Lawson eventually was discharged from the military and decided to try his hand in the booming mining industry. He hauled freight from Denver to the mines along Clear Creek, and found himself in the employ of John Coburn during the summer of 1871. Lawson drove Coburn and his family from Denver to Clear Creek Canyon, and fell in love with Coburn's eldest daughter, Kate. Coburn and Lawson developed a sour relationship that deteriorated further when Lawson and Kate eloped. Lawson opened a hotel and bar just west of Free America and 6 miles east of Georgetown. Called Six Mile House, the hotel-tavern proved fatal competition to Coburn's hotel and restaurant establishment located at the center of Free America. The mines were lucrative, the population swelled with miners, and new settlers began founding additional businesses near Lawson's Six Mile House and in Coburn's Free America. Most of the commercial development, however, centered on Lawson's Six Mile House and nearer to the road leading to the Red Elephant Mines. The street grid centered on the Six Mile House had a cardinal orientation, with the main street running east-west. William Spruance opened a grocery store near the Six Mile House in July 1877; the store was so successful that P. G. Westholm opened a competing store in November (*Colorado Miner* 1877b; *Colorado Miner* 1877c).

In the summer of 1877 as the CCRR began expansion from Idaho Springs to Georgetown, a station was planned for the Red Elephant Mines area. The railroad was built along the south side of the Free America townsite and the town that had developed around the Six Mile House, which by then had become known as Lawson. A station site was chosen at Lawson, and that same summer, Lawson was chosen as the location for a post office (*Colorado Miner* 1877a). With both the railroad station and the post office, Lawson was identified as the more successful townsite, and Free America dropped its name and became part of the town of Lawson. A school was built on the east side of Lawson in 1878, with a new wing added in 1906. By 1879 Lawson had a population of over 400 and supported general stores, saloons, hotels, and other mining related businesses. As was common throughout Clear Creek Canyon, mine production began to diminish in the late 1880s, but the population remained steady as Lawson had begun to serve as a transportation hub on the rail line. Substantial mines on either side of the valley bracketed the town.

In 1878 Coburn built a second house for his wife, Margaret, in Free America (Photo 5). The stone edifice was two-stories and cross-gabled with a steep-pitched central gable and a front porch. The style was distinctive in the Clear Creek Canyon, and purposefully evocative of Margaret's Pennsylvania roots.

In 1888 the population of Lawson grew to 500 and remained stable until the silver crash of 1893 (Twitty 2014:47-48). Following the drop in silver prices, many of the mines that were supporting the town were closed. By the turn of the century, Lawson's population had dropped to 200. The town was still big enough to support a school, a general store, and a post

office. With the decline of mining as a notable industry in the area in the early twentieth century, the population of Lawson dwindled. The economy and culture in the town shifted solidly towards recreation and tourism. By the 1920s, local newspapers out of Idaho Springs and Clear Creek County began to refer to Lawson as a "resort town" fielding waves of "summer colonists" and winter vacationers. More than neighboring Dumont and Downieville, Lawson portrayed itself as a mountain town thriving with hospitality and a welcoming demeanor. The Lawson correspondent for the *Clear Creek Mining Journal* called Lawson's Main Street a "mile of smiles," offering a warm and friendly welcome to visitors "transient and permanent" (*Clear Creek Mining Journal* 1927a:4). The main street through Lawson became SH 2, then US 40 in 1926, and US 6-40 beginning in 1932. Out-of-towners stayed at cottages leased by locals. A complex called the Little Giant cottages was a popular spot, as well as the Lawson Hotel, which opened in 1924, and later, the Clear Creek Inn, which opened in 1945. A property along Clear Creek (1924 County Road 308) had four small cabins constructed next to the creek between 1930 and 1938, and a property on the north side of the main street with several residences (1967 County Road 308) operated as the "Trinket Lodge" for a period. There is no evidence that supplemental income from rental properties or recreation development were sustained for significant periods of time.

Photo 5. John Coburn's Stone House in Free America (built in 1878)



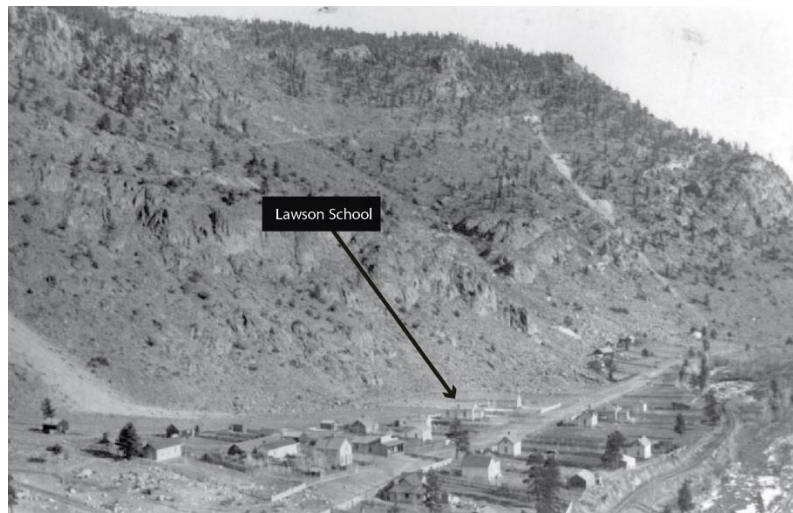
Source: Clear Creek County Archives

The mines and mills around Lawson witnessed a brief resurgence in activity during the late 1920s until the onset of World War II. The De Caprivi, Red Elephant, Joe Reynolds, and American Sisters were some of the busiest mines before the war resulted in effectively closing most area mines. Mining accidents in the earlier period of the mining boom as well as in the latter years of the industry were frequent. Mine walls and tunnels occasionally collapsed, and the large, powerful equipment always posed a threat of malfunction or faulty operation. Fires were common, not just among mining complexes, but in town as well. Fires were often ignited by embers from passing trains, electrical or gas mishaps, and timber fires in dry, windy weather. A timber fire flared in Lawson on a windy, dry December night in 1903 and raged for hours, nearly destroying the entire town. A spark from a passing train ignited a conflagration in Lawson on December 21, 1906, destroying the Lawson train depot (*Idaho Springs Siftings-News* 1906:1). Private residences were the most frequent victims of fires, though businesses and churches also met fiery ends on occasion. Lawson's Catholic church, built in 1881, burned to the ground in 1949. By the late 1930s and 1940s, Dumont and Idaho Springs both had fully equipped fire departments that came to each other's (and Downieville's) mutual aid, but the collective bucket-wielding help of nearby residents was often the quickest and most effective force in saving buildings (*Clear Creek Mining Journal* 1939).

After World War II, the population of Lawson continued to drop, and the Lawson School (Photo 6) closed in 1959, followed by the post office and the town's longest surviving business, the W.E. Anderson Store (Photo 7). Both closed in the 1960s. The town retained its rural character through the middle of the century, with small ranches and farms both north and south of Main Street. One well-known ranch owner of Lawson was Joseph August (1890–1947), who operated Rainbo Ranch on Mill Creek at Dumont. August was born

and raised in Lawson, where he assisted his father in the operation of a mine timber supply and ore hauling business. He briefly attended the Colorado School of Mines before leaving to try his luck in Hollywood. August carried out a successful career as a cameraman, filming popular Depression and

Photo 6. Lawson (circa 1890–1900), View to Northeast



Source: Denver Public Library Western History Collection

Photo 7. View of Lawson (circa 1900–1930)



Source: Denver Public Library Western History Collection

World War II-era movies that included the academy award winner *The Informer* (1936), *Gunga Din* (1939), and *The Hunchback of Notre Dame* (1939). August returned to Rainbo Ranch for vacations, and flirted with the idea of making it a commercialized fishing lodge and cabins; however, he ultimately chose to maintain the property as his own private summer home (*Clear Creek Mining Journal* 1947b). Construction of I-70 skirted north of Lawson and resulted in the demolition or relocation of some of Lawson's buildings and structures that had been on the north side of the valley, but left those on the main street (now County Road 308) intact (Figure 25). Among the historic buildings still standing along Lawson's Main Street are the schoolhouse, the Victorian-era frame and stone cottages, and the W.E. Anderson Store.

Figure 25. Map of Lawson Showing Approximate Present Alignments of I-70 and County Road 308

This map shows many blocks and lots that were never developed.



The Lawson Historic District (5CC2157) was determined eligible in 2013 as locally significant under Criterion A for Community Development and Planning with a period of significance of 1871–1910.

2.5 Idaho Springs

Placer gold was discovered by George Jackson in 1859 at the confluence of Chicago Creek and Clear Creek, the site of present-day Idaho Springs. As prospectors flooded the area, settlements began to grow. In 1860 the Idaho Town Company was organized and the Idaho town site was platted. The same year a general store, hotel, restaurant, and several cabins were constructed. Idaho quickly became the principal settlement in Clear Creek County (Twitty 2014:11-12). In 1861 two wagon roads connected Idaho Springs (the name having been changed by the mid-1860s) to mining centers in the north and to Georgetown. Better accessibility and hardrock discoveries increased mining activity in the area.

When Colorado was designated a territory, 17 counties were established, including Clear Creek County because of its growing importance for mining. Idaho Springs was selected as the county seat. It also was an important transportation hub because of the early wagon roads into the town. A stage stop was added



in 1866. In the 1870s the town had grown to more than 400 people and the population increased to 730 in 1880 (Photo 8). The introduction of the CCRR in 1877 accelerated the growth of the town. Idaho Springs was the center of commerce, communication, banking, and transportation and had a sizeable business district. Many mines surrounded the town and it became a significant milling center with 12 independent mills. By the end of the decade the population of Idaho Springs had doubled again, reaching 1,400 (Twitty 2014: 13, 48).

After the town was platted and registered with the land office in Central City in 1860, R. B. Griswold was elected mayor of the new town. In 1874, President Grant gave a government deed to Griswold, who in turn deeded the lots to the settlers (Historical Society of Idaho Springs 1986:7-8).

Residential development grew mostly to the north and west of downtown Idaho Springs (Photo 9). Early Sanborn maps from 1886 and 1900, as well as historic photographs, show houses being constructed along Colorado Boulevard and Virginia Street on the north and largely contained between 13th and 8th Avenues on the west. These residences display architectural styles typical of the Late Victorian period. Idaho Springs also has examples of the larger, high style Italianate, Queen Ann, and classical revivals that can be found along

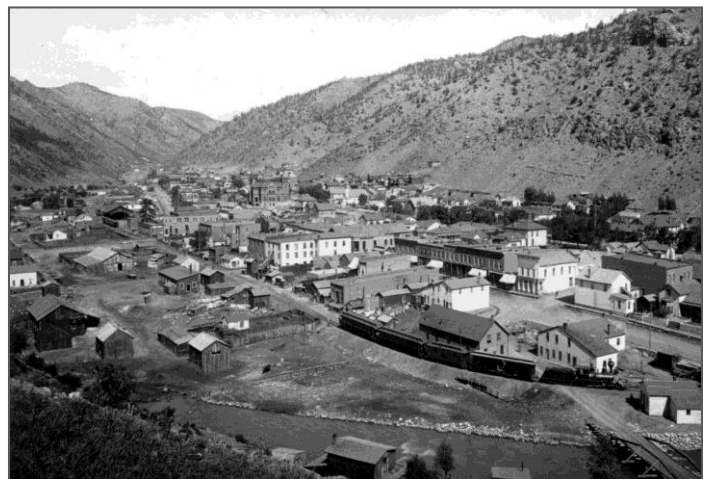
Colorado Boulevard just north of downtown. However, the majority of dwellings are primarily one-story framed houses built out of local materials for mining families of modest means. The buildings have unassuming embellishments such as turned porch posts, decorative brackets, or simple window surrounds that speak to the National Folk style. These homes can be found further away from downtown: along Virginia and Wall Streets in the north as well as at the west end of town fronting Colorado Boulevard and Idaho Street. This style is also found closer to Clear Creek in the south where the majority of the mining operations were taking place in the late nineteenth century. Further west, the blocks between 8th and 1st Avenues also saw residential development, but not to the same degree as the blocks closer to downtown. Residential lots were left undeveloped or were interspersed with commercial buildings that supported the mining operations at the very west end of town—mostly the Big Five Mine and Tunnel.

Photo 8. View of Idaho Springs Looking East (ca. 1880–1885)



Source: Denver Public Library Western History Collection

Photo 9. View of Idaho Springs Looking West (1887)



Source: Denver Public Library Western History Collection



Parallel with Idaho Springs' development, a separate settlement known as Grass Valley or East Idaho (*Front Range Journal* 1969) was growing along the main axis of Miner Street. Naturally separated from Idaho Springs by a bend of Clear Creek to the north and the joining of tributary Soda Creek, Grass Valley was not organized into Lots and Blocks like its neighbor, but rather buildings both commercial and residential were springing up along Miner Street as the original miners sold off parts of their placer claims. The residential buildings were mostly built in the Late Victorian style with elements of National Folk. Fueled by the natural hot springs along Soda Creek that prompted hotels and boarding houses, and the mining industry along Clear Creek, Grass Valley was a thriving town in its own right with a grocery, general store, and school. The town even petitioned for its own post office (*Idaho Springs News* 1885). However, the settlement's independence was short lived, and in the 1890s Grass Valley was incorporated into Idaho Springs.

The size of Idaho Springs and the amount and diversity of its mining resources allowed the city to weather inconsistencies and price drops in gold and silver through the end of the nineteenth century. At the turn of the century, Idaho Springs had managed to double its population again, boasting 2,592 residents and more than 20 mills to support gold and silver mines throughout Clear Creek Canyon (Twitty 2014:52). Though this number decreased to 12 mills by 1906, those that closed were old and unable to manage the grade of ore being processed. Mining in and around Idaho Springs remained stable from 1910–1915 and the town retained its population. Some of the major mines and mills in the vicinity of Idaho Springs included the Argo Mine, the Alma Lincoln, and the Whale Mine, which was replaced by the Stanley Mine. Following World War I, silver prices remained low but mining in Idaho Springs continued because the price of gold held steady due to the gold standard.

Development of the town noticeably stalled in the 1920s with the slowing of the mining industry, followed by the Great Depression and World War II. Very few residential buildings were constructed during this time even when the economy began to pick back up. Construction of campgrounds and road building was buoyed by New Deal-era programs like the Civilian Conservation Corps (CCC) and Works Progress Administration (WPA). These groups built and funded construction of scenic roads, auto campgrounds, and mountain parks. Even still, tourism in the area slowed and the demand for freight and rail service nearly stopped. The railroad between Denver and Idaho Springs cut nearly all service. Some miners in the area returned to placer mining and were able to provide a subsistence income for themselves (Twitty 2014:70). President Roosevelt sought to increase mining and began purchasing gold at inflated prices; this allowed the industry to revive and a number of new mines were constructed around Idaho Springs. By 1935 railroad traffic to the town returned to pre-depression levels.

Mining remained a significant industry in Idaho Springs until the U.S. entry into World War II. The government suspended gold mining throughout the nation, ending Idaho Springs' depression-era revival. With no ore production, railroads through the town closed and some tracks were removed. The population of Clear Creek Canyon's small towns dropped as residents moved to Idaho Springs or Georgetown looking for job opportunities. Although some silver and gold production began after the war, it was never a significant economic force in Idaho Springs again (Twitty 2014:74-75). Although the town lost mining, tourism survived the depression and World War II.

The earliest tourist traffic in Idaho Springs was served by businesses in the commercial district or at facilities built for a specific tourist use, such as hot springs resorts. As more individuals began owning automobiles and touring with their own transportation, motor courts and auto camps rose in popularity as preferred overnight accommodations. Their popularity was due in large part to the convenience they offered motorists, with parking next to rooms and filling stations and restaurants on the premises or nearby. In Idaho Springs, new construction of motor courts began east of town in the largely undeveloped



area of Grass Valley. The Question Mark Auto Camp (now demolished) was one of the earliest businesses of that type, dating to the 1920s. The auto camp was owned by James Millard, who held a large piece of land in Grass Valley. He had an early vision for the tourist market. In addition to the auto camp, in 1923, he established the area's first modern multiple-pump fuel station in Grass Valley and later opened a tavern. Colorado Boulevard was extended to the east in the 1930s, and businesses quickly sprang up along the route to catch tourist traffic. By 1974, the half mile stretch of Colorado Boulevard from 24th Street to 29th Street had at least 11 motels. The commercial growth of the east end was explored in detail for this project, and is further discussed in Section 3.3.2.

The construction of highways, which had stopped during the war, resumed during the years following. This greatly improved access to Idaho Springs; in 1959 89 percent of tourists were visiting by automobile (Twitty 2014:260). As early as 1955 Idaho Springs had become a traffic bottleneck, with slow speeds and traffic on Colorado Boulevard causing problems for motorists traveling into the mountains. In 1958, the highway now operating as I-70 opened to traffic on the south side of the valley at Idaho Springs; its construction had required the demolition or removal of many buildings and structures and the relocation of portions of Clear Creek (Twitty 2014:243-244). The *Clear Creek County Mining Journal* cited the purpose of the new highway as a means to "eliminate the traffic jams that often slow automobiles to a snail's pace thru [sic] Idaho Springs on summertime Sundays and holiday weekends (*Clear Creek Mining Journal* 1955)." The town benefited from highway construction as recreation and tourism became important industries. Improvements to road networks and dedicated marketing and promotion efforts helped to increase tourism. The increase in recreational opportunities included hiking, camping, fishing, hunting, touring the remains of gold and silver mining, and winter skiing.

Construction of the highway, which was located on the south side of town, required blasting into the mountainside to create space, utilizing pockets of vacant land, moving or demolishing existing buildings or even Blocks, and partially rerouting Clear Creek. The process forever changed the landscape of the valley and the way motorists experience the town. The construction left behind areas of level, undeveloped land adjacent to the highway. Due to the area's topography, there was little room for new construction, but the vacant land adjacent to the new highway offered opportunity for new development in the 1960s. Within Idaho Springs, much of that land was quickly occupied by mobile homes and Golddigger Stadium west of downtown. The mobile homes fulfilled a need for affordable and/or temporary housing for workers in the area, due both to ongoing construction of I-70 (completed to Empire Junction in 1966) and mid-century growth of the ski industry and related tourism. New mining jobs also became available in the area as molybdenum was discovered at the nearby Henderson Mine in 1964. There was a need for affordable housing for the mine workers both to prepare the mine for production, and for production at the mine (which opened in 1976). Mobile homes appeared along the interstate on both the east and west ends of town. There was additional available land further north of the interstate on the west end of town because the closure and removal of the Big 5 Mine created some available space. Not only did mobile homes occupy some of these lots, but a handful of mid-century ranch homes and apartment complexes later filled in the west side of town.

Idaho Springs currently has a population of approximately 1,700 and counts tourism as its biggest industry (U.S. Census 2013). The topography of the area prevents much new construction and development, so creating space for new construction most often requires the removal of an existing building. While the town stays busy and most buildings are occupied, up to this point there has not been great pressure for new construction and development. Consequently, Idaho Springs remains a place where a century of history and development is visible in its many remaining historic buildings.



Section 3. Survey Results and Evaluations

This chapter presents the results of the architectural survey fieldwork to identify historic properties within the APE. Sections 3.1 through 3.3 summarize resources surveyed at Empire Junction; in the communities of Dumont, Downieville, and Lawson; and in Idaho Springs, respectively. Surveyed resources described in this section represent a sample of the total resources surveyed. Select resources are described in detail in this section. Resources were selected for elaboration in this section if they contained elevated significance, were representative examples of surveyed types, or are recommended as Eligible for NRHP listing. All surveyed properties were documented on the appropriate OAHP inventory form(s), which are included in Appendix B.

The OAHP file search identified 123 previously recorded cultural resources in the APE. Architectural resources were re-surveyed only if they had no recorded assessment or the previous assessment was older than five years. Four previously identified resources were revisited. Three were documented on new Architectural Inventory forms (OAHP Form #1403) and one was documented on a Cultural Resource Re-visitation Form (OAHP Form #1405).

In total, 99 cultural resources were surveyed and evaluated for this project (Table 4). Seventy-two of the surveyed resources were residential, 14 were commercial, 1 was recreational, and 1 was associated with transportation. The remaining resources had mixed associations, primarily residential and commercial. Construction dates ranged from 1877 to 1973. Sixty resources date to the period from 1877 to 1920, when mining was the primary industry in the area, and the remaining 37 resources date to the post-mining era, 1930 to 1973.

Table 4. Properties within the Area of Potential Effects Surveyed or Revisited

Note: Blue shaded resources are listed, eligible, or contributing.

Site Number	Address	Name	Construction Date	Theme	Individual NRHP Recommendation
5CC.6*	15000 US 40	Empire Depot	1890	Transportation	Not Eligible
5CC.201**	Various	Idaho Springs Downtown Historic District	Various	Commerce	NRHP Listed
5CC.240*	2047 Miner Street		1900	Residential	Not Eligible
5CC.251*	2025 Miner Street		1908	Residential	Eligible
5CC.2418	2910 Colorado Boulevard	6&40 Fireplace Lounge	1947	Commerce	Not Eligible
5CC.2419	2821 Colorado Boulevard	Allied Towing	1960	Commerce	Not Eligible
5CC.2421	102 Spruce Lane	N/A	1937	Residential	Not Eligible
5CC.2422	2815 Miner Street	Proctor's Restaurant	1948	Commerce	Not Eligible
5CC.2423	2805 Colorado Boulevard	The Roy's Restaurant	1947	Commerce	Not Eligible



Table 4. Properties within the Area of Potential Effects Surveyed or Revisited

Note: Blue shaded resources are listed, eligible, or contributing.

Site Number	Address	Name	Construction Date	Theme	Individual NRHP Recommendation
5CC.2424	2811 Miner Street	N/A	1961	Residential	Not Eligible
5CC.2425	101 Spruce Lane	N/A	1957	Residential	Not Eligible
5CC.2426	2801 Colorado Boulevard	Looker's Derby/King's Derby	1946	Commerce	Not Eligible
5CC.2427	2800 Miner Street	Mountain Trailer Park	1966	Residential	Not Eligible
5CC.2428	2757 Colorado Boulevard	Orange and Green Cottages	1934	Commerce	Not Eligible
5CC.2429	2752 Miner Street	Crosson House	1885	Residential	Not Eligible
5CC.2430	2746 Miner Street	N/A	1898	Residential	Not Eligible
5CC.2431	2745 Colorado Boulevard	Well's Curio Shop	1946	Commerce	Not Eligible
5CC.2432	2730 Miner Street	Log Motel	1900	Residential/ Commerce	Not Eligible
5CC.2433	2725 Colorado Boulevard	Top's Court/Top's Motel	1946	Commerce	Not Eligible
5CC.2434	106 27th Place	N/A	1959	Residential	Not Eligible
5CC.2435	101 27th Place	N/A	1966	Residential	Not Eligible
5CC.2436	103 27th Place	N/A	1969	Residential	Not Eligible
5CC.2437	105 27th Place	N/A	1966	Residential	Not Eligible
5CC.2438	2631 Colorado Boulevard	Rest Haven	1937	Commerce	Not Eligible
5CC.2439	2616 Miner Street	N/A	1890	Residential	Contributing
5CC.2440	2612 Miner Street	N/A	1885	Residential	Contributing
5CC.2441	2608.5 Miner Street	N/A	1885	Residential	Contributing
5CC.2442 ⁺	1431 Idaho Street	N/A	1969	Residential	Not Eligible— Demolished 10/17
5CC.2443	2519 Miner Street	N/A	1900	Residential	Contributing
5CC.2444	2511 Miner Street	Edwards House	1900	Residential	Contributing
5CC.2445	2507 Miner Street	N/A	1900	Residential	Contributing
5CC.2446	2505 Miner Street	N/A	1880	Residential	Non-Contributing
5CC.2447	2545 Miner Street	N/A	1900	Residential	Contributing



Table 4. Properties within the Area of Potential Effects Surveyed or Revisited

Note: Blue shaded resources are listed, eligible, or contributing.

Site Number	Address	Name	Construction Date	Theme	Individual NRHP Recommendation
5CC.2448	2401 Colorado Boulevard	Ma & Pa's Modern Cottages/Krenzel Cottage Court/H&H Motel	1895-1964	Residential/Commerce	Not Eligible
5CC.2449	2467 Miner Street	N/A	1936	Residential	Non-Contributing
5CC.2450	2455 Miner Street	N/A	1890	Residential	Contributing
5CC.2451	2447 Miner Street	N/A	1890	Residential	Contributing
5CC.2452	2441 Miner Street	N/A	1891	Residential	Contributing
5CC.2453	2437 Miner Street	N/A	1891	Residential	Non-Contributing
5CC.2454	2433 Miner Street	N/A	1885	Residential	Contributing
5CC.2455	2429 Miner Street	N/A	1892	Residential	Non-Contributing
5CC.2456	2329 Miner Street	N/A	1899	Residential	Not Eligible
5CC.2457	2253 Miner Street	N/A	1890	Residential	Not Eligible
5CC.2458	2247 Miner Street	N/A	1892	Residential	Not Eligible
5CC.2459	2231 Miner Street	N/A	1892	Residential	Not Eligible
5CC.2460	2229 Miner Street	N/A	1895	Residential	Eligible
5CC.2461	2219 Miner Street	N/A	1890	Residential	Not Eligible
5CC.2462	2214 Miner Street	N/A	1895	Residential	Not Eligible
5CC.2463	2209 Miner Street	N/A	1900	Residential	Not Eligible
5CC.2464	2215 Miner Street	N/A	1894	Residential	Not Eligible
5CC.2465	2203 Miner Street	N/A	1898	Residential	Not Eligible
5CC.2466	2111 Miner Street	N/A	1898	Residential	Not Eligible
5CC.2467	2109 Miner Street	N/A	1902	Residential	Not Eligible
5CC.2468	2063 Miner Street	Effie Cassatt House/Park Motel	1903	Residential/Commerce	Not Eligible
5CC.2469	2051 Miner Street	N/A	1900	Residential	Not Eligible
5CC.2471	2039 Miner Street	N/A	1898	Residential	Not Eligible
5CC.2473	2023 Miner Street	N/A	1890	Residential	Eligible
5CC.2474	2019 Miner Street	N/A	1890	Residential	Not Eligible
5CC.2475	2015 Miner Street	Graham-Wilkins House	1883	Residential	Eligible



Table 4. Properties within the Area of Potential Effects Surveyed or Revisited

Note: Blue shaded resources are listed, eligible, or contributing.

Site Number	Address	Name	Construction Date	Theme	Individual NRHP Recommendation
5CC.2476	2009 Miner Street	N/A	1900	Residential	Eligible
5CC.2477	2005 Miner Street	N/A	1900	Residential	Eligible
5CC.2478	2001 Miner Street	N/A	1900	Residential	Eligible
5CC.2479	N/A	Golddigger Stadium	1958	Recreation	Eligible
5CC.2480	1845 Miner Street	Sugar Plum Restaurant	1896	Residential/ Commerce	Not Eligible
5CC.2481	1843 Miner Street	N/A	1937	Residential	Not Eligible
5CC.2482	1825 Miner Street	N/A	1895	Residential	Not Eligible
5CC.2483	1819 Miner Street	N/A	1901	Residential	Not Eligible
5CC.2484	1801 Miner Street	N/A	1885	Residential/ Commerce	Not Eligible
5CC.2485	121 15th Avenue	Roberts Brothers Mercantile Co. Warehouse	1894	Commerce	Eligible
5CC.2486	115 15th Avenue	Jones-Cooper-Treder House	1890	Residential/ Commerce	Eligible
5CC.2487 ⁺	1424 Water Street	N/A	1890	Residential	Not Eligible— Demolished Oct 2017
5CC.2488	103 14th Avenue	N/A	1900	Residential	Not Eligible
5CC.2489	1347 and 1353 Idaho Street	A-OK Auto Clinic and B&J Laundromat	1965	Commerce	Not Eligible
5CC.2490	1313 Idaho Street	Go Raft	1950	Commerce	Not Eligible
5CC.2491	1125 Idaho Street	Clear Creek County Road Commission Building	1960	Warehouse/ Storage	Not Eligible
5CC.2492	1027 Idaho Street	N/A	1948	Residential	Not Eligible
5CC.2493	1019 Miner Street	N/A	1890	Residential	Not Eligible
5CC.2494	613-715 Miner Street	Nancarrow Mobile Home Subdivision	1969-1979	Residential	Not Eligible
5CC.2495	605 Miner Street	N/A	1973	Residential	Not Eligible
5CC.2496	521 Center Alley	Hegmann Funeral Services	1960	Commerce	Not Eligible



Table 4. Properties within the Area of Potential Effects Surveyed or Revisited

Note: Blue shaded resources are listed, eligible, or contributing.

Site Number	Address	Name	Construction Date	Theme	Individual NRHP Recommendation
5CC.2497	427 Idaho Street	N/A	1971	Residential	Not Eligible
5CC.2498	425 Idaho Street	N/A	1969	Residential	Not Eligible
5CC.2499	421 Idaho Street	N/A	1969	Residential	Not Eligible
5CC.2500	405 Idaho Street	N/A	1965	Residential	Not Eligible
5CC.2501	345 Idaho Street	Aspen Leaf Apartments	1970	Residential	Not Eligible
5CC.2502	223 3rd Avenue	N/A	1889	Residential	Not Eligible
5CC.2503	213 3rd Avenue	N/A	1900	Residential	Not Eligible
5CC.2504	230 Miner Street	N/A	1906	Residential	Not Eligible
5CC.2505	222 Miner Street	N/A	1889	Residential	Not Eligible
5CC.2506	215 2nd Avenue	N/A	1903	Residential	Not Eligible
5CC.2507	211 2nd Avenue	N/A	1895	Residential	Not Eligible
5CC.2508	110 Miner Street	N/A	1909	Residential	Not Eligible
5CC.2509	108 Idaho Street	N/A	1968	Residential	Not Eligible
5CC.2510	104 Miner Street	N/A	1973	Residential	Not Eligible
5CC.2511	102 Miner Street	N/A	1965	Residential	Not Eligible
5CC.2512	2631 Miner Street	Rest Haven Motel (Utility Building)	1930	Utility/Commerce	Not Eligible
5CC.2513 [‡]	Various	Colorado Boulevard Historic District	1900-2009	Commercial	Not Eligible
5CC.2514 [‡]	Various	Grass Valley Historic District	1885-1910	Residential	Eligible
5CC.2515	2697 County Road 308	Western Inn	1946	Residential/Commerce	Not Eligible

*Previously surveyed sites re-surveyed and re-evaluated for this project.
[‡]Demolished after field survey, but included in the report for archival purposes.
[‡]Documented on a Management Data Form.
[‡] Documented on a Cultural Re-Visitation Form #1405.

3.1 Empire Junction

3.1.1 Empire Depot, 5CC.6

In 1885 citizens of Empire cited the inadequacy of their current rail facility to accommodate the transportation of hundreds of tons of freight each year, and petitioned for a railroad depot and billing station. A one-story, wood frame depot building (5CC.6) was built at Empire Junction in 1899 (Photo 10), at the foot of Douglas Mountain (Office of the Railroad Commissioner 1885:599-600). The *Silver Standard* called it a “much needed improvement” and stated that it “presents a much better appearance than some of the structures along the Clear Creek branch of the C&S road.” The building was built in the Queen Anne style with elements of the Stick style. It featured fish scale shingles on the upper portion of the walls and wood paneling on the lower portion. The building featured deep eaves with decorative stick work and decorative cresting along the ridgelines of its hipped roof. The utilitarian cargo doors also featured stick work.

The depot was decommissioned and later moved at least two times. The dates and locations of moves are unknown; however, a historic aerial image shows that it was in its current location by 1967. The property was owned by Dr. Clarence F. Holmes and his wife, Fairfax B. Holmes, from 1942 to 1981. The earliest available aerial image of the Holmes’s property dates to 1951, and there were no buildings on site at the time, but both the depot and a barn were present in 1967. Dr. Holmes was a prominent African-American dentist, who lived and practiced in Denver (Photo 11). His practice operated from 1920–1975, and throughout that time Dr. Holmes and Fairfax were also busy community activists. Dr. Holmes was a

co-founder of the Colorado-Wyoming branch of the National Association for the Advancement of Colored People (NAACP), founder of the Cosmopolitan Club, and was the first African-American dentist to join the Denver Dental Society. Fairfax was Parent-Teacher Association (PTA) President, a Young Men’s Christian Association (YMCA) board member, and United Service Organizations (USO) worker during World War II. Dr. Holmes was reported to have had several real estate holdings, and it is unknown how exactly he and his family used this property. It was most likely used as a weekend or vacation retreat.

Photo 10. Empire Depot (5CC.6; ca. 1899)



Source: Abbott, McCoy, and McLeod 2007

Photo 11. Dr. Clarence Holmes at his Empire Junction property (undated)



Photo Courtesy of findagrave.com

The Empire Depot is now located on a property with a non-historic two-story residence, a barn that was onsite as early as 1967, a shed with an unknown construction date, and three other structures dating to the 2000s (Photo 12). The building is significant under Criterion A for its association with early rail travel in Clear Creek County. The building and barn were considered for significance under Criterion B for Ethnic Heritage—Black for their association with Dr. Clarence Holmes. However, research revealed that Dr. Holmes’s productive life is best represented through either his home (a Denver Landmark) or office located in Denver. The depot building was once a good example of a Queen Anne depot dating to the late nineteenth century. The building retains its overall form, but its Queen Anne style detailing has been obscured by replacement siding and a standing

Photo 12. Present Day Empire Depot (5CC.6; view to the north)



Photo Courtesy of Alexis Ehrgott, Clear Creek County Archives

seam metal roof. The cargo doors are now gone, and all other windows and doors appear to be replacements. It does not display enough original architectural features to qualify for significance under Criterion C. The property is not likely to yield information important in history and does not qualify for significance under Criterion D.

The Empire Depot was once a significant stop on the C&S railroad, but it no longer possesses sufficient integrity to convey that significance. The building no longer possesses integrity of location as it has been relocated and the associated tracks have been removed. It no longer possesses integrity of setting, feeling, or association as it now sits in the center of an agricultural property and is surrounded by several non-historic buildings and a historic barn. The building has been altered with the addition of siding and changes to the sizes and location of fenestration, and it does not possess integrity of design, materials, nor workmanship. Due to the site’s integrity concerns, the former Empire Depot (5CC.6) is recommended not eligible for inclusion in the NRHP.

3.2 Dumont, Downieville, and Lawson

3.2.1 Western Inn, 5CC.2515

Western Inn Rentals at 2696 County Road 308 (5CC.2515) in Lawson is a rental property and mobile home community (Photo 13). The primary building on site was built in 1946 as the Western Inn. The inn was operated by Virgil and Wilma Mae Weaver, who owned it until 1962. It was advertised in a ca. 1950 Chamber of Commerce brochure as having: “Dancing, Good Food, Rustic Bar.” The mobile homes have manufacture dates

Photo 13. Western Inn (5CC.2515; view to the northwest; 2017)





from 1962–1978. It is likely that after the Weavers sold the property, its new owners began leasing space for mobile homes. The site currently has 16 mobile homes in addition to the original 1946 building.

The 1946 Western Inn appears to have been built in two separate sections. The eastern half of the building is a rectangular block that originally contained four units, each accessible by an exterior door on the south side of the building. It has a flat roof with deep boxed eaves, and it is clad in stone veneer. The western half of the building appears to have been added at a later date. Its exact use is unknown, but it may have been the location of the bar or restaurant portion of the inn. It has a residential appearance, and may have also functioned as living quarters.

The Western Inn was built in 1946 when mountain tourism was rapidly expanding and during that period numerous other motels and motor courts were built in Clear Creek County. The building is one of many constructed in the area as part of the trend. Research did not reveal that the Western Inn was an early, influential, or otherwise important part in the development and growth of the mid-century tourism industry in Clear Creek County, thus it does not possess a level of individual significance to meet Criterion A. The later conversion of part of the land for mobile homes falls into a pattern of similar land use along the I-70 corridor. While I-70 was being built, and shortly after its construction, pockets of vacant land near the highway were developed with mobile homes. There was likely a need for affordable and/or temporary housing for workers in the area, due to both ongoing construction of I-70 (completed to Empire Junction in 1966) and mid-century growth of the ski industry and related tourism. Furthermore, molybdenum was discovered at the nearby Henderson Mine in 1964, which saw an influx of mining jobs in the area both to develop the mine (opened for production in 1976) and work the mine. Though there is a recognized pattern of this development, research did not reveal information supporting significance under Criterion A related to the development of mobile homes in the area. Research did not reveal associations with significant persons, so the building is not significant under Criterion B. The original strand of rental units retains its original form, but a later addition on the west end and modifications to materials have altered the distinctive original design characteristics of a small mountain inn, and the building does not convey significance under Criterion C. The property is not likely to yield information important in history and does not qualify for significance under Criterion D. Because of the lack of individual significance, 5CC.2515 is not eligible for inclusion in the NRHP.

3.3 Idaho Springs

3.3.1 Colorado Boulevard Commercial Historic District Evaluation, 5CC.2513.

Idaho Springs grew as a tourist destination throughout the twentieth century. East of town in the undeveloped area of Grass Valley (alternately referred to as the East End; Photo 14), there was ample space for construction of auto camps and tourist courts, which appealed to tourists traveling by automobile. The 1920s Question Mark Auto Camp (now demolished) was one of the earliest such businesses on the East End and was spread along Clear Creek (Photo 15). The auto camp was owned by James Millard, who held a large piece of land in Grass Valley. He was the early visionary for the tourist market in East Idaho Springs. In addition to the auto camp, in 1923, he established the area's first modern multiple-pump fuel station in Grass Valley and later opened a tavern. Millard's businesses predated construction of Colorado Boulevard. The first wave of tourist-related businesses in the area constructed after Colorado Boulevard included three motels built in the 1930s. Ma & Pa's Modern Cottages was a consolidation of existing residential buildings converted to rental use. Now operating as the H & H Motor Lodge (5CC.2448), Ma & Pa's Modern Cottages appears to have begun renting space to tourists in the 1930s, with completion of a three-unit motel building. The Orange and Green Cottages



(5CC.2428), 1934, and the Rest Haven Court (5CC.2438), 1937, were both motor courts offering covered parking adjacent to motel units.

Photo 14. East End Commercial Area along Colorado Boulevard (ca. 1960s)

Undated postcard looking west along 1-70 at Idaho Springs showing the East End commercial area along Colorado Boulevard (center, to the left of Clear Creek). The 6 & 40 Motel and 6 & 40 Fireplace Lounge (5CC.2341 and 5CC.2418) are at the lower right of the image, and the (now) demolished Peoriana Motel is at the lower left between Colorado Boulevard and I-70.

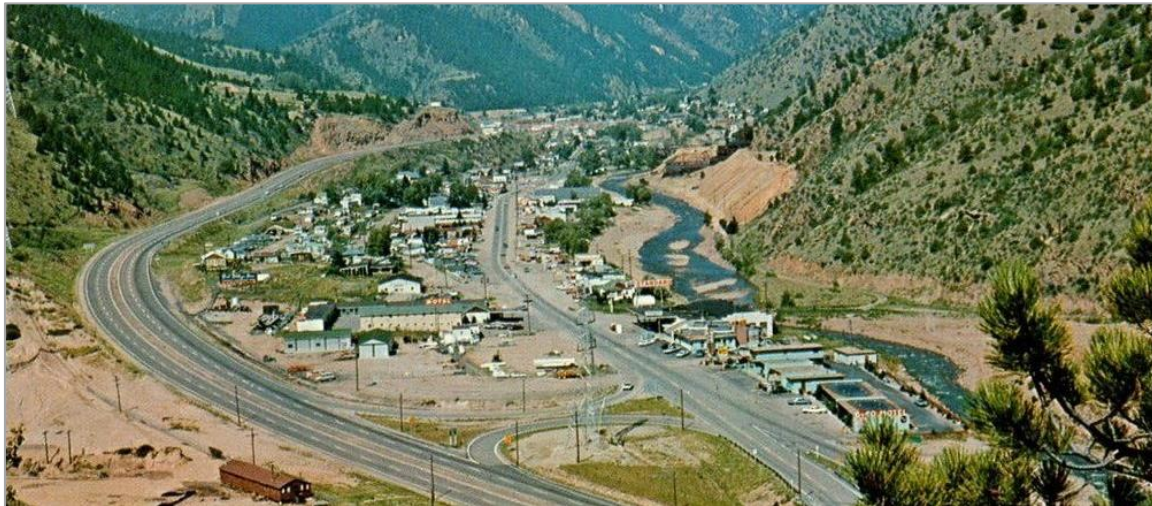
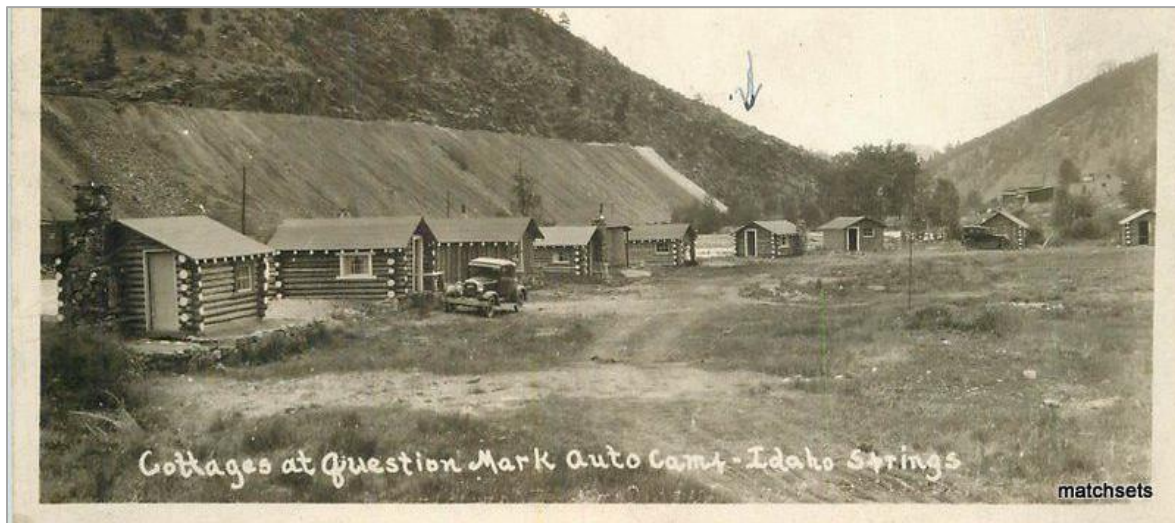


Photo 15. Question Mark Auto Camp

The Question Mark Auto Camp dated to the 1920s and was one of the first businesses on Idaho Springs's East End. The site was later demolished.



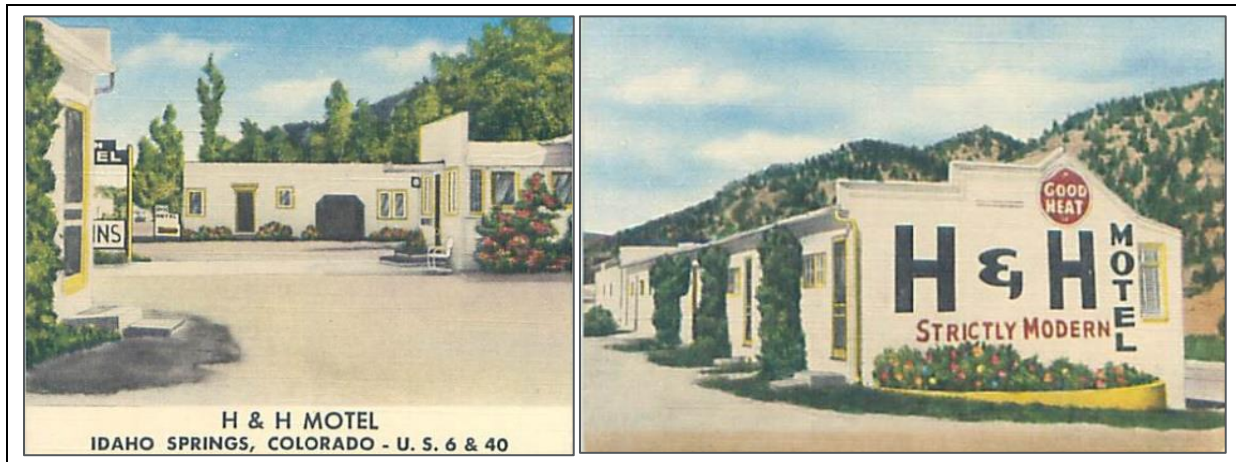
Source: Matchsets 2017.

Ma & Pa's Modern Cottages were at one point owned by Ben and Mary Krenzel, who changed the name to Krenzel Court (Photo 16). Ben Krenzel was also an early developer on the east end of town, and by 1946 he owned a residence and four motels. He also served as the city's Building Inspector for a time. In

1946 he acquired the Millard property for further development. His son Hugh Krenzel also owned a number of properties on the east end of town (Clear Creek County Archives). Krenzel's vision for a bustling tourism market on the largely undeveloped land east of Idaho Springs took off after the conclusion of World War II.

Photo 16. H&H Motel (formerly Ma & Pa's Modern Cottages/Krenzel Court; presently H&H Motor Lodge; 5CC.2448)

The buildings have been remodeled now featuring different roof forms and wood siding.



Source: Route40.net 2017.

Tourist traffic and the establishment of related businesses quickly picked up in the post-World War II period. The growth occurred outside of the original commercial district, and appeared to take some locals by surprise. A 1947 article describing the construction of the 6 & 40 Fireplace Lounge (5CC.2418) remarks that it “has been discovered [that] many highway travelers believe [the east end] to be the entire business section of the city” (*Clear Creek Mining Journal* 1947b). Between 1946 and 1948 the Looker's Derby (5CC.2426), Proctor's (5CC.2422), The Roy's (5CC.2423), 6 & 40 Fireplace Lounge (5CC.2418), and Top's Court (5CC.2433) all opened for business. At least three motels, the Peoriana, Krenzel, and Columbine date to that period, but were later demolished (Note: The Columbine Inn still exists, but none of the current buildings are more than 45 years of age and it was not surveyed).

The survey completed for this project was primarily focused on the south side of Colorado Boulevard (Figure 26) because of the location of the APE boundary; however, there were tourist-related businesses along the north side that were reviewed at a reconnaissance level to facilitate a full evaluation of the potential for a historic district related to midcentury tourism. The lots on the north side of the street are shallower due to the path of Clear Creek, so there were fewer large motel complexes. Rather, the north side of the road contained other tourist amenities such as several gas stations, gift shops, a piano bar, a mini-golf course, and restaurants including Dairy King (Photo 17), Chief Idaho, and 6 & 40 Fireplace

Photo 17. Dairy King Restaurant

1976 assessor photograph of the Dairy King Restaurant and associated sign on the north side of Colorado Boulevard. The building and sign are now demolished.

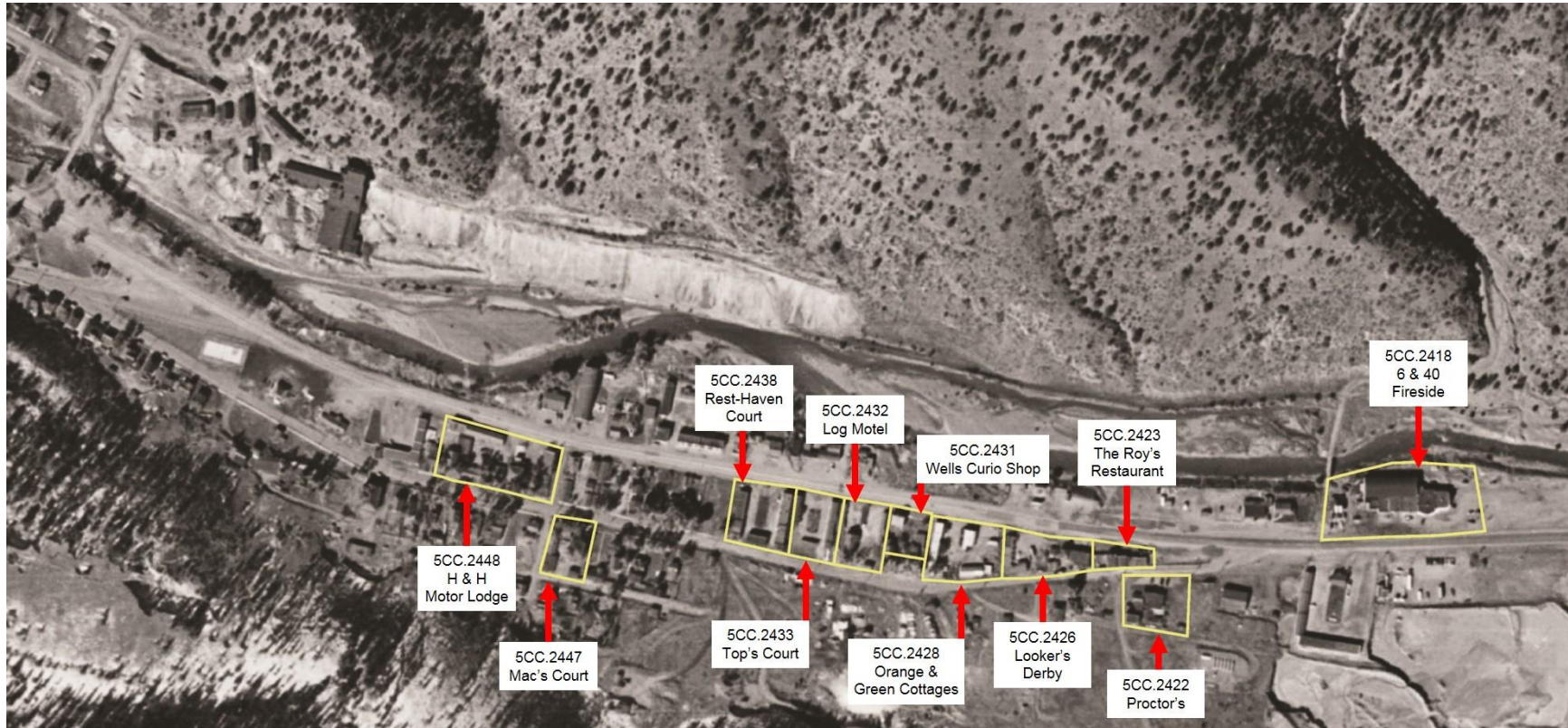


Source: Clear Creek County Archives 1976



Figure 26. Surveyed Motels and Restaurants along Colorado Boulevard (note: 5CC.2341 is not marked on this 1950 image because it was not built until 1953)

1950 aerial photograph of east Idaho Springs



Source: USGS 1950.



Lounge. The 6 & 40 Motel (5CC.2341) and Sleepy U Motel (now the Argo Inn and Suites at 2622 Colorado Boulevard) were also located on the north side. The businesses on the north side of Colorado Boulevard were largely dependent on traffic from customers staying in the motels. Construction dates of buildings on the north side tend to be later than those on the south side because those businesses were established later to serve motel customers.

The Colorado Boulevard corridor between 24th Avenue and I-70 has a notable concentration of buildings related to early motor tourism in Idaho Springs. The majority of buildings date between the 1930s and 1950s and represent business and building types that were familiar along American roadsides during the mid-century. The corridor includes 34 properties. Thirteen of the properties are within the project's APE and have been intensively surveyed on OAHIP Architectural Inventory Forms (#1403). Intensively surveyed resources include: 1 building that originally operated as a curio shop (5CC.2431), 1 building associated with automobile maintenance (5CC.2419), 4 buildings that historically operated as restaurants (5CC.2418, 2422, 2423, 2426), and 7 buildings that originally operated as motels (5CC. 2341, 2428, 2432, 2433, 2438, 2447, 2448). There are 10 properties along the corridor that fall outside of the APE, but are 45 years old or older. These properties were not intensively surveyed as part of this project; however, general research and reconnaissance level analysis was conducted to facilitate the evaluation of a potential historic district. Among the 10 properties, 2 are gas stations (2806 and 2808 Colorado Boulevard), 3 are retail establishments (2712, 2804, and 2812 Colorado Boulevard), 2 are restaurants/bars (2700 and 2736 Colorado Boulevard), 1 is a house (2820 Colorado Boulevard), 1 is a mobile home community (2544 Colorado Boulevard), and 1 has an unknown use (2500 Colorado Boulevard). The remaining 11 properties along the corridor are less than 45 years of age.

Among the buildings within the district, several possess individual significance. Six of the buildings possess individual significance under Criterion A, one is individually significant under Criterion A and C, and one is significant under Criterion C. The 6 & 40 Fireside (5CC.2418), Proctor's Restaurant (5CC.2422), The Roy's Restaurant (5CC.2423), and The Looker's Derby (5CC.2426) are all significant as mid-century restaurant locations that were influential in sparking development on the East End and complimenting the motel businesses. The Orange and Green Cottages (5CC.2428), Top's Court (5CC.2433) and the H & H Motel (5CC.2448) are all properties that were significant early motel businesses supporting the tourist industry on Colorado Boulevard. The Rest Haven Motel (5CC.2438) is significant under Criterion A and C. It is significant under Criterion A for its association with the tourist industry, and under Criterion C as an example of mid-century roadside motel architecture. The success of these businesses on Colorado Boulevard drew further business to the area; eventually growing into the bustling area that supported tourist traffic in Idaho Springs. All of the buildings have had numerous non-historic changes and no longer possess sufficient integrity to convey their significance under Criterion A or C (See Management Data Form 5CC.2514). None of the above are eligible for inclusion in the NRHP. The building at 2730 Miner Street (5CC.2430) was formerly the office for the Log Motel. The building was originally built as a residence, but operated as the motel office during the years the motel was in business. The house is individually eligible under Criterion C for its architecture (Section 3.3.3), but is not individually significant for its association with tourism.

As a group, Colorado Boulevard's commercial properties are a significant and distinguishable entity, with the majority of resources lacking individual distinction. This collection of buildings was evaluated for its potential as a NRHP-eligible historic district. The area's relationship to growth of the tourism industry in Idaho Springs (Criterion A, Commerce, 1933–1973) and representation of roadside architecture (Criterion C, Architecture, 1933–1973) are potential areas of significance for the district. The boundary for a potential Colorado Boulevard Commercial Historic District primarily includes parcels fronting Colorado



Boulevard between 24th Avenue on the west end and the I-70 access ramp on the east end. The boundary includes three properties with Miner Street addresses that have historic associations with tourism. There are two parcels with frontage on Colorado Boulevard, but that have buildings with Miner Street addresses. These parcels were not included in the boundary because the buildings are not active parts of the Colorado Boulevard corridor and have no association with tourism. In total, the boundary includes 34 properties. Twenty-three of the properties are age 45 or older and were evaluated for contributing or non-contributing status. Historic images of nearly all the historic-aged buildings along the north and south sides of Colorado Boulevard were gathered. These images revealed the original building forms and materials and original signage that characterized the corridor. All but two historic signs (for resources 5CC.2341 and 5CC.2426) have been removed, and the majority of buildings have had some type of alteration that negatively affected integrity, such as additions, changes in material, changes in roof form, loss of signage, and changes in use and layout. Table 5 includes a summary of all properties within the boundary and recommendations for contributing or non-contributing status in the district based on the evaluations. Photographs and further discussion of individual integrity evaluations for historic-aged properties are provided in the Management Data Form for the district (5CC.2513). For properties that were intensively surveyed as part of this project. Additional details and evaluations of individual eligibility are found in each property's inventory form in Appendix C.

Table 5. Summary of Properties in the Colorado Boulevard Commercial Historic District Evaluation Boundary

Resource Number	Address	Date of Construction	Integrity	Contributing/ Non-Contributing
South Side of Colorado Boulevard (west to east)				
5CC.2448	2445 Colorado Boulevard	1934	No	NC
DNS	2503 Colorado Boulevard	1974	--	NC*
5CC.2438	2631 Colorado Boulevard	1937	No	NC
5CC.2433	2725 Colorado Boulevard	1946	No	NC
DNS	2727 Colorado Boulevard	1988	--	NC*
DNS	2729 Colorado Boulevard	1986	--	NC*
5CC.2432	2730 Miner Street	1900	No	NC
DNS	2731 Colorado Boulevard	1983	--	NC*
5CC.2431	2745 Colorado Boulevard	1946	No	NC
5CC.2428	2757 Colorado Boulevard	1934	No	NC
5CC.2426	2801 Colorado Boulevard	1946	No	NC
5CC.2423	2805 Colorado Boulevard	1947	No	NC
5CC.2419	2821 Colorado Boulevard	1960	--	NC**
DNS	2901 Colorado Boulevard	2009	--	NC*
DNS	2911 Colorado Boulevard	1999	--	NC*
North Side of Colorado Boulevard (west to east)				
DNS	2448 Colorado Boulevard	1994	--	NC*
DNS	2500 Colorado Boulevard	1949	Yes	C
DNS	2544 Colorado Boulevard	1955-1970	--	NC**
DNS	2622 Colorado Boulevard	1976	--	NC*
DNS	2630 Colorado Boulevard	1995	--	NC*



Table 5. Summary of Properties in the Colorado Boulevard Commercial Historic District Evaluation Boundary

Resource Number	Address	Date of Construction	Integrity	Contributing/ Non-Contributing
DNS	2700 Colorado Boulevard	1940	No	NC
DNS	2712 Colorado Boulevard	1948	Yes	C
DNS	2736 Colorado Boulevard	1969	No	NC
DNS	2802 Colorado Boulevard	1986	--	NC*
DNS	2804 Colorado Boulevard	1965	Yes	C
DNS	2806 Colorado Boulevard	1956	No	NC
DNS	2808 Colorado Boulevard	1969	No	NC
DNS	2812 Colorado Boulevard	1954	No	NC
DNS	2820 Colorado Boulevard	1945	--	NC**
DNS	2900 Colorado Boulevard	2005	--	NC*
5CC.2418	2910 Colorado Boulevard	1947	No	NC
5CC.2341	2920 Colorado Boulevard	1953	Yes	C
Miner Street				
5CC.2447	2545 Miner Street	1900	No	NC
5CC.2422	2815 Miner Street	1948	No	NC

*Does Not Contribute due to date of construction.

**Does Not Contribute because it is not associated with either mid-century tourism or roadside architecture.

DNS = Did Not Survey

Although the corridor meets significance criteria for a historic district, non-historic alterations to the buildings have diminished integrity of design, materials, and workmanship. Integrity of feeling and association are compromised due to changes to the types of businesses and customers accessing the area, and the loss of historic signage. The area retains integrity of its original location and commercial setting, but changes to the buildings and surroundings have compromised integrity such that just 4 of the 23 historic-aged buildings within the corridor are recommended contributing to the district (Table 5 and Figure 27). Eleven additional properties in the boundary are not of historic age and are also non-contributing. With only 4 contributing properties, the area does not convey its significance under Criterion A or C. Therefore, no NRHP-eligible historic district is recommended on Colorado Boulevard associated with mid-century tourism development.

Figure 27. Colorado Boulevard Commercial Historic District Evaluation.

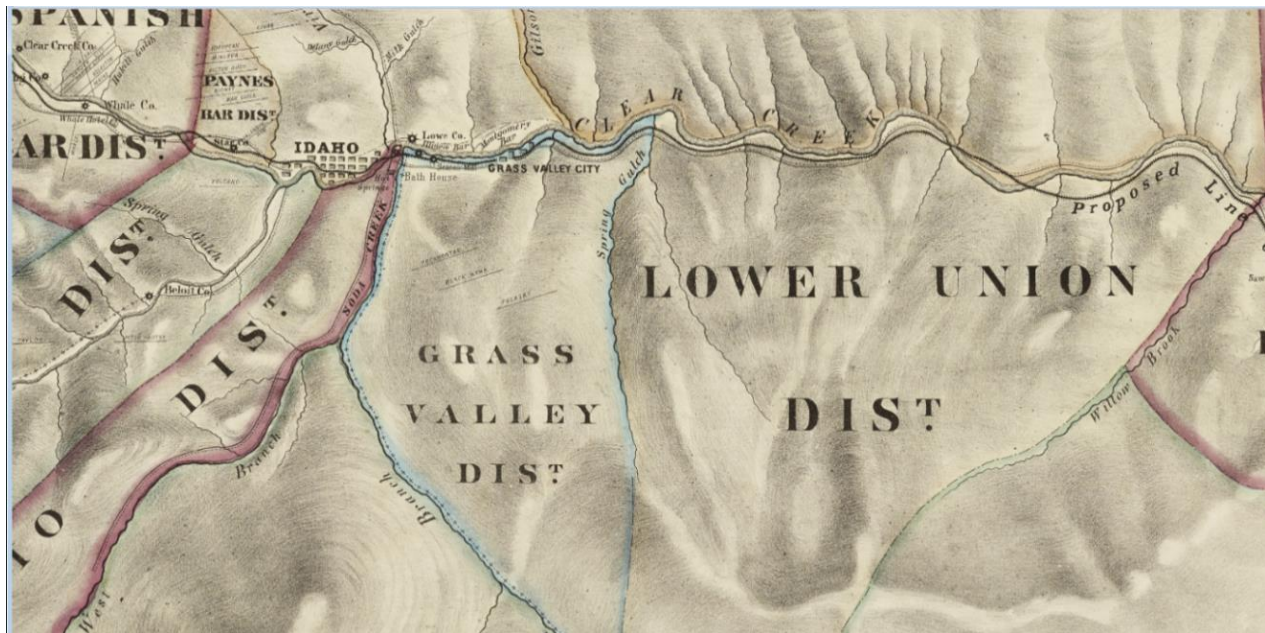


3.3.2 Grass Valley Historic District, 5CC.2514

Idaho Springs initially developed as two distinct communities: Idaho Springs and Grass Valley, which were separated by a bend in Clear Creek as well as by the tributary of Soda Creek (Figure 28). Grass Valley (sometimes referred to as East Idaho) was platted as a series of mining placers rather than organized into Lots and Blocks. Miner Street—which forms the core east-west axis of downtown Idaho Springs—crosses Clear Creek at the east end of town and ambles through Graham, Logan, Doherty #316 & #420, Lewis, Faivre, and Aspel Placers, more or less following the path of the creek. Grass Valley developed along this route with pockets of residential buildings constructed along Miner Street with larger tracts of land around them left undeveloped for agriculture and mining purposes. Grass Valley had a bar, grocery, and general store (*Idaho Springs News*, 19 June 1885, p. 4). Grass Valley had its own school and petitioned for its own post office. In the 1890s it was incorporated into Idaho Springs but the east side of town was still known colloquially as Grass Valley into the 1940s.

Figure 28. Cross Section of a Map of Clear Creek County (1866)

Cross Section of a map of Clear Creek County with Grass Valley shown as a separate entity from Idaho [Springs].



Source: Denver Public Library CG4313 .C4.H2 1866 .L6 2015

Even after incorporation, Grass Valley continued upon an independent development track. By this time Idaho Springs was phasing out of the mining industry, and the Grass Valley area was helping to grow the local economy through tourism. Visitors were attracted by hot spring hotels and boarding houses clustered in the west end of Grass Valley along Soda Creek. The most prominent such business in Grass Valley was the Natatorium located at the corner of Miner Street and Soda Creek Road (Photo 18). Around the same time Grass Valley began catering to motorists traveling into the mountains. By 1929 an auto camp of 10 cabins—the Question Mark Cabin Camp—was built along Clear Creek on the north side of Miner Street, across from Grass Valley School. The camp, along with the Millard filling station located just west of the auto camp, promoted early automobile tourism in the town. During the 1930s and 1940s Colorado Boulevard was developed through Grass Valley and lined with newly constructed motor courts,

motels, and restaurants. By the 1960s, the far east end of Idaho Springs was also annexed, and the commercial corridor along Colorado Boulevard had become the main road into downtown, leaving the earlier residential neighborhoods of former Grass Valley relatively untouched by commercial development along Miner Street.

Although there is still is a residential corridor along Miner Street consisting of primarily Late Victorian forms, these homes have undergone many additions and alterations which have affected their integrity as a group. However, there is one small section of Grass Valley that cohesively still conveys the feeling of the original neighborhood. This area contains a

collection of 15 late nineteenth and early twentieth century residential buildings fronting Miner Street (Table 6). The majority of these houses are located in the Edwards Addition, platted in 1901, but also includes three houses (2616, 2612, and 2008.5 Miner Street) that are part of the earlier Faivre Placer. Built between 1885 and 1936, these 15 houses collectively represent the earliest residential architecture in Grass Valley. The buildings primarily consist of wood-frame Late Victorian forms. The Edwards Addition is the only purposely platted neighborhood in Grass Valley with intentional Lots and Blocks. The addition was originally an additional block deep, but the construction of I-70 in the late 1950s demolished Blocks 3 and 4 and the handful of residences that existed there. Historical research found images of the houses from the 1950s and 1970s, which showed that there has been little change to the building forms and design features. For the most part, the buildings retain their original exterior cladding material, but many have modern updates such as vinyl windows, re-clad roofs, and, in a few cases, additions to the side or rear of the building. As a collective entity, the buildings are able to convey their significance as an early 1900s residential development of Late Victorian architecture. The Grass Valley Historic District is locally significant under Criterion C for its Late Victorian architecture, with a period of significance of 1885–1910, and contains eleven contributing properties to convey that significance. Research into the development of Grass Valley shows that the residential community had little to no actually planning involved. Rather there was an organic development along Miner Street—originally the only the route in and out of town. Unlike Idaho Springs, which was organized into Lots and Blocks within its original 1860 plat, Grass Valley grew out of placer claims being sold off piecemeal. Therefore, the Grass Valley Historic District is not eligible under Criterion A for community development and planning. Research into Grass Valley did not find any associations with significant persons that would qualify it under Criterion B.

Photo 18. Idaho Springs Natatorium (no longer standing) in Grass Valley (ca. 1890–1920)



Source: Denver Public Library X-2336



Table 6. Resources within the Boundary for the Grass Valley Historic District (5CC.2514)

Site Number	Address	Construction Date	Individual NRHP Recommendation
5CC.2439	2616 Miner Street	1890	Contributing
5CC.2440	2612 Miner Street	1885	Contributing
5CC.2441	2608.5 Miner Street	1885	Contributing
5CC.2443	2519 Miner Street	1900	Contributing
5CC.2444	2511 Miner Street	1900	Contributing
5CC.2445	2507 Miner Street	1900	Contributing
5CC.2446	2505 Miner Street	1880	Non-Contributing
5CC.2447	2545 Miner Street	1900	Contributing
5CC.2449	2467 Miner Street	1936	Non-Contributing
5CC.2450	2455 Miner Street	1890	Contributing
5CC.2451	2447 Miner Street	1890	Contributing
5CC.2452	2441 Miner Street	1891	Contributing
5CC.2453	2437 Miner Street	1891	Non-Contributing
5CC.2454	2433 Miner Street	1885	Contributing
5CC.2455	2429 Miner Street	1892	Non-Contributing

The recommended district boundary includes the 12 properties fronting the south side of Miner Street between Safeway at 2425 Miner Street on the west and 2519 Miner Street on the east. These property boundaries include the entire parcel that stretches between Miner Street on the north and Edwards Avenue on the south. Also included within the boundaries are three properties fronting the north side of Miner Street; 5CC.2239, 5CC.2440, 5CC.2441. These property boundaries include the entire parcel that stretches between Colorado Boulevard on the north and Miner Street on the south (Figure 29). Of the 15 buildings in the district boundary, 11 are recommended contributing (5CC.2439, 2440, 2441, 2443, 2444, 2445, 2447, 2450, 2451, 2452, and 2454) and 4 are recommended non-contributing (5CC.2446, 2449, 2453, and 2455).



Figure 29. Grass Valley Residential Historic District boundary



5CC.2439 | 2616 Miner Street—Contributing

The residence at 2616 Miner Street was constructed circa 1890 with a rear addition built in the early 1960s (Photo 19). Located on the east end of Idaho Springs, the building sits on the north side of Miner Street on a narrow parcel that extends between Miner Street and Colorado Boulevard. The residence is a rectangular one-and-a-half-story, gable-end building built in the Late Victorian style with elements of National Folk. It is clad in synthetic horizontal board with decorative imbrication in the gable peak. The roof is clad in asphalt shingles. The original side porch (Photo 20) was enclosed by 1968 and the main entrance was moved to the south elevation at the same time. A rear addition was also constructed by 1968. More recently, the exterior materials have been updated, the wood weatherboard replaced with synthetic, the windows changed from wood double-hung to vinyl siding, and the brick chimney replaced with metal stove pipe. There are two associated outbuildings: a gable roof shed with double doors that open out towards Colorado Boulevard located in the northwest corner of the property, and a board and batten shed roof shed located directly east of the first outbuilding.

Research on the property's history shows that the property was originally platted as part of the Faivre No. 295 Placer that was platted by Denis Faivre in 1873 in the Grass Valley Mining District. It is unclear when the land on which 2616 Miner Street resides was parceled off and sold, but by 1890 a house had been built—the same year Grass Valley was annexed into Idaho Springs. Research revealed no further information regarding the property before 1948. The property was owned by Doris Biesemeier from at least 1948 to her death in 2008. The property was sold to the current owner, Paul Brunner, later that same year.

Research did not reveal any associations with significant historic themes, events, or persons that would qualify 2616 Miner Street (5CC.2439) for individual listing under Criterion A or B, and the property is not significant individually under Criterion C for its design, type, or method of construction. Therefore, it is

Photo 19. Primary (south) and East Elevations of the Residence at 2616 Miner Street (5CC.2439)



Photo 20. Original Porch of the Residence at 2616 Miner Street (5CC.2439; circa 1950)



Source: Clear Creek County Archives



recommended Not Eligible for listing in the NRHP individually. However, the residence at 2616 Miner Street (5CC.2439) does represent the significance of the Grass Valley Historic District and retains good integrity in nearly all aspects for contributing status within the district. The wood weatherboards have been replaced with synthetic cladding and the double-hung windows replaced with vinyl sliding ones on the first level and a wider profile double-hung vinyl window in second story gable end; all have impacted the building's integrity of materials. While the original side gable house form can be seen, the porch has been filled in and the entrance moved to the gable end side, impacting the original design of the residence. However, the house still retains its integrity of feeling, association, setting, and workmanship and is still recognizable as a Late Victorian, front gable house form with architectural detailing in the imbrication in the gable peak. Resource 5CC.2439 retains sufficient integrity to contribute to the significance of the potential Grass Valley Historic District as a representation of the area's earliest residential architecture with a date of construction within the period of significance.

5CC.2440 | 2612 Miner Street— Contributing

The residence at 2612 Miner Street was constructed in 1885 with an addition in the early 1960s (Photo 21) and an enclosed porch. Located in the east end of Idaho Springs, the building sits on the north side of Miner Street on a narrow parcel that extends between Miner Street and Colorado Boulevard. It was built in the Late Victorian style with elements of National Folk. The building is a rectangular wood frame house clad in horizontal weatherboard with corner boards. The building has an irregular roof because of the rear addition and alterations to the original porch (Photo 22). The roof is clad in asphalt shingles. An entrance porch with two Tuscan columns, that was visible in historic photographs, was filled in sometime after 1965. A bay window projects from the gable end with a single double-hung window centered in the gable peak above. A stone veneer has been added to the base of the bay window, obscuring or replacing the original wood paneling. There are three associated outbuildings, all located along the northern property line: a prefabricated metal shed, a gable roof shed with double doors that open out towards Colorado Boulevard, and a board and batten shed roof shed.

Photo 21. Primary (south) and West Elevations of the Residence at 2612 Miner Street (5CC.2440)



Photo 22. Original Porch of the Residence at 2612 Miner Street (5CC.2440; circa 1950)



Source: Clear Creek County Archives

Research on the property's history revealed that the property was originally platted as part of the Faivre No. 295 Placer that was platted by Denis Faivre in 1873 in the Grass Valley Mining District. It is unclear when the land on which 2612 Miner Street resides was parceled off and sold, but assessor's records indicate that a building was constructed by 1885. A footprint of the building in its original form appears on both a 1907 and 1931 Sanborn map. Research revealed no further information regarding the property prior to 1950. In 1950 the property was owned by John R. Roy. It was purchased by Henry and Emma Salazar in 1965. In 2001 the Salazars sold the property to the current owners, John and Helen Hruska.

Research did not reveal any associations with significant historic themes, events, or persons that would qualify 2612 Miner Street (5CC.2440) for individual listing under Criterion A or B, and the property is not significant individually under Criterion C for its design, type, or method of construction. Therefore, it is recommended Not Eligible for listing in the NRHP individually. However, the building at 2612 Miner Street (5CC.2440) retains good integrity in location, feeling, association, workmanship, and materials to qualify for contributing status within the district. The design has been impacted by a few alterations to the front façade, such as infilling the porch and the addition of a stone veneer to the base of the bay windows, but largely the original materials and workmanship are unaltered. While there has been a sizeable addition to the rear of the dwelling, it is not visible from the street. The house is still recognizable as a Late Victorian style house, with architectural details such as Greek Revival window surrounds on the bay windows, as well as decorative paneling above them. Therefore, 5CC.2440 retains sufficient integrity to contribute to the significance of the Grass Valley Historic District as a representation of the area's earliest residential architecture with a date of construction within the period of significance.

5CC.2441 | 2608.5 Miner Street—Contributing

The residence at 2608.5 Miner Street was constructed in 1885 in the Late Victorian style with elements of National Folk (Photo 23). Located in the east end of Idaho Springs, the building sits on the north side of Miner Street on a narrow parcel that extends between Miner Street and Colorado Boulevard. The parcel is shared with a non-historic residence that fronts Colorado Boulevard. The rectangular brick building has a side gable roof cladding in standing seam metal. There are two wall dormers centered on either side of the main entrance on the front (south) façade. All of the double-hung windows have segmental arch caps, and the door surround is in the Greek Revival pediment style. There are no noticeable additions or alterations excepting a fairly new poured concrete stair up to the rear (north) entrance.

Photo 23. Primary (south) Façade of the Residence at 2608.5 Miner Street (5CC.2441)



Research on the property's history revealed that the property was originally platted as part of the Faivre No. 295 Placer that was platted by Denis Faivre in 1873 in the Grass Valley Mining District. It is unclear when the land on which 2612 Miner Street resides was parceled off and sold, but assessor's records indicate that a building was constructed by 1885. A footprint of the building, colored red to indicate a brick structure, appears on both the 1907 and 1931 Sanborn maps. The early ownership history of 2608.5



Miner Street is unknown. The property at 2608.5 Miner Street was owned by Ray Rhone, a farm operator, in 1940–1950. Leroy Robertson, a jeweler, acquired the property sometime after 1950. In 1963 Ernest and Irene Hilyard purchased the property. It is still owned by Irene.

Individually the building is recommended Not Eligible for listing in the NRHP as research found no singular associations with significant historic themes, events, or persons that would qualify it for listing under Criterion A or B, and the property is not significant individually under Criterion C for its design, type, or method of construction. However, with no notable alterations, the building at 2608.5 Miner Street (5CC.2441) retains integrity in all aspects. The setting has been mildly impacted by the addition of a second residence directly north of the building on the same parcel, built in 1978. There have been some minor cosmetic alterations to the dwelling's exterior, but not enough to affect the overall materials and workmanship of the residence. Resource 5CC.2441 retains sufficient integrity to contribute to the Grass Valley Historic District as a representation of the area's earliest residential architecture with a date of construction within the period of significance.

5CC.2443 | 2519 Miner Street—Contributing

The building at 2519 Miner Street was constructed circa 1900 in the Late Victorian style with elements of National Folk (Photo 24). Located in the east end of Idaho Springs, fronting the south side of Miner Street, the building sits on a rectangular parcel that extends between Miner Street and Edwards Avenue with I-70 on a bank directly south. The one-story frame building is clad in asbestos shingle. The cross gable roof is covered with asphalt shingle. A covered porch is centered on the façade with metal supporting posts. The windows have been replaced with vinyl but the fenestration pattern is unaltered. There are two associated outbuildings: a one-and-a-half-story framed garage with a side gable roof is located in the southwest corner of the parcel, and a frame front gable shed is located along the southern property line.

Photo 24. Primary (north) and West Elevations of the Residence at 2519 Miner Street (5CC.2443)



Research into the property revealed that the lots on which 2519 Miner Street reside were original platted by Diantha Edwards as part of the Edwards Addition in 1901, who was the widow of prominent early miner John W. Edwards. She sold Lots 12-13 of Block 2 to William G. Cribbis in 1904. There is some discrepancy between the assessor's construction date and the date when Cribbis purchased the land. It remains unclear if he built the house or if it was already standing. According to the Federal Census, Cribbis lived here until his death in 1926. He was survived by his wife, Elsie Cribbis, who was a dressmaker as well as city treasurer from 1913–1947. She was found dead in the house (2519 Miner Street) in 1952 at the age of 75. The ownership of the property after Mrs. Cribbis's passing is unknown until 1997 when Mr. White sold the property to Jeffery and Kimberly Miller. The Millers lived there until 2003 when they sold to Heather Russo. Russo passed the property to the current owner, John McDonald, in 2005.



Research did not reveal any associations with significant historic themes, events, or persons that would qualify 2519 Miner Street (5CC.2443) for individual listing under Criterion A or B, and the property is not significant individually under Criterion C for its design, type, or method of construction. Therefore, it is recommended Not Eligible for listing in the NRHP individually. However, the building retains fair integrity in location, feeling, and association. Some of the original materials have been lost due to updates over the years and there have been additions to the rear, which are minimally visible from the right-of-way. The setting has been impacted by the construction of I-70 directly south of the parcel. However, the alterations only minimally affect the overall design and the building is still recognizable as being constructed in the Late Victorian style. Resource 5CC.2443 is recommended a contributing resource to the Grass Valley Historic District as a representation of the area's earliest residential architecture with a date of construction within the period of significance.

5CC.2444 | 2511 Miner Street—Contributing

The residence at 2511 Miner Street was constructed in 1900 in the Late Victorian Style with elements of National Folk (Photo 25). Located in the east end of Idaho Springs, fronting the south side of Miner Street, the building sits on a rectangular parcel that extends between Miner Street and Edwards Avenue with I-70 on a bank directly south. The two-story frame building is clad in horizontal board, and the cross gable roof is covered with asphalt shingles. A large covered porch wraps around the front (north) and part of west elevations. The turned porch posts and decorative brackets are evocative of the Queen Anne style. A large two-story addition was added in the late 1960s—early 1970s. There is one associated outbuilding; a frame garage with a saltbox roof is located in the southeast corner of the parcel.

Photo 25. Primary (north) and West Elevations of the Residence at 2511 Miner Street (5CC.2444)



Research into the property revealed that the lots on which 2511 Miner Street reside were original platted by Diantha Edwards as part of the Edwards Addition in 1901. She platted the addition in 1901 and sold off the lots in groups of three or four. The 1910 Federal Census has Diantha Edwards living at 2511 Miner Street. It is possible Edwards built the house in 1900 before selling off the surrounding land. Gerald Miller has owned the property since at least 1994. He is related to Jeffery and Kimberly Miller, the previous owners of the neighboring property at 2519 Miner Street (5CC.2443).

Individually the building is recommended Not Eligible for listing in the NRHP as research found no singular associations with historic themes, events, or persons that would qualify it for listing under Criterion A or B, and the property is not significant individually under Criterion C for its design, type, or method of construction. However, the building at 2511 Miner Street (5CC.2444) retains good integrity in virtually all aspects. The large rear addition is possibly historic in its own right, and the original house design is still clearly visible. It appears that all the windows have either had storms added or replaced with vinyl windows, but the cladding appears to be original material and the workmanship is visible in the porch details. The house is still recognizable as a Late Victorian style house, typical of the area.

Therefore, 5CC.2444 retains sufficient integrity to contribute to the Grass Valley Historic District as a representation of the area's earliest residential architecture with a date of construction within the period of significance.

5CC.2445 | 2507 Miner Street—Contributing

The residence at 2507 Miner Street was built around 1900 in the Late Victorian style with elements of National Folk (Photo 26). Located in the east end of Idaho Springs, fronting the south side of Miner Street, the building sits on a rectangular parcel that extends between Miner Street and Edwards Avenue with I-70 at the south end of the parcel. The one-and-a-half-story frame building is clad in horizontal board and the front gable roof is covered with asphalt shingles. A secondary gable is stepped down and west on the front façade with a double-hung window centered in it. A covered porch extends across the other half of the façade. The turned porch posts and decorative brackets, as well as the diamond imbrication in the gable ends, are typical of the Queen Anne style. The house appears to have a shed roof addition on the rear (south) of the building, and a second-story shed

Photo 26. Primary (north) and East Elevations of the Residence at 2507 Miner Street (5CC.2445)



roof bump-out on the west side. The large single pane windows on the front (north) of the house are likely replacements for earlier windows, but dates and original window configurations are unknown. There is one associated outbuilding: a small shed located in the southwest corner of the parcel.

Research into the property revealed that the lots on which 2507 Miner Street reside were original platted by Diantha Edwards as part of the Edwards Addition in 1901. Edwards still owned Lots 7-8 in 1910 and presumably was renting out 2507 Miner Street at that time. Ownership records between 1910 and 2001 are unknown. In 2001 the property transferred from Aaron, Daniel, Jeffery, and Dana Smith to Dennis Rice, the current owner.

Research did not reveal any associations with significant historic themes, events, or persons that would qualify 2507 Miner Street (5CC.2445) for individual listing under Criterion A or B, and the property is not significant individually under Criterion C for its design, type, or method of construction. Therefore, it is recommended Not Eligible for listing in the NRHP individually. However, the building retains good integrity in the aspects of location, feeling, workmanship, and association. An addition to the rear is not visible from the right-of-way and does not affect the overall design of the building. The residence had undergone material replacements, such as windows and cladding, typical of other buildings in the neighborhood. The architectural style is still recognizable as Late Victorian and the date of construction falls within the period of significance. The building is a representation of the area's earliest residential architecture. Therefore, 5CC.2445 retains sufficient integrity to contribute to the Grass Valley Historic District.

5CC.2446 — 2505 Miner Street—Non-contributing

The residence at 2505 Miner Street was constructed around 1880 in the Late Victorian style with elements of National Folk (Photo 27).

Located in the east end of Idaho Springs, fronting the south side of Miner Street, the building resides on a rectangular parcel that extends between Miner Street and Edwards Avenue with I-70 on a bank directly south. The one-story frame building is clad in vertical board and the cross gable roof is covered with asphalt shingles. A shed-roof plywood-clad addition is located on the northeast corner of the house. The shed roof is covered in metal. A front-gable roof extends over the primary entrance at the northwest corner of the house and is supported by decorative metal flat columns. The front of the building was most likely switched from fronting Edwards Street (north elevation) to fronting Miner Street (south elevation) in the late 1940s–1950s when the construction of I-70 demolished Blocks 3 and 4 of the Edwards Addition. The windows and doors of the front (south) façade were also changed to vinyl double-hung and sliding windows and double glass paneled doors with a concrete porch and gabled roof. There have been additions added at an unknown date.

Photo 27. Primary (north) Façade of the Residence at 2505 Miner Street (5CC.2446)



Research into the property revealed that the lots on which 2505 Miner Street reside were original platted by Diantha Edwards as part of the Edwards Addition in 1901. Edwards sold Lots 5-6, Block 2 to Adam and Clara Kuntz 1906. Based on Sanborn maps from 1907 and 1931, it is possible that this building was used as a garage for 2505 Miner Street. However, it had its own address so it could have also doubled as a living space during that time. Ownership after the Kuntzs is unclear until 2001, when Frank Russell Jr. and Linda Willis sold it to Charles Broad. Broad then sold the property to Scott and Shannon Tabor in 2004. The Tabors foreclosed on the property in 2007. It was sold to Larry and Betty Jo Lorentzen the next year. The Lorentzens sold it to the current owners, Laura Buchanan and Jason Siegel, in 2014.

Research did not reveal any associations with significant historic themes, events, or persons that would qualify 2505 Miner Street (5CC.2446) for individual listing under Criterion A or B, and the property is not significant individually under Criterion C for its design, type, or method of construction. Therefore, it is recommended Not Eligible for listing in the NRHP individually. Furthermore, the building at 2505 Miner Street possesses poor integrity across virtually all aspects. The original design of the building has been obscured by additions over the years. The original materials and workmanship have been erased due to updates and alterations. The setting has also been impacted by the elimination of Blocks 3 and 4 of the Edwards Addition due to the construction of I-70. Despite being built ca. 1880, 5CC.2446 no longer retains enough integrity to contribute to the Grass Valley Historic District.

5CC.2447 | 2545 Miner Street—Contributing

The residence at 2545 Miner Street was constructed around 1900 with a foursquare form typical of the Late 19th Century and Early 20th Century American Movements period (Photo 28). Located in the east end of Idaho Springs, fronting the south side of Miner Street, the building sits on a rectangular parcel that extends between Miner Street and Edwards Avenue with I-70 on a bank directly south. The two-story foursquare house is clad in horizontal board, and the hipped roof is covered with asphalt shingles. A

covered porch with Tuscan style supporting columns is centered on the front (north) façade and fenestration is symmetrical. The building is largely unchanged, excepting replacements to the siding and windows. There are three associated outbuildings. The first two are one-story frame buildings built in 1940 and 1948, respectively, as additional rooms for the motor court that operated out of the main residence. These two buildings also have had exterior materials replacement including synthetic siding, vinyl windows, and a false stone wainscot on the façade of the building facing Miner Street. The third outbuilding is a side gable garage added to the southwest corner of the property sometime in the late 1960s.

Research into the property revealed that the lots on which 2545 Miner Street reside were original platted by Diantha Edwards as part of the Edwards Addition in 1901. Early ownership of the property is unknown, and there is some conflict between the assessor's date of 1900 and the fact that Edwards did not sell the land until sometime between 1902 and 1907. Research could not confirm an exact build date. In 1940 a building was added to the parcel. Containing four rooms, it was used as part of an early tourist motor lodge. In 1948, a second building was added to the parcel, providing an additional five rooms as an expansion of the earlier motor court. A photograph from 1950 shows a sign advertising "Mac's Court -Rooms-" and a sign in front of the foursquare from 1965 photograph states "Mac's Court Office." The property appears to have operated as a motor court from the 1940s to the 1960s to capitalize on automobile tourism and the growing commercialization of Colorado Boulevard (Photo 29). The foursquare now functions as a duplex, and the two outbuildings appear to be individual residences or apartments. The property was owned by Fred and Pauline Michaelis in 1950. They sold to George Pepler in 1952. Pepler then sold the property in 1955 to Jesse and Lillian Githens. Doris Vance bought the property from the Githens in 1966. It is unclear when the current owner, Anthony Grabczyk, bought the property.

Photo 28. Primary (north) and East Elevations of the Residence at 2545 Miner Street (5CC.2447)



Photo 29. Mac's Motor Court (5CC.2447, circa 1950)

Residence at 2545 Miner Street when the building functioned as a motel (5CC.2447).



Source: Clear Creek County Archives



Individually the building is recommended Not Eligible for listing in the NRHP as research found no singular associations with historic themes, events, or persons that would qualify it for listing under Criterion A or B and the property is not significant individually under Criterion C for its design, type, or method of construction. It is the only building within the recommended district with a form related to Late 19th and Early 20th Century American Movements, rather than Late Victorian. Despite this difference, the building was still constructed during the Late Victorian period and shares other similarities with surrounding buildings, such as building materials, historic context, and architectural details. The building at 2545 Miner Street (5CC.2447) retains good integrity in the aspects of location, feeling, workmanship, design, and association. There have been minor alterations made to the materials such as replacement vinyl windows and cladding. The setting has been impacted over the years by the construction of additional buildings on the property to create a motor court and further impacted by the construction of I-70 directly south in the late 1950s. Overall, the building is still recognizable as a foursquare residence. Therefore, 5CC.2447 retains sufficient integrity to contribute to the Grass Valley Historic District as a representation of the area's earliest residential architecture with a date of construction within the period of significance.

5CC.2449 | 2467 Miner Street—Non-contributing

The residence at 2467 Miner Street was constructed in 1936 in the Minimal Traditional style (Photo 30). Located in the east end of Idaho Springs and fronting the south side of Miner Street, the building resides on a rectangular parcel that extends between Miner Street and Edwards Avenue with I-70 on a bank directly south. The rectangular building's foundation is obscured by a cobblestone veneer. The residence is clad with stucco and the side gable roof is covered with asphalt shingles. A front gable entrance protrudes from the center of the front (north) façade and is flanked by vinyl windows that appear to be replacements. There are two associated outbuildings directly south of the main residence. The first is a cross-gable garage most likely built at the same time as the residence based on the same stucco cladding and window openings. The second is a newer side gable garage clad in vinyl siding and has a contemporary garage door facing east.

Photo 30. Primary (north) and West Elevations of the Residence and Two Outbuildings at 2467 Miner Street (5CC.2449)



Research into the property revealed that the parcel on which 2467 Miner Street resides was originally platted as the Edwards Addition in 1901. Most of the lots sold off in groups of two to four; however, the lots on which this particular residence resides (Lots 1 & 2, Block 1) remained vacant until 1936 when the current building was constructed. The residence is currently owned by Bill and Sharon Tilley who have owned and operated several businesses on Colorado Boulevard. They owned the Dairy King from 1970–1978 before purchasing the original R&D Sport Shop in 1980 from Sharon's parents. In the 1980s they also co-owned the self-serve car wash with family members. Ownership before the Tilleys took possession of the house is unknown.



Research did not reveal any associations with historic themes, events, or persons that would qualify 2647 Miner Street (5CC.2449) for individual listing under Criterion A or B and the property is not significant individually under Criterion C for its design, type, or method of construction. Therefore, it is recommended Not Eligible for listing in the NRHP individually. The building at 2467 Miner Street (5CC.2449) retains good integrity in the aspects of location, feeling, association, workmanship, design, and materials. The setting has been affected by the addition of a large garage on the north end of the property. The house is clearly recognizable as a Minimal Traditional style residence. However, 5CC.2449 was built in 1936, outside the period of significance for the Grass Valley Historic District, and is therefore a noncontributing resource to the Grass Valley Historic District.

5CC.2450 | 2455 Miner Street—Contributing

The residence at 2455 Miner Street was constructed in 1890 in the Late Victorian style with elements of National Folk (Photo 31). Located in the east end of Idaho Springs, fronting the south side of Miner Street, the building lies on a rectangular parcel that extends between Miner Street and Edwards Avenue with I-70 on a bank directly south. The residence is a one-story frame building with a side gable roof covered with asphalt shingles. It is clad with horizontal weatherboard and the fenestration appears to be unaltered. Though the house originally had a Hall and Parlor house form (Photo 32), additions to the rear (south) of the building have since altered the footprint. There is one associated outbuilding: a rectangular frame building located at the southern property line added sometime before 1931. It has a hipped roof clad in asphalt shingles. The building is clad in horizontal board and currently functions as a garage and apartment.

Photo 31. Primary (north) and East Elevations and Outbuilding of the Residence at 2455 Miner Street (5CC.2450)



Photo 32. Residence at 2455 Miner Street (5CC.2450, circa 1950)



Research into the property revealed that 2455 Miner Street is part of the Edwards Addition, platted in 1901 by Diantha Edwards. Given the construction date of the building as 1890, it is unclear if the building existed before the neighborhood was platted or if the building has a real construction date post-dating 1901. Early ownership of the property is unclear. By 1950 the residence was owned by Ray and Clara Buffum. The Buffums owned and operated a gasoline station in the east end annex of Idaho Springs. By 1968 Buffum had sold the property at 2455 Miner Street to Edward and Fay Fink. When Fay Fink died in 2012 the property passed to her son Edward Fink Jr. Edward Fink Jr. sold the property the following year



to Sharon Steele. In 2014 Steele transferred the property to a relative and current owner, Kristen Steele. The associated outbuilding first appears on a 1931 Sanborn map and is labeled as a garage with its own address. It is unclear if it was a separate residence for a time or if it was always associated with 2455 Miner Street.

Individually the building is recommended Not Eligible for listing in the NRHP as research found no associations with significant historic themes, events, or persons that would qualify it for listing under Criterion A or B, and the property is not significant individually under Criterion C for its design, type, or method of construction. The setting has been impacted by the construction of I-70 in the late 1950s that demolished Blocks 3 and 4 of the Edwards Addition. However, the building at 2455 Miner Street (5CC.2450) retains good integrity in the aspects of location, feeling, association, workmanship, and materials. There have been a few additions and alterations to the rear of the building, but these are minimally visible from the right-of-way and do not detract from the overall design of the dwelling. Therefore, 5CC.2450 retains sufficient integrity as a representation of the area’s earliest residential architecture, with a construction date within the period of significance, to be considered a contributing resource to the Grass Valley Historic District.

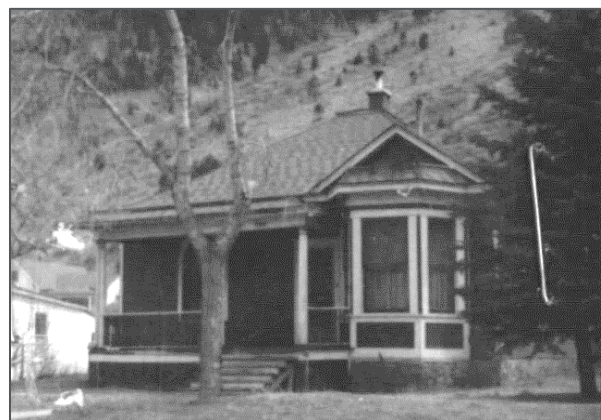
5CC.2451 | 2447 Miner Street—Contributing

The residence at 2447 Miner Street was constructed in 1890 in the Late Victorian style with elements of National Folk, more specifically Queen Anne (Photo 33 and Photo 34). Located in the east end of Idaho Springs, fronting the south side of Miner Street, the building lies on a rectangular parcel that extends between Miner Street and Edwards Avenue with I-70 on a bank directly south. The one-story frame building has a fieldstone foundation and is clad with horizontal board. The hipped roof is covered with asphalt shingles. A bay window extends from the front (north) façade and a covered porch extends across three-quarters of the façade. The turned porch posts and dentals above the bay window hints at Queen Anne influences. There has been a recent shed roof addition to the rear (south) elevation and the exterior materials have been updated. There is a small prefabricated shed located in the southwest corner of the property that is associated with the main residence.

Photo 33. Primary (north) and West Elevations of the Residence at 2447 Miner Street (5CC.2451)



Photo 34. Residence at 2447 Miner Street (5CC.2451, circa 1950)



Source: Clear Creek County Archives



Research into the property revealed that 2447 Miner Street was originally platted as a placer claim by William F. Doherty in 1873. It is unclear when it was parceled off into residential lots or who the original owners were. The property at 2447 Miner Street was owned by Albert Heller in 1950, and he sold the property to Frank Willis in 1957. It was sold the following year to Allan and Emily Brown in 1958. In 1973, Furman Brown bought the property and sold it to his younger brother and his wife, Dierk and Mary Brown, in 1975. They are the current owners of 2447 Miner Street.

Research did not reveal any associations with significant historic themes, events, or persons that would qualify 2447 Miner Street (5CC.2451) for individual listing under Criterion A or B, and the property is not significant individually under Criterion C for its design, type, or method of construction. Therefore, it is recommended Not Eligible for listing in the NRHP individually. However, the building retains good integrity in the aspects of location, feeling, association, and setting. The addition to the rear elevation is minimally visible from the right-of-way and minimally affects the overall design of the dwelling. The windows have been replaced with vinyl, but the fenestration pattern remains the same and the impact to the materials and workmanship is small. The house is clearly recognizable as a Late Victorian style dwelling with Queen Anne details. Therefore, 5CC.2451 retains sufficient integrity to contribute to the Grass Valley Historic District as a representation of the area’s earliest residential architecture with a date of construction within the period of significance.

5CC.2452 | 2441 Miner Street—Contributing

The building at 2441 Miner Street was built around 1891 in the Late Victorian style with elements of National Folk (Photo 35 and Photo 36). Located in the east end of Idaho Springs and fronting the south side of Miner Street, the building lies on a rectangular parcel that extends between Miner Street and Edwards Avenue with I-70 on a bank directly south. The one-and-a-half-story frame building is clad in horizontal board. The front gable roof is covered with asphalt shingles. A secondary gable is stepped down and west on the front façade with a double-hung window centered in it. A covered porch extends across the other half of the façade. A chimney has been added to the front façade and the exterior materials and windows have been replaced and updated. There are two associated outbuildings: a front gable, detached garage with a single bay garage door, and a small side gable shed of frame construction located adjacent to the garage.

Photo 35. Primary (north) and East Elevations of the Residence at 2441 Miner Street (5CC.2452)



Photo 36. Residence at 2441 Miner Street (5CC.2452, circa 1950)

Residence at 2441 Miner Street with the original gable end imbrication and lack of front chimney.



Source: Clear Creek County Archives



Research into the property revealed 2441 Miner Street was originally platted as a placer claim by William F. Doherty in 1873. It is unclear when it was parceled off into residential lots or who the original owners were. The property at 2441 Miner Street was owned by Mary Van der Veer in 1950. The house was bought in 1953 by Virginia Hooper, the wife of Ruben Hopper who was the lead engineer on the Eisenhower Tunnel. There were two owners following the Hoppers until it was purchased by the current owners, Tarry and Beverly Foster in 1973.

Research did not reveal any associations with significant historic themes, events, or persons that would qualify 2441 Miner Street (5CC.2452) for individual listing under Criterion A or B and the property is not significant individually under Criterion C for its design, type, or method of construction. Therefore, it is recommended Not Eligible for listing in the NRHP individually. However, the building retains good integrity in the aspects of location, feeling, setting, and association. There have been minor alterations to the design, such as the addition of a chimney to the front façade. Furthermore, the exterior cladding and windows have been updated with synthetic materials. However, despite the minor design alterations and changes to the original materials, the workmanship is still recognizable as a Late Victorian house, typical of the area. Therefore, 5CC.2452 retains sufficient integrity to contribute to the Grass Valley Historic District as a representation of the area’s earliest residential architecture with a date of construction within the period of significance.

5CC.2453 | 2437 Miner Street—Non-contributing

The building at 2437 Miner Street was built around 1891 in the Late Victorian style with elements of National Folk (Photo 38). Located in the east end of Idaho Springs and fronting the south side of Miner Street, the building lies on a rectangular parcel that extends between Miner Street and Edwards Avenue with I-70 on a bank directly south. The two-story building is clad with both board and batten and horizontal board. The cross gable roof is covered with asphalt shingles. The building originally was a one-story L-shaped Late Victorian-style dwelling (Photo 37). By 1968 a second story had been added to the front half of the building. A second one-story addition was added to the east façade sometime after 1968 and the porch extended east across the width of the addition. There is one associated outbuilding: a one-story frame, rectangular plan building located at the south property line. The secondary structure on the property originally appears on the 1907 and 1931 Sanborn maps as a separate residence under the address 2438 Edwards Avenue. It was most likely abandoned or used by 2437 Miner Street as a garage after the construction of I-70 directly south of the building in the late 1950s. One half has been up kept as garage and the other half has been abandoned and is now derelict.

Research into the property revealed 2437 Miner Street was originally platted as a placer claim by William F. Doherty in 1873. It is unclear when it was parceled off into residential lots or who the original owners were. The property was owned by Grace Maddy in 1950. Maddy sold to Ronald and Sylvia

Photo 38. Primary (north) Façade of the Residence at 2437 Miner Street (5CC.2453)



Photo 37. Original Construction of Residence at 2437 Miner Street (5CC.2453, circa 1950)



Source: Clear Creek County Archives

Michaelis in 1966. Sylvia lived in the house until 2004 when she sold it to Cheryl Cook. William Lester bought it off Cook in 2007. In 2017 the current owners, Charles Sky Speed and Chalene Rose Dodrill, purchased the residence from Lester.

Research did not reveal any associations with significant historic themes, events, or persons that would qualify 2437 Miner Street (5CC.2453) for individual listing under Criterion A or B, and the property is not significant individually under Criterion C for its design, type, or method of construction. Therefore, it is recommended Not Eligible for listing in the NRHP individually. The building has poor integrity. Large additions to both the top and side elevations have compromised the integrity of the design. The materials and workmanship have also been greatly altered by the additions and updates to the building. The residence no longer retains the feeling of being a Late Victorian house due to the many additions that did not keep with the original style. Despite being constructed ca. 1890, 5CC.2453 no longer retains enough integrity to contribute to the Grass Valley Historic District.

5CC.2454 | 2433 Miner Street—Contributing

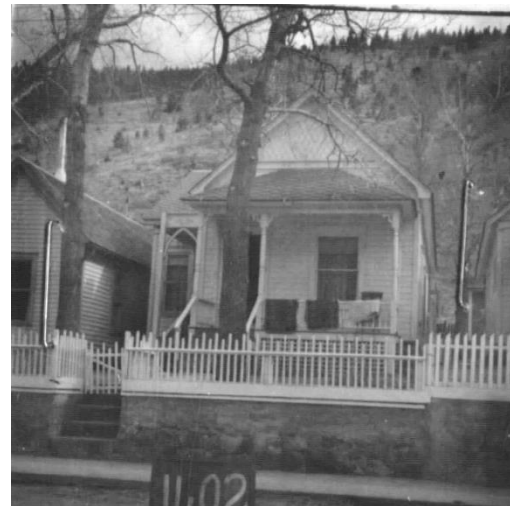
The building at 2433 Miner Street was constructed around 1885 in the Late Victorian style with elements of National Folk (Photo 39). Located in the east end of Idaho Springs and fronting the south side of Miner Street, the building lies on a rectangular parcel that extends between Miner Street and Edwards Avenue with I-70 on a bank directly south. The one-story frame building is clad horizontal board and the cross gable roof is covered with asphalt shingles. A shed roof porch extends nearly the full width of the front (north) façade and was enclosed after 1950 (Photo 40). There is diamond imbrication in the gable peak and a brick chimney emerges from the center roofline. There are two associated outbuildings: both are frame sheds of rectangular plan with one used as a garage and other as storage.

Photo 39. Primary (north) Façade of the Residence at 2433 Miner Street (5CC.2454)



Photo 40. Residence at 2433 Miner Street (5CC.2454, circa 1950)

Residence at 2433 Miner Street showing the porch before it was enclosed.



Source: Clear Creek County Archives

Research into the property revealed 2433 Miner Street was originally platted as a placer claim by William F. Doherty in 1873. It is unclear when it was parceled off into residential lots or who the original owners were. The property was owned by Ronald and Sylvia Michaelis in 1950. It was purchased in 1955 by



Walter and Evelyn Robertson. The Robertsons owned the building until at least 1964. It is unclear when Harry Kirk came to possess the property, but he held it until his death in 2008. From there, a family member of Kirk’s—most likely his widow—sold it to Pamela Murati in 2011. Murati sold it to the current owner, Martyn Botten, in 2016.

Research did not reveal any associations with significant historic themes, events, or persons that would qualify 2433 Miner Street (5CC.2454) for individual listing under Criterion A or B, and the property is not significant individually under Criterion C for its design, type, or method of construction. Therefore, it is recommended Not Eligible for listing in the NRHP individually. Although the setting of 2433 Miner Street (5CC.2454) suffers from diminished integrity due to the construction of I-70 and the residential structures south of the property, the remaining aspects of integrity are high. The front porch has been enclosed, but the original design of the house is still clearly visible, as are the materials and workmanship. The building also retains integrity in the aspects of feeling, association, and location. Therefore, 5CC.2454 retains sufficient integrity to contribute to the Grass Valley Historic District as a representation of the area’s earliest residential architecture with a date of construction within the period of significance.

5CC.2455 | 2429 Miner Street—Non-contributing

The building at 2429 Miner Street was built around 1892 in the Late Victorian style with elements of National Folk (Photo 41). Located in the east end of Idaho Springs and fronting the south side of Miner Street, the building lies on a rectangular parcel that extends between Miner Street and Edwards Avenue with I-70 on a bank directly south. The two-story frame building is clad in both vertical and horizontal board. The front gable roof is covered with asphalt shingles. Sometime after 1950, the roof of 2429 Miner Street was raised to create a second story. Two pairs of dormers were also added to the east and west roof planes and two sliding windows were added to the front façade gable end. The original diamond fixed window (Photo 42) was kept in the gable end peak. The cladding on the new second story was changed from imbrication to vertical wood board. The original covered porch that extends the full width of the front (north) façade remains largely unaltered with turned posts and decorative brackets that hint at Queen Anne influence. There is one associated outbuilding: a rectangular two-bay garage located in the southeast corner of the property.

Research into the property revealed 2429 Miner Street was originally platted as a placer claim by William F. Doherty in 1873. It is unclear when it was parceled off into residential lots or who the original owners were. The property was owned by Geo Summer in 1950. It was sold to John Grenfell 1952. The next year Grenfell sold to Thos and Sylvia Gouldie. In 1959 Edwina DeWitt bought the property. Toni Christansen bought the building from DeWitt in 1975. It is

Photo 41. Primary (north) Façade of the Residence at 2429 Miner Street (5CC.2455)



Photo 42. Residence at 2429 Miner Street (5CC.2455, circa 1950)

Original house before the second story was added.



Source: Clear Creek County Archives.

unclear when Christansen sold, but the next record indicates that Carol Morrison sold the property to Scott Foster in 2001. It was sold again in 2004 and again in 2008 when it came to the current owner, Chad Sessions.

Research did not reveal any associations with significant historic themes, events, or persons that would qualify 2439 Miner Street (5CC.2455) for individual listing under Criterion A or B, and the property is not significant individually under Criterion C for its design, type, or method of construction. Therefore, it is recommended Not Eligible for listing in the NRHP individually. The building at 2439 Miner Street (5CC.2455) retains poor integrity, especially in the aspects of design, materials, and workmanship. The residence has been altered to create an entirely new second story. The new materials and design have completely eradicated the original structure with the exception of the front porch that remains unchanged. Resource 5CC.2455 no longer possesses enough integrity to be a contributing resource to the Grass Valley Historic District.

3.3.3 Individual Properties

John Gunstrom House | 5CC.251

The John Gunstrom House is a 1908 example of Foursquare in Idaho Springs (Photo 43). The building sits at 2025 Miner Street and faces north. The building is on a rectangular parcel and sits on a stone foundation covered with concrete stucco. It is a two-story building capped with a hip-roof with flared overhanging eaves and beadboard wood soffits. The building is clad in horizontal wood clapboard siding. The building has wood corner boards topped with simple square capitals that mimic Classical pilasters and terminate at the eaves. There is a full-width front porch located on the façade (north elevation) that has a low, hip-roof supported by Tuscan-style columns. The columns also support a full entablature and two are engaged with the wall. The porch rests on brick piers that are partially infilled with wood boards. Concrete steps with a single square wood railing lead to the porch from a concrete walkway. There is an additional porch located on the rear (south) elevation of the building that was added after original construction. The porch has a simple wood balustrade and is minimally visible from the public right-of-way. Fenestration consists of vinyl sash and slider window replacements, arranged as singles and in original openings, as well as one small, fixed wood window. Windows have simple, wood hood moldings. The primary door on the façade (north), which may be original, is single-leaf, wood-paneled, and has an inset glass pane and accompanying wood transom light. A corbelled brick chimney projects from the roof at the ridgeline. There also appears to be a small, shed-roof addition located on the rear elevation that extends to the depth of the rear porch.

Photo 43. Façade (north) and East Elevation of the John Gunstrom House.



Research revealed that the property was owned by John Gunstrom, an early miner in Clear Creek County. He worked primarily in the Larmarine Mine until it closed in 1905. He then moved his family to Idaho Springs. Research did not reveal the exact dates during which he owned the property at 2025 Miner Street, nor if he built the present house. Research did not reveal ownership records on the property between Gunstrom and the W. C. Wanbaugh, who owned the residence by 1950. Wambaugh sold the property to Duane and Virginia Larson in 1955. The property then passed to Chase and Elizabeth Larson

in 1969, and to Clyde and Brenda Kelly in 1974. In 1975, the property at 2025 Miner Street was purchased by David and Frances Lawrence.

The John Gunstrom House (5CC.251) is recommended eligible for listing in the NRHP under Criterion C for Architecture as an excellent example of a Foursquare. The building retains its original form and a majority of its original materials including the original wood siding and the original front porch with Tuscan columns. Research did not reveal associations with significant historic events, and the building is not significant under Criterion A. Research on the property did not find any associations with significant persons that would qualify it under Criterion B. It is not likely to yield information important in history and does not qualify for significance under Criterion D. The building retains sufficient integrity to convey its significance as a Foursquare. The building has undergone some material changes, such as the addition of vinyl windows. However, it still has its original siding and footprint and retains integrity of design, materials and workmanship. The building retains integrity of location, but the integrity of setting, feeling and association are somewhat compromised due to the construction of I-70 directly south of the building. Overall, the building conveys its significance as an early twentieth century Foursquare and is eligible for inclusion in the NRHP.

2730 Miner Street | 5CC.2432

The residence at 2730 Miner Street was built in 1900 in the Late Victorian style with a Temple Front form (Photo 44). It is a 1.5-story house of rectangular plan in the Late Victorian style with elements of the National Folk style. It faces south onto Miner Street. It is clad in horizontal wood board with corner boards. The front gable end is decorated with octagonal, half-cove, diamond, and fish-scale imbrication. It has a front-gable roof covered in asphalt shingles. A small rectangular addition at the north end of the east elevation extends the roofline of the original building. A front porch extends most of the width of the façade and rests on a cut stone foundation. The porch has a hipped roof covered in asphalt shingles supported by Tuscan columns. The primary entrance is on the east side of the façade and contains a two-panel door with a leaded light in the upper half. Two single 1/1 sash windows are located to the west of the door on the first floor of the façade and a 1/1 wood sash window is also centered in the gable on the façade. A 1/1 wood sash window is on the façade of the addition on the northeast corner. The west elevation was partly obscured on survey but at least two windows are located on that elevation. A secondary entrance is located in the addition on the north elevation. Most of the north elevation was not visible during survey. Two pairs of 1/1 sash windows are located on the east elevation south of the addition. Four 1/1 sash windows occupy the width of the east elevation of the northeast addition. An internal brick chimney rises near the center of the roof at the peak.

Photo 44. Façade (south) of 2730 Miner Street.



The building at 2730 Miner Street was used as the office and community kitchen for the Log Motel from the early 1950s to the late 1980s. Its use prior to operating as part of the motel is unknown, but, per its design, it is assumed to have been a residential property. The Log Motel consisted of two motel buildings on either side of 2730 Miner Street, creating a U-shaped motor court facing Colorado Boulevard. In the late 1980s, the two Log Motel buildings were demolished and the C&C Machine and Welding shop was built fronting Colorado Blvd. It was owned by Donald and Larthea Manual in 1967, John Maroon and



Steven Leeper in 1976, and Ellis and La Jean Etheridge in 1981. In 1984, the property passed to Colwell Financial Corp. before being purchased by James and Kandace Claybrook in 1987. The Claybrooks restored 2730 Miner Street back into a residence and were probably responsible for the demolition of the motel. Kandace lived there until 2013 when she sold the property to the current owners; the Kiyah Trust.

The building at 2730 Miner Street is recommended eligible for listing on the NRHP under Criterion C for architecture. The building embodies characteristics of the Late Victorian Style, with a Temple Front house form, Tuscan porch columns, and imbrication in the gable end. The building was constructed ca. 1900 during Idaho Spring's mining boom and was later a part of the Log Motel that operated from the 1950s to the 1980s. The remaining 1900 house has a limited association with tourism on its own and is not significant under Criterion A for its association with mid-century tourism. The building is not associated with significant persons that would qualify it under Criterion B. It is not likely to yield information important in history and does not qualify for significance under Criterion D. The building retains good integrity in design as a recognizable Late Victorian Temple Front house form. The building also retains good integrity of workmanship and materials with the original front porch with Tuscan columns and imbrication in the gable end. There have been a few negative impacts to the integrity of materials; the original wood windows have been replaced with vinyl and the siding replaced with composite material. The building retains integrity of location, but the integrity of setting, feeling and association have been compromised due to the construction of I-70 directly south of the building. Overall, the building retains sufficient integrity to convey its significance as a good example of Late Victorian architecture and is eligible for inclusion in the NRHP.

2229 Miner Street | 5CC.2460

The residence at 2229 Miner Street was built in 1895 as a Central Block with Projecting Bays form including details of the Late Victorian and Queen Anne styles (Photo 45). The building is located on the south side of Miner Street on a rectangular lot, facing north. The one story wood frame building is built with a central block with projecting bay house form. The projecting section on the west half of the façade and a covered porch on the east half of the façade. It has a concrete foundation under the house and concrete posts supporting the frame porch. It is clad in horizontal drop wood board with corner boards and fish-scale wood shingles in the gables on the façade. The gable-front roof is covered in asphalt shingles. The porch has a flat roof and is supported by turned posts and decorative brackets. Two wood steps lead to the porch and the primary entry, which is located at the west end of the porch at the ell of the north elevation. The door is covered by a vinyl storm door. A narrow 1/1 sash window in a wood frame is located to the east of the entrance. A wide 1/1 window in a wood frame is centered in the projecting section on the façade. A secondary entry on the east elevation of the projecting section has been closed with plywood. Two narrow 1/1 windows and a secondary entry are located on the east elevation on the north end of the house. The south elevation was not visible on survey. Two 1/1 windows in wood frames are located in the north half of the west elevation.

Photo 45. Façade (north) and east elevation of 2229 Miner Street.



Research into the property revealed it to be an early residence of Grass Valley, however, research found no information on the ownership of the property.

The resource at 2229 Miner Street is recommended eligible for listing in the NRHP under Criterion C for Architecture. The building is a good example of a Central Block with Projecting Bays and embodies the characteristics of the Late Victorian period, specifically a simplified Queen Anne style. Research did not reveal associations with significant historic events, and the building is not significant under Criterion A. Research on the property did not find any associations with significant persons that would qualify it under Criterion B. It is not likely to yield information important in history and does not qualify for significance under Criterion D. The building retains integrity of location, but the integrity of setting, feeling and association have been compromised due to the construction of I-70 directly south of the building. The building has good integrity of design as it retains its original form. The building also retains good integrity of workmanship and materials with imbrication in the gable ends and the original front porch with decorative columns and corner brackets. Replacement of the original wood windows with vinyl has had a negative impact on integrity of design, materials, and workmanship. Overall the building retains sufficient integrity for listing in the NRHP.

2023 Miner Street | 5CC.2473

The house at 2023 Miner Street is a good example of an Italianate style duplex (Photo 46).

The building was constructed in 1890 and is located on the south side of Miner Street on a rectangular parcel facing north. The two-story building is roughly rectangular shaped and rests on an unknown foundation. The building has a hip-roof covered with asphalt shingles. The roof exhibits wood fascia and frieze boards, wood cornice molding, and overhanging, boxed eaves with decorative wood brackets that have wood pendants. A shed-roof, partial-width front (north) is supported by simple wood posts. The porch floor is an at-grade poured concrete pad, and there are no stairs or railings. Shed-roof additions are located at the southwest and southeast corners of the building and are

minimally visible from the public right-of-way. Both additions have asphalt-covered roofs and are one-story. The building is clad in shiplap siding and has wood corner boards. Fenestration primarily consists of replacement vinyl sash, though three openings on the east (side) elevation and one on the façade are covered with wood boards and are not visible. The primary, off-center door on the façade is single-leaf and wood-paneled with an inset glass pane. The door also has an exterior storm door. There is an additional single-leaf door with an exterior storm door located on the southwest addition. That door appears steel-clad. Windows and doors (except for those located on the additions) have wood hood moldings. Two windows on the second-story façade have attached wood planter shelves. A central, corbelled brick chimney projects from the roof at the ridgeline.

Research into the property revealed it to be an early residence of Grass Valley, however, research found no information on the ownership of the property prior to 1950. The property was owned by Don Hausserman in 1950. The property was purchased in 1967 by Austin Cass. In 2000 Dana Randall sold the property to Eric and Helen Wrightman. The Wrightmans sold in 2003 to Marci Hicks. The current owner, Monica Mortensen, purchased the property in 2013 from Hicks.

Photo 46. Façade (north) of 2023 Miner Street.



The building at 2023 Miner Street is recommended eligible for listing in the NRHP under Criterion C for Architecture. The building embodies characteristics of the Italianate style in its two-story rectangular form, hipped roof, central chimney, decorative brackets in the eaves, and decorative hoods over the windows and doors. Research did not reveal associations with significant historic events, and the building is not significant under Criterion A. Research on the property did not find any associations with significant persons that would qualify it under Criterion B. It is not likely to yield information important in history and does not qualify for significance under Criterion D. The building retains integrity of location, but the integrity of setting, feeling and association related to its 1890 period of significance have been compromised due to the 1950s construction of I-70 directly south of the building. The building retains the basic form and massing of its original design. It retains its original siding, roof form with central chimney, and a majority of its original fenestration pattern (with exception of the infilled door on the façade, which disrupts the symmetry of the original design). The building retains some original Italianate design features including the eave brackets and decorative door and window hoods. There have been negative impacts to its integrity of materials, design and workmanship due to the replacement the original Italianate style porch, removal of decorative quoining, and replacement of wood windows with vinyl. The building's overall form and remaining architectural details convey significance as an 1890 Italianate duplex, and the building is recommended Eligible for listing in the NRHP.

2009 Miner Street | 5CC.2476

The residence at 2009 Miner Street is a good example of a Classic Cottage with Late Victorian detailing (Photo 47). It was built in 1900 and is located on the south side of Miner Street on a rectangular parcel facing north. The one-story, wood framed building has a hipped roof covered with asphalt shingles and has overhanging, boxed eaves. The roof exhibits wood fascia, barge and frieze boards, and wood cornice molding. In addition, the wood corner boards have molding mimicking classical capitals that terminate at the eaves. The façade (north elevation) has a partial-width, shed-roof covered porch with Tuscan-style columns. The porch is accessed via a wooden staircase and has a modern replacement wood balustrade. A dormer located on the façade has a front-gable roof, decorative barge boards, and the same decorative corner boards as the rest of the building. Aerial imagery indicates that a large addition was built on the rear of the building, though this portion of the building was not visible from public right-of-way. Fenestration includes one-over-one, wood sash windows, one wood picture window, and one single-pane fixed window located within the semi-subterranean basement. Windows have decorative hood moldings. The door located on the façade (north) is single-leaf, wood-paneled and has a single inset glass pane and a single-pane transom window. The door has an exterior storm door.

Photo 47. Façade (north) of 2009 Miner Street.



Research into the property revealed it to be an early residence of Grass Valley, however, research found no information on the ownership of the property.

The resource at 2009 Miner Street is recommended eligible for listing in the NRHP under Criterion C for Architecture. The building embodies characteristics of the Late Victorian style with a Classic Cottage form as well as Tuscan-style porch columns, pediment window surrounds, and the decorative bargeboard in the dormer eave. Research did not reveal associations with significant historic events, and the building is not significant under Criterion A. Research on the property did not find any associations with significant persons that would qualify it under Criterion B. It is not likely to yield information important in history and does not qualify for significance under Criterion D. The building retains integrity of location, but the integrity of setting, feeling and association have been compromised due to the construction of I-70 directly south of the building. The building retains good integrity of design, materials, and workmanship because it retains much of its Classic Cottage form as well as some original material in the window surrounds, decorative bargeboard in the dormer gable and Tuscan porch columns. The building has undergone some alterations, which negatively impact integrity of materials and workmanship. The cladding is replacement and the windows have been covered with storms. The most significant alterations have occurred to the porch; a new railing has been added where historic photographs show that there never was one, furthermore, the miniature replica Tuscan columns have been added to the front stair as additional rail support. Overall, the building sufficient integrity to convey its significance as a Classic Cottage with Late Victorian details and is eligible for listing in the NRHP.

2005 Miner Street | 5CC.2477

The residence at 2005 Miner Street is an example of a Shotgun form built in 1900 with Late Victorian style influence (Photo 48). The building has a front-gable roof covered with asphalt shingles and overhanging, boxed eaves. The roof exhibits simple wood fascia, barge and frieze boards, as well as cornice molding. In addition, the wood corner boards have molding mimicking classical capitals that terminate at the eaves. There is a low, hip-roof porch located on the façade (north elevation) that is supported by decorative wood posts. The porch is accessed via simple wood stairs and has a modern replacement wood balustrade. Cladding consists of horizontal clapboard siding. Fenestration consists of one-over-one wood sash and wood fixed single-panes. The door on the façade (north), which may be original, is single-leaf, wood-paneled and has two round-arch glass panes. Two metal chimney pipes protrude from the roof, one at the center west slope, and one near the rear of the east slope.

Photo 48. Façade (north) and west elevation of 2005 Miner Street.



Research into the property revealed it to be an early residence of Grass Valley, however, research found no information on the ownership of the property.

The resource at 2005 Miner Street is recommended eligible for listing in the NRHP under Criterion C for Architecture. The building embodies a Late Victorian Shotgun house form with characteristics such as square-banded porch columns and deep banding along the front gable eaves. Research did not reveal associations with significant historic events, and the building is not significant under Criterion A. Research on the property did not find any associations with significant persons that would qualify it under Criterion

B. It is not likely to yield information important in history and does not qualify for significance under Criterion D.

The building retains integrity of location, but the integrity of setting, feeling and association have been compromised due to the construction of I-70 directly south of the building. The building retains good integrity in design as a recognizable Shotgun house form. The building retains excellent integrity of workmanship and materials with original wood siding, wood windows, and the original front porch with square-banded columns. The addition of a porch railing has a negative impact on integrity of design. Overall, the building retains sufficient integrity to convey its significance as a Late Victorian Shotgun and is eligible for listing in the NRHP.

2001 Miner Street | 5CC.2478

The residence at 2001 Miner Street was built in 1900 in the Late Victorian Style (Photo 49). Located on the south side of Miner Street, the building sits on a rectangular parcel facing north. The building has a cross-gable roof covered with asphalt shingles, as well as overhanging, boxed eaves. The roof exhibits wood fascia, barge and frieze boards, cornice molding, and a partial-width cornice return on the façade (north elevation). In addition, the wood corner boards have molding mimicking classical capitals that terminate at the eaves. There is a porch located on the façade supported by turned wood spindles, with a turned wood spindle balustrade. Poured concrete steps are used to access the porch. There is a lean-to addition located on the rear

Photo 49. Façade (north) of 2001 Miner Street.



(south) elevation that is minimally visible from the public right-of-way. The building is clad with horizontal, wood drop lap siding, as well as fish scale and semi-octagonal wood imbrication in the gable-end on the façade. The addition is clad in horizontal siding that appears to be wood. Fenestration primarily consists of 1/1, wood-sash windows that are covered with exterior wood storm windows. Windows have decorative hood moldings. There are two front entrances located under the porch. They are both single-leaf and have decorative hood molding; however, both are covered by storm doors and are not fully visible from the right-of-way. Two corbelled-brick chimneys protrude from the roof ridgeline.

Although an early Grass Valley residence, research did not reveal any ownership history prior to 1950. It was owned by Augusta Miller in 1950, the property passed to Ruth Sohwartz before being purchased by Idaho Springs Lumber Co. in 1974. Idaho Springs Lumber Co. became Idaho Springs Lumber and Hardware Inc. in 2012, and in 2013 the company sold 2001 Miner St. to Joshua Parker. Parker held the property until January 2014, when it was purchased by the current owner Linda Hayes.

The building at 2001 Miner Street is recommended eligible for listing in the NRHP under Criterion C for Architecture. The building is a good example of a Gabled Ell house form and includes Late Victorian details, such as the imbrication in the gable end, pediment window surrounds, and turned porch posts. Research did not reveal associations with significant historic events, and the building is not significant under Criterion A. Research on the property did not find any associations with significant persons that

would qualify it under Criterion B. It is not likely to yield information important in history and does not qualify for significance under Criterion D. The building retains integrity of location, but the integrity of setting, feeling and association have been compromised due to the construction of I-70 directly south of the building. The building retains good integrity of design, materials, and workmanship because it retains much of its Gabled Ell form as well as some original material in the window surrounds, imbrication in the front gable and decorative porch columns. However, the building has undergone some alterations, which negatively impact integrity of materials and workmanship. The cladding is replacement and the windows have been covered with storms. The most significant alterations have occurred to the porch; a new railing has been added where historic photographs show that there was a much lower one. Furthermore, posts and rails have been added to the front stair. Overall, the building retains sufficient integrity to convey its significance as a Gabled Ell house form with Late Victorian details and is eligible for listing in the NRHP.

Golddigger Stadium | 5CC.2479

Golddigger Stadium is the longtime home of the Clear Creek High School Golddigger football team (Photo 50 and Figure 30). The first game was played on the field in 1958. The playing surface was built over the remnants of a tailings pond adjacent to Clear Creek on the west end of Idaho Springs. It opened just after construction of I-70 was completed through Idaho Springs. The field is located between I-70 on its south side and Miner Street on its north side, and the entire site is bound by a chain-link fence. Because of the prior presence of a tailings pond, the field surface is at a lower grade than Miner Street. The field sits approximately 20 feet below the street with a steep retaining wall accommodating the grade change.

Photo 50. Golddigger Stadium



Figure 30. Location of Golddigger Stadium (1951)

The red oval indicates current location of Golddigger Stadium. This image predates construction of both the field and I-70. At the time, the landscape was associated with local mining activities.



Photo Courtesy of USGS



The site currently includes the playing surface, concrete bleachers, a concession stand and ticket booth, scoreboards, goalposts, a team sign, and two modern storage sheds. The playing surface is a standard 100-yard-length field with a 10-yard end zone on its east and west ends. The field is covered in maintained grassy turf. The board-form concrete bleachers are inset into the retaining wall on the north boundary of the property. The bleachers slope down from north to south, and are stepped. The steps are capped with wood benches. The concession stand and ticket booth sit atop the bleachers. The scoreboards are non-historic and are set at opposite corners of the field (one at the northwest corner, and the other at the southeast). The sheds are also non-historic and sit east of the bleachers. The team sign is affixed to the fence on the south boundary of the field.

The Clear Creek County School District has owned and maintained the field since its opening in 1958. The Clear Creek County High School Golddiggers continue to use the field for games, even though the school and all other sports facilities are now located in Evergreen. In 2013, the Xfinity Sports Network named Golddigger Stadium the most famous stadium in Colorado due to its high visibility from the heavily traveled I-70. Golddigger Stadium is locally significant under Criterion A for Entertainment/Recreation as a long-term center for recreational activity in the small town of Idaho Springs. There are currently baseball fields located on the east end of town (south of I-70), but they do not date to a historic period, and there are very few other outdoor public recreation facilities in town. The stadium has been an important part of local community life throughout its history. The field and bleachers are representative of a mid-twentieth century high school football stadium. The concrete bleachers have not been altered since construction and are potentially a significant representation of mid-century stadium design. Developing an NRHP nomination for this property would require additional research to determine if the bleachers' design and construction is significant within a state or national context under Criterion C. For purposes of this project the resource will be considered significant under Criterion C. The field is not directly associated with any significant persons and is not significant under Criterion B. The field is not likely to yield information important in history and is not significant under Criterion D.

The field and bleachers have excellent integrity related to their construction dates of 1958 and 1966, respectively. Integrity of location, design, workmanship, and materials are all intact. A concession stand and ticket booth were added to the bleachers some time after the bleachers were built, and are likely historic. However, if they are not historic, they do not detract from the significance of the bleachers because they are small and do not interfere with the structure or form. Non-historic additions include two scoreboards, two storage sheds, and a monument, none of which impact the integrity of the resource. The portion of I-70 through Idaho Springs was completed in the fall of 1958 when the field opened, so the field's current setting immediately adjacent to the interstate is a historic condition that is an important part of its feeling, setting, and association. Golddigger Stadium has sufficient integrity to convey its significance as a long-term center of community recreation activity in Idaho Springs and is eligible for inclusion in the NRHP under Criterion A for Entertainment/Recreation and Criterion C with a period of significance of 1958–1973.

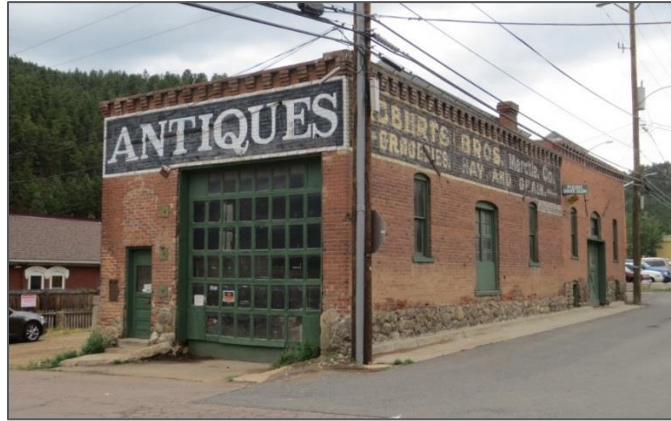
Roberts Brothers Mercantile Co. Warehouse | 5CC.2485

The Roberts Brothers Mercantile Co. Warehouse was built in 1894 as additional space for the company's grocery store (Photo 51). Located on the corner of Block 29, one block south of downtown Idaho Springs, the warehouse had the extra benefit of being right on the train tracks that originally ran down Idaho Street. The brick building faces east, fronting 15th Avenue and is of narrow rectangular plan, stretching west along Idaho Street. The building rests on a cobble stone foundation and has a flat roof with a corbeled brick parapet. There was an addition made to the building in 1905. The addition was a brick rectangle added to the rear (west) elevation and was slightly wider and taller than the original building

profile. The basement level of building at 121 15th Avenue originally had full-height doors and windows. Over time, the surrounding street level was built-up and the openings are now only partially visible. The windows on the south elevation have been covered with concrete with only parts of the brick window hoods still showing, whereas the windows on the north elevation are boarded over with wood. At an unknown date, the original window opening on the façade (east) was bricked in and the current glass and wood garage door was added. Tie-rods have been added to all four elevations to give the building additional support. The building has a small, concrete block addition located on its south (side) elevation that is single story and dates to ca. 1960.

Photo 51. Roberts Brothers Mercantile Co. Warehouse (5CC.2485)

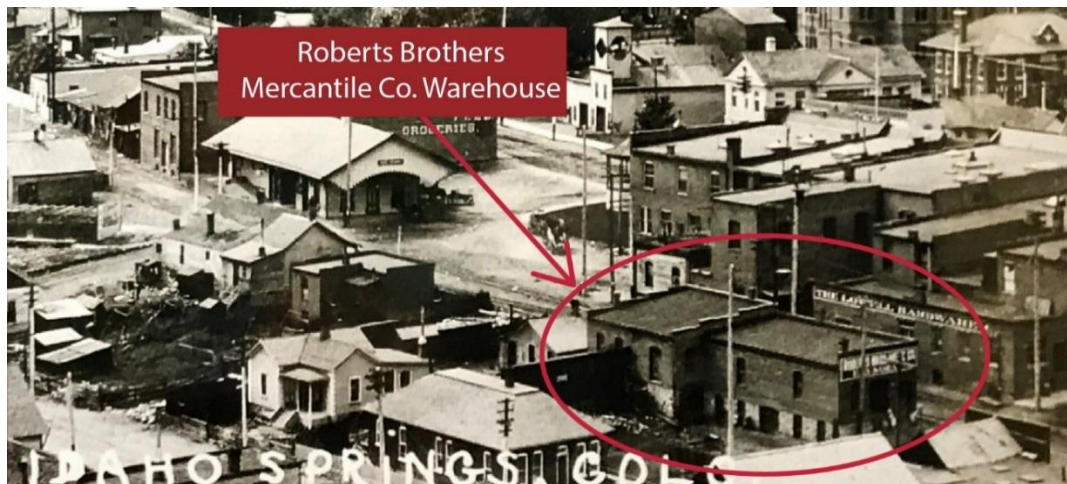
Primary (east) and north elevations of the twentieth century commercial warehouse at 121 15th Avenue, Idaho Springs (5CC.2485).



Research into the property revealed the Roberts Brothers had originally started a mercantile business in Georgetown. They then opened a grocery store in downtown Idaho Springs located in the Turner Building (the building directly north of the warehouse). The building at 121 15th Avenue was constructed as a warehouse to hold their grocery store products as well as to sell hay, feed, coal, and wood from the warehouse itself (Photo 52). The 1905 addition was in part because of the brothers' expansion into selling flour as well. The store went out of business in the 1930s during the Great Depression. The 1931 Sanborn indicates that the store still sold "Flour & Feed," but the 1905 addition was at that time vacant. The warehouse was soon thereafter used as an autobody shop. It is currently used as an antique store, known as Old Town Antiques, with a specialty in cast iron stoves.

Photo 52. Idaho Springs Circa 1905 showing the Roberts Brothers Mercantile Co. Warehouse

The warehouse at 121 15th Avenue, already with its addition and full basement level.



Source: Idaho Springs Historical Society

Research did not reveal any associations with significant historic themes, events, or persons that would qualify 121 15th Avenue (5CC.2485) for individual listing under Criterion A or B. The building at 121 15th Avenue includes architectural details such as a late nineteenth century corbeled brick cornice and segmental brick arches. It also features cargo doors on its north side (these faced the rail line before the rails were removed), which speak to its original warehouse function. It is a significant example of late 19th century warehouse design. It is not likely to yield information important in history and does not qualify for significance under Criterion D. The Roberts Brother's Mercantile Co. building features a high level of physical integrity in its design, materials and workmanship. The building's original form remains intact. There was an addition to the rear (west) elevation in 1905, but its design is consistent with the original building and it remains in place. The building retains a majority of its character-defining features including original windows and decorative detailing in the cornice. The basement level windows have been enclosed or boarded up, but the arches above the windows are still visible. The original window opening on the façade (east) was bricked in and replaced with the current wood garage door. Though the date of the change is unknown, the materials appear to be of historic age and the change does not detract from the building's physical integrity. The building has a small, concrete block addition located on its south (side) elevation that is single story and dates to ca. 1960. The addition is small and does not negatively interfere with the architectural form and style. Integrity of location, setting, feeling, and association are high, as the building remains adjacent to the commercial historic district where it was originally built to support a nearby commercial operation. The building possesses enough physical integrity to convey its significance under Criterion C as a late 19th century warehouse, and is recommended Eligible for inclusion in the NRHP.

The Graham-Wilkins House | 5CC.2475

The Graham-Wilkins House was built in 1883 in the Late Victorian Italianate style (Photo 53). Located at 2015 Miner Street, the north-facing building sits on a rectangular parcel on the south side of Miner Street. It is a two-story framed rectangular building clad in horizontal wood shiplap. The corners are boxed and most of them have chamfered wood panels mimicking stone quoining. The hipped roof is covered with asphalt shingles and there is a corbeled brick chimney that emerges from the center roofline. The roof exhibits overhanging, boxed eaves, decorative wood brackets, and wood fascia, frieze, and cornice molding. A two-story square window bay juts out of the building's east (side) elevation and is decorated with a beltcourse of dentil molding. The porch wraps around the entire front (north) façade and partway down the west elevation, supported by square wood posts with beveled corners on a stone and mortar foundation. The flat roof of the porch historically had a low wood railing that was removed in 2016. Fenestration includes 1/1 aluminum or vinyl sash (hard to tell exact materials from the right-of-way) with simple hood moldings. There is one visible addition on the building, a shed-roof projection located on the west (side) elevation of the second-story, resting on the roof of the wrap-around porch. The addition includes one wood sash window that differs in proportion and hood molding profile. Two doors are located on the first story of the façade (north elevation). Both are single-leaf and wood-paneled with inset glass panes and have accompanying, single-pane wood transoms as well as exterior

Photo 53. Façade of the Graham-Wilkins House (5CC.2475)



storm doors. An additional door located within the second-story of the façade is also single-leaf and wood-paneled, and exhibits two inset glass panes. All doors also have decorative hood moldings. There is one outbuilding associated with this property: a one-and-a-half-story front gabled garage (Photo 54).

Located directly southwest of the main residence, the building, which historically functioned as a barn, is clad in horizontal shiplap siding with the gable roof covered with asphalt shingles. A single dormer, added sometime after 1950, emerges from the eastern roof plane. One wood sliding door is located on the north elevation and a single-leaf, wood-paneled door with four inset glass panes is located in the upper half-story of the north elevation. The door formerly opened onto an exterior staircase that has been removed.

Research into the property revealed William F. Doherty platted the land on which 2015 Miner Street is a part as his #316 placer in 1873. The Doherty Placer #316 is located in what was then called Grass Valley. In November 1878, Doherty deeded a portion to William F. Hunter (no monetary value was recorded on the deed). In April 1881, Hunter deeded a portion of the property to Mary P. Gilmore for \$500. In July 1883, Gilmore deeded the property to James M. Graham for \$500. The house appears on the 1883 tax records as "Houses and other buildings \$1,000." In 1892, Graham died and the property was inherited by his wife, Elizabeth. In 1896, Elizabeth married John A. Wilkins. Elizabeth Wilkins was an early pioneer in the area and lived in Clear Creek County for 52 years. She lived at 2015 Miner Street for 40 of those 52 years. When Elizabeth died in 1923, her second husband inherited the property. John Wilkins died in 1926 and the property was inherited by his daughter (from his first marriage), Gladys Hebden, and a nephew, William Wilkins. In June 1928, Hebden and Wilkins deeded the property to Axel N. Peterson for \$1,200. In August 1928, Peterson deeded the property to Peter E. Olson for \$1,200. In October 1929, Olson deeded the property to his wife, Florence Darrow Olson (Peter died in 1930). In December 1936, Florence Olson deeded the property to Blaine A. Darrow and Clyde L. Darrow as "a pure bona fide gift from mother to her sons." In June 1945, Clyde Darrow deeded the property to Edna V. Fritts. In April 1946, Fritts deeded the property to Lloyd L. Bishop. In July 1954, Bishop deeded the property to Paul and Irene Kaatz. In July 1957, Kaatz deeded the property to David and Jewel Broughton. In March 1962, Broughton deeded the property to J. S. Gleason, Jr., Administrator of Veterans Affairs (it appears the Broughtons defaulted on a loan taken out from the Department of Veterans Affairs). In August 1962, Gleason (as Administrator of Veterans Affairs) deeded the property to John and Vesta Jean Deitchel. In May 1965, Deitchel deeded the property to Joe and Helen Hruska. Ownership is unclear following the Hruskas until 2001 when Mellene Andersen deeded the property to Linda Andersen. Andersen lost the property to the bank in 2006. The current owners, Michael and Jennifer Vieweg, purchased the property in 2007.

The Graham-Wilkins House (5CC.2475) is recommended eligible for listing in the NRHP under Criterion C. The residence at 2015 Miner Street displays characteristics typical of the Late Victorian period and specifically the Italianate Style, such as the rectangular, hipped roof house form, decorative cornice brackets, quoins, the framed window surrounds, and the square porch posts with beveled corners. Unlike the majority of its neighbors, the residence at 2015 Miner Street is virtually unaltered in its characteristics.

Photo 54. Primary (north) Façade of the Outbuilding (Garage) of the Residence at 2015 Miner Street (5CC.2475)



There are other Italianate style houses to be found in Idaho Springs; however, the Graham-Wilkins House is unique in both its well preserved architectural characteristics and in being the only one of its style in Grass Valley (East Idaho Springs). Although a part of the early residential development of Grass Valley, the resource does not display any individual significance that would make it eligible under Criterion A. Research on the property did not find any associations with significant persons that would qualify it under Criterion B. It is not likely to yield information important in history and does not qualify for significance under Criterion D. The building retains sufficient integrity to convey significance for its Italianate design. The building has replacement vinyl windows, but they were sized to fit into the original window openings and do not disrupt the original fenestration pattern. The house has one visible addition on the second story, which is a small shed-roof projection resting on the wrap-around porch. It is located toward the rear of the west elevation and is minimally visible from the street. Despite the minor changes to the building, the house retains integrity of design, materials, and workmanship. Furthermore, the house remains in its original location surrounded by residential properties and retains integrity of location, setting, feeling, and association. The building is eligible for inclusion in the NRHP under Criterion C for architecture with a period of significance of 1883.

The Jones-Cooper-Treder House | 5CC.2486

The Jones-Cooper-Treder House was constructed around 1890 in the Italianate style (Photo 55). Located at 115 15th Avenue, the building sits on four narrow parcels bounded by Water Street and I-70 on the south, a vacant lot on the west, and the Old Town Antique shop (5CC.2485) on the north. The building faces east towards 15th Avenue with a moderate setback. The brick rectangular building is one story, and the roof is hipped and clad with asphalt shingles. A short brick chimney is projecting through the flat deck of the roof and another brick chimney is located at the northwest corner. The building was originally square, but a rear (west) addition was constructed in 1901, bringing the building to its current footprint. The addition is historic in its own right.

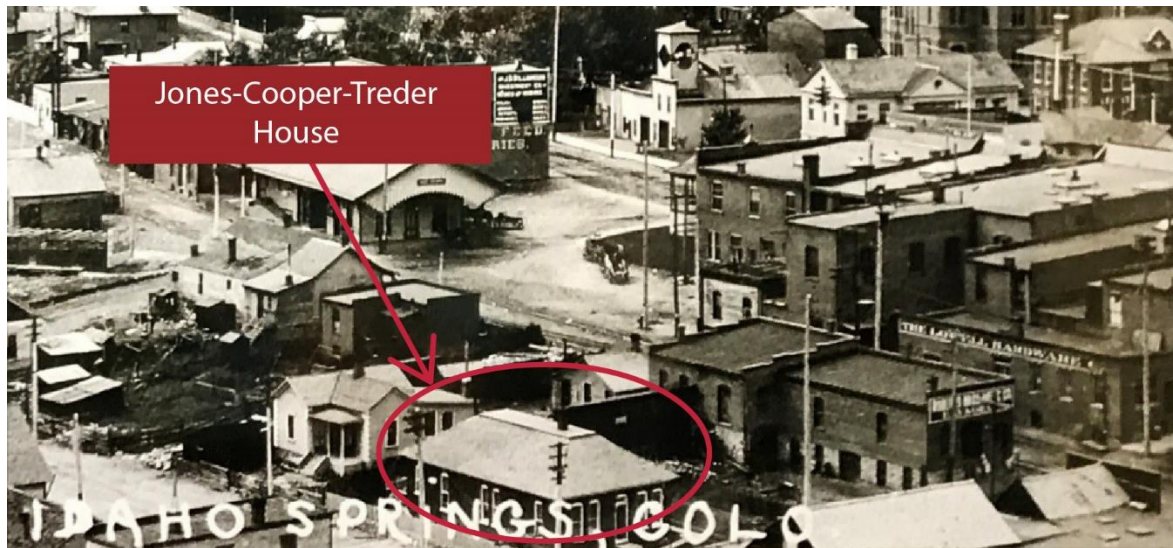
Fenestration includes 1/1 sash windows set in pairs that frame a single leaf door on the front (east) façade. All openings are capped with corbeled brick segmental arches. This window pattern continues on the eastern half of both the north and south elevations. The windows on the western half (Photo 56) and rear of the building have been altered to smaller openings with either fixed or sliding windows with no decorative hoods. There was once a transom window over the front door that has since been bricked in. An Americans with Disabilities Act (ADA) approved ramp and rails leading up to the door were added at an unknown date. There are two outbuildings associated with this property: two small sheds of frame construction located in the northwest and southwest corners of the property respectively. Both sheds appear on the 1907 Sanborn Map but the exact date of construction is unknown.

Photo 55. Façade and North Elevation of the Jones-Cooper-Treder House (5CC.2486)



Photo 56. Jones-Cooper-Treder House

Jones-Cooper-Treder House circa 1905, featuring the original windows on the western half of the building.



Source: Idaho Springs Historical Society.

Research into the property revealed that the resource was built in 1890 by John F. Jones. The building was acquired the following year by Thomas Cooper. Cooper, a prominent miner in Idaho Springs, resided in the house until his death in 1896 and the residence stayed with the Cooper-Treder family until 2002. From Joan Treder it passed to Marc and Ronda Reagon. From the Reagons, the property passed to the Chase Lampe Trust in 2007 and to Clear Creek County in 2008. In 2009 the former residence became a medical clinic and has been used for various medical purposes since.

The Jones-Cooper-Treder House is an early residential building in Idaho Springs. It is associated with the early development of the town, but it does not possess a level of individual significance under Criterion A. The building is a good example the Late Victorian architecture, specifically displaying characteristics of the Italianate style. Italianate characteristics include the corbeled, segmental window arches, brick exterior, and hipped roof. The building's design includes Italianate details applied to a single-story brick residence, and is the only known combination of that form and style in Idaho Springs. The Jones-Cooper-Treder House is one of the few surviving examples of residential architecture south of the Idaho Springs commercial district for much of it has been demolished over the years. The building is an important representative example of both its original design and of residential architecture in this area of Idaho Springs in the late nineteenth and early twentieth century. It is, therefore, individually significant under Criterion C. Research did not find any associations of the building with significant persons that would qualify it under Criterion B. It is not likely to yield information important in history and does not qualify for significance under Criterion D.

The building retains sufficient integrity to convey significance for architecture under Criterion C for its Italianate design. The building originally had a square footprint, but a historic (1901) addition to the rear created a rectangular footprint, which has remained intact since 1901. Materials have been periodically upgraded over time, including the roof material (now asphalt shingle) and windows on the rear half of the building. The fenestration pattern remains undisturbed, as new materials were installed within the original openings. The building's use was changed from residential to commercial in 2009, and the conversion



involved construction of an ADA compliant ramp and replacement of the front door. A transom above the door was also filled in at some point. Despite the minor changes to the building, it retains integrity of design, materials, and workmanship. The building retains integrity of location, but integrity of setting, feeling, and association are altered from its original conditions. The building is adjacent to I-70 (to its immediate south), and the original mixed commercial and residential setting was altered when blocks to the south were demolished for construction of the highway. However, the highway opened to traffic in 1958, so these setting changes are historic. More recently, buildings to the east and west have been demolished, leaving the Jones-Cooper-Treder House and the Roberts Brothers Mercantile Co. Warehouse (5CC.2485) to its north as outliers between the commercial district and I-70. Although the setting, feeling, and association are not similar to that of the period when the building was constructed, the area has had mixed surroundings for much of its history and these integrity concerns do not diminish the architectural significance of the building. The building is eligible for inclusion in the NRHP under Criterion C for architecture with a period of significance of 1890. The building is adjacent to the Idaho Springs Historic Commercial District (5CC.201) and the evaluation considered whether the building would contribute to the district. Research concluded that because the building was historically a residential property, it would not contribute to the commercial historic district.

Section 4. Conclusions and Recommendations

4.1 Conclusions

The project APE runs through a portion of Clear Creek Canyon with a varied and rich history. The discovery of gold at the confluence of Chicago and Clear Creeks in 1859 led to the establishment of one of the most important and dense mining areas in Colorado and the Rocky Mountains and the development of communities associated with the area mines. As the mining industry declined, the automobile and new road construction led to the development of the automobile tourism industry. A variety of historic themes are relevant to the project area and many have been well-documented in the I-70 Mountain Corridor context (Twitty 2014). Previous surveys in the project corridor have concentrated on areas outside of Idaho Springs, and many of the previously surveyed resources reflect nineteenth century themes, including mining, railroad transportation, and road development prior to the construction of I-70. The majority of resources surveyed for this project were located in Idaho Springs and reflect late nineteenth and twentieth century themes, including residential development and the development of an automobile tourism industry that was important to the area as nineteenth century industries declined.

A file search was conducted of OAHP's site records based on the geospatial extents of the APE defined for the project. The file search returned 123 previously surveyed sites. The status of all previously surveyed resources was examined, and in accordance with the amended 2014 Section 106 PA (FHWA/CDOT 2014), four previously identified properties were re-evaluated based on NRHP status and date of previous evaluation.

A cultural resource intensive survey was conducted to identify other historic built resources and evaluate their eligibility for the NRHP. Ninety-nine (99) properties were identified, documented, and evaluated for NRHP eligibility, including the four re-evaluations of previously identified properties. In total, 11 properties were determined individually Eligible and 1 Eligible district was identified with 11 Contributing properties and 4 Non-Contributing properties. These properties are summarized in Table 7.



Table 7. Summary of Surveyed Resources Determined Eligible within or intersecting the APE.

Site No.	Name	Resource Type	Date of Construction	NRHP Recommendation
5CC.251	John Gunstrom House	Building	1908	Eligible
5CC.2432	Log Motel	Building	1900	Eligible
5CC.2460	2229 Miner Street	Building	1895	Eligible
5CC.2473	2023 Miner Street	Building	1890	Eligible
5CC.2475	Graham-Wilkins House	Building	1883	Eligible
5CC.2476	2009 Miner Street	Building	1900	Eligible
5CC.2477	2005 Miner Street	Building	1900	Eligible
5CC.2478	2001 Miner Street	Building	1900	Eligible
5CC.2479	Golddigger Stadium	Structure	1958	Eligible
5CC.2485	Roberts Brothers Mercantile Co. Warehouse	Building	1894	Eligible
5CC.2486	Jones-Cooper-Treder House	Building	1890	Eligible
5CC.2514	Grass Valley Historic District	Buildings	1885–1910	Eligible
5CC.2439	2616 Miner Street	Building	1890	Contributing (5CC.2514)
5CC.2440	2612 Miner Street	Building	1885	Contributing(5CC.2514)
5CC.2441	2608.5 Miner Street	Building	1885	Contributing(5CC.2514)
5CC.2443	2519 Miner Street	Building	1900	Contributing(5CC.2514)
5CC.2444	2511 Miner Street	Building	1900	Contributing(5CC.2514)
5CC.2445	2507 Miner Street	Building	1900	Contributing(5CC.2514)
5CC.2446	2505 Miner Street	Building	1880	Non-Contributing(5CC.2514)
5CC.2447	2545 Miner Street	Building	1900	Contributing(5CC.2514)
5CC.2449	2467 Miner Street	Building	1936	Non-Contributing(5CC.2514)
5CC.2450	2455 Miner Street	Building	1890	Contributing(5CC.2514)
5CC.2451	2447 Miner Street	Building	1890	Contributing(5CC.2514)
5CC.2452	2441 Miner Street	Building	1891	Contributing(5CC.2514)
5CC.2453	2437 Miner Street	Building	1891	Non-Contributing(5CC.2514)
5CC.2454	2433 Miner Street	Building	1885	Contributing(5CC.2514)
5CC.2455	2429 Miner Street	Building	1892	Non-Contributing(5CC.2514)

Table 8 summarizes all previously identified, re-evaluated, and newly surveyed and evaluated properties that are NRHP-listed, Officially Eligible, or Recommended Eligible within or intersecting the APE of this project. Under Section 106, the effects of the project on these properties would be determined and considered.



Table 8. Previously Recorded Eligible/Contributing/Supporting/Listed Cultural Resources within or intersecting the APE.

Site No.	Name/Address	Resource Type	Date of Construction	NRHP Eligibility from Previous Investigation
5CC.181	Lawson School	Building	1878	Eligible—Official
5CC.201	Idaho Springs Downtown Commercial District	District	1868-1920	Listed on National Register
5CC.229	Charlie Taylor Waterwheel	Structure	1907 (moved 1945)	Eligible—Official, State Register Listed
5CC.231	Miner Street Bridge	Structure	1902	Listed on National Register
5CC.313	Mill City House	Building	1865	Listed on National Register
5CC.326	Stanley Consolidated Mine	Site	1864-1910	Eligible—Official
5CC.328	Big Five Mine	Site	1900-1959	Eligible—Official
5CC.339	Maude Munroe Mine/Donna (Dona) Juanita Mine	Site	1890-1920	Eligible—Official
5CC.427	CCRR (5 Linear Segments within APE)	Linear Resource	1877-1938	Eligible—Official
5CC.654	Dumont School	Building	1909	Listed on National Register
5CC.985	Darragh Placer	Site	1860-1900	Eligible—Official
5CC.1151	Mt. Evans Road/SH 103 (2 Linear Segments within APE)	Linear Resource	1927	Eligible—Official
5CC.2002	US HWY 6/40 (3 Linear Segments within APE)	Linear Resource	c. 1932	Assumed Eligible
5CC.2146	W.E. Anderson Store	Building	1880	Eligible—Official
5CC.2157	Lawson Historic District	District	1870-1910	Eligible—Official
5CC.2290	Unidentified Mine	Site	Unknown	Needs Data—Official (Eligible for purposes of 106)
5CC.2297.1	Trail	Site	c.1860-1870	Supporting
5CC.2377	95 Dumont Lane	Building	c. 1880	Eligible—Official
5CC.2378	85 Dumont Lane	Building	1886	Eligible—Official
5CC.2386	25 Dumont Lane	Building	1964	Eligible—Official
5CC.2389	327 County Road 308	Building	1881	Eligible—Official
5CC.2390	307 County Road 308	Building	1967	Eligible—Official
5CC.2396	151 County Road 308	Building	c. 1897	Eligible—Official
5CC.2398	107 County Road 308	Building	c. 1900	Eligible—Official
5CC.2399	83 County Road 308	Building	c. 1896	Eligible—Official



Consultation with the Colorado SHPO and interested or consulting parties is an important part of the Section 106 process. Consulting parties included Clear Creek County, City of Idaho Springs, Historical Society of Idaho Springs, and Mill Creek Valley Historical Society. A Section 106 Issues Task Force was convened in June 2017 to review and revise the Area of Potential Effect (APE) and in August 2018 to review the results of the historic property survey and the effects of the Proposed Action.

CDOT sent a letter regarding eligibility and effects to the SHPO and Consulting Parties on July 11, 2018. The SHPO concurred with eligibility and effects on July 25, 2018. Two Consulting Party responses were received on August 7 and August 11, 2018. The City of Idaho Springs agreed with the effect determinations but noted that Clear Creek County approvals are pending. The Georgetown Trust for Conservation and Preservation requested more information about the Area of Potential Effect (APE) and the evaluation of cumulative effects. They also stated that the proposed signage results in an adverse effect to the historic communities of Idaho Springs, Dumont, Downieville, and Lawson. CDOT responded to the Trust in a letter dated September 25, 2018."

After the design was refined, CDOT re-opened the Section 106 consultation process with a letter to SHPO dated September 11, 2018, followed by letters to the consulting parties are dated September 19, 2018. CDOT sent the letter to Georgetown Trust for Conservation and Preservation via email on September 25, 2018. Consulting parties were sent letters via email. Consulting parties included Clear Creek County, City of Idaho Springs, Historical Society of Idaho Springs, Mill Creek Valley Historical Society, Clear Creek Archives and the Georgetown Trust for Conservation and Preservation. Response back from SHPO was received on September 21, 2018.

4.2 Recommendations

The I-70 corridor between Floyd Hill and Empire Junction has been the subject of several recent architectural and archaeological studies. This project included the study of buildings adjacent to the interstate on south side end of the city; however, with the exception of the NRHP-listed Idaho Springs Historic Commercial District, much of Idaho Springs has not been surveyed. There are two key study areas that should be the focus of future studies. First, the city has a wealth of late nineteenth and early twentieth century residential architecture. These buildings should be documented and evaluated to inform the local planning process as it relates to preservation of key architectural resource in the community. Residential architecture is an important component in interpreting socio-economic patterns, and a survey on this subject can inform a fuller picture of local history. Second, this project included survey and evaluation of buildings on the south side of Colorado Boulevard on the East End of Idaho Springs. The south side of the street represents about half of mid-century tourist-related businesses in that part of the city. The Clear Creek County Archives holds a collection of historic assessor cards with photographs of many of the buildings that were on the north side of the street. These materials were reviewed for this project, but the buildings were not in the survey area and were not studied in detail. A future survey of the remaining buildings would help to develop a more detailed history of the growth of tourism in the Idaho Springs. Tourism remains the town's primary industry, and an understanding of its growth and background can assist the city with future development plans.

This report found Golddigger Stadium, the Clear Creek County High School football field, Eligible for listing in the NRHP. Research pointed to its significance under Criterion A for Entertainment and Recreation. The field and the bleachers remain intact relative to their 1958 and 1966 construction dates. It is possible that the stadium could be eligible under Criterion C for Architecture related to mid-century bleacher and field design. An understanding of other similar resources is necessary to properly evaluate



the significance of the stadium's design. There is not currently an inventory or study of these resources, so future research is needed to clarify all applicable areas of significance for the stadium.



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Appendix A.

Section 106 Issue Task Force Meeting Minutes



Project:	WB I-70 Peak Period Shoulder Lane CDOT Project NHPP 0703-445 (21893)
Subject:	Section 106 Issue Task Force Meeting
Date:	June 27, 2017
Location:	Majestic Building, 1630 Miner Street, Idaho Springs
Attendees:	See attached sign-in sheet
Distribution:	Attendees, File
Attachment:	Agenda, PPT presentation, APE map book, sign-in sheet

Summary of Action Items	Responsibility	Status
1. Double-check rock fall areas and determine if extension of the APE north is warranted.		

SUMMARY OF DISCUSSION:

(action items are in blue)

Lisa Schoch began the meeting and initiated self introductions.

Overview of Section 106 Programmatic Agreement

1. The I-70 Mountain Corridor ROD was finished in 2011. A part of this was the Section 106 Programmatic Agreement (PA) that was signed about 10 years ago.
2. Development of the PA took a long time. It was developed by Lynn Sebastian with SRI. For those who are new, we had a fairly contentious start for the Section 106 undertaking for Tier 1. The PA was written to define a protocol for Tier 2 projects and define mitigation for an adverse effect.
3. Every new project begins by identifying the Area of Potential Effect (APE) and that is the intent of this meeting. Mary Jane Loevlie affirmed that the PA has set the precedent for a cooperative effort.
4. The PA commits to do some surveys up front (Georgetown and Downieville, Dumont and Lawson [DLD]). Other specified mitigation is included related to mitigating an adverse effect (such as the survey in Idaho Springs).

Overview of WB PPSL Project

1. Vanessa Henderson described study limits—from the Veterans Memorial Tunnels west to approximately Exit 230 just east of Georgetown. CDOT doesn't really anticipate going much past Empire Junction but there may be some minor improvements west of there.

2. The project elements for WB PPSL are similar to EB including minimal widening. A foot-by-foot analysis will be done through the I-70 Mountain Corridor Context Sensitive Solutions (CSS) process to determine where widening might occur; some structures are anticipated but will be minimal. There is a potential for retaining walls and we may need noise mitigation as well. Mary Jane Loevlie said the assumption is that bridges will not be touched. Vanessa agreed that there are currently no plans to do anything with any existing bridges. Alan Tiefenbach, Idaho Springs community planner, asked if this included Soda Creek, because the City is planning to redo Soda Creek. Vanessa stated this is part of the Floyd Hill project that will be initiated later.
3. The project also includes adding a bridge over Clear Creek at Fall River for bicycles, pedestrians, and emergency response vehicles. Cindy Neely asked if we are looking at a vehicular bridge at this location. Vanessa replied we are considering the feasibility of a vehicular bridge because we know that Clear Creek County (CCC) recently put together a resolution that requested a full vehicular bridge. It will be looked at more during the NEPA process—it's a challenging location that may not be able to accommodate a full vehicular bridge because of the angle that may be necessary on the south side (may not be safe for vehicles turning onto the frontage road), location of the interchange confining where the bridge could be placed, etc.
4. Regarding the widening, Cindy Neely said the widening with the EB PPSL occurred on only 40% of the corridor and it was an interim and temporary fix. Vanessa agreed that this would still be an interim and temporary fix and we will be doing the foot-by-foot review of the corridor to determine where minor widening may need to occur.
5. The project will also consider mitigating for rock falls and the potential for emergency access pullouts. Vanessa reviewed the purpose for the project and emphasized this is an interim improvement and we will be refining this as we move into NEPA.
6. Lisa asked if there were additional questions about the undertaking. There were none.

Previously Completed Historic Surveys

1. Lisa described the previously completed studies which included multiple intensive level surveys.
 - Intensive level survey for the Twin Tunnels EA.
 - The I-70 Mountain Corridor Historical Context was completed in 2014 and identified seven or eight historic themes on the corridor, including evaluation criteria and property types.
 - EB PPSL—the number of resources surveyed was around 40 to 50 resources (confirmed as 47), including a historic district in Lawson.
 - Clear Creek Greenway project—60 to 70 resources surveyed (confirmed as 77).
 - The Downieville-Lawson-Dumont survey is being completed which looked at 50 resources and found 10 properties that were individually eligible in Dumont but no potential for a historic district in Dumont or Downieville.
2. In summary, CDOT has done a lot of survey work on the corridor, so we have a very good idea of where there are resources we need to be concerned about for the WB PPSL project.
3. Christine Bradley said there is a gap for the Greenway survey in Idaho Springs. Christine added that there is a potential district that hasn't been surveyed from Miner Street to the "Y," as well as

a 1930s to 1950s section of properties on the east end of Idaho Springs. She requested that any progress to survey these areas would be helpful. Gina said actual Greenway work did not include any areas within Idaho Springs.

4. Cindy Neely said the PA directly references doing a thorough survey of the whole town of Idaho Springs, including residential properties that back up to the interstate. She added this refers to the east end of Idaho springs. Cindy said there is also a potential residential district next to Safeway that is not visible. However the embankment of the interstate sits in their backyard and there will be impacts no matter the selected improvements. Cindy suggested the APE be modified to outline areas in Idaho Springs.
5. Lisa clarified that CDOT will be looking at over 200 properties for this project and that PA commitments regarding an evaluation of Idaho Springs are tied to adverse effects. She clarified that some of the studies identified in the PA—such as the I-70 Historic Context and the Dumont, Lawson, Downieville study—were completed as part of initial identification of historic properties in the corridor, but the work to evaluate Idaho Springs is in a different part of the PA involving resolution of adverse effects. If there are adverse effects as part of the WBPPSL, we can discuss the Idaho Springs survey in more detail. The EB PPSL project did not have any adverse effects.
6. Mary Jane asked about mitigating for adverse effects that have already occurred. Lisa said Section 106 does not consider effects to properties that occurred in the past, especially in an era before Section 106 was a regulation. Cindy asked why CDOT contributed funding to the Georgetown survey. Lisa explained that this survey was not tied to mitigating for adverse effects. The effort to evaluate the boundaries of the NHL was part of the initial work identified in the PA under Stipulation IV.B.a.
7. Lisa reiterated that this survey will also be evaluating a lot of properties and we can determine path forward at a later date if mitigation is needed. Chad noted the preliminary APE includes approximately 210 properties 45 years or older.
8. Christine asked if the team would include a general historic context as part of the survey work for WB PPSL. CDOT responded that we will draw upon what has been completed to date and fill in data gaps as needed with new information. Chad said in each of the surveys we have done, we have taken the I-70 Mountain Corridor Historic Context report and added to it. We will be adding more detail for this project, particularly for Idaho Springs.

Review of the EB APE

1. Chad started review of the APE by recapping the methodology that was used for EB. The initial APE considered right-of-way and coordinated with the Section 106 Issues Task Force to identify areas where the APE was expanded for viewsheds and topography. A similar approach would make sense for WB, recognizing “not one size fits all.”
2. Cindy commented that the PA section on APEs in the corridor “shall include the exterior boundary within which any disturbance can be seen.” This methodology was a commitment done for Tier 1. If CDOT proposes another APE that deviates from this methodology, we must consult with consulting parties and SHPO. Mary Jane and Cindy said the APE needs to begin at the ridgeline and be narrowed down. Cindy noted that stakeholders needed to argue hard to get

line of sights included during the EB PPSL process. Cindy and Mary Jane feel we need a broader look at this point to put stakeholders ahead of “the eight ball” for future projects.

3. Lisa responded that as a starting point, CDOT considers the facility and what the potential direct and indirect effects could be to resources. Mary Jane said we need to acknowledge that the APE considers ridgeline to ridgeline and this was defined for Tier 2. Lisa said the methodology beginning at the ridgelines was all encompassing because Tier 1 was at a programmatic level. Lisa said we need to look at traditional APE for Tier 2 and CDOT is essentially using the same application for this effort. Lisa added that the intent of this meeting is to consult with SHPO and Consulting Parties about the APE.
4. Lisa said the PPSL is an interim project. Christine said we need to be considering the fact that this is a phase of a continuing project and needs to address future projects.
5. Kelly Larson asked how the APE for EB was defined. Chad said the process we used was similar to this process to develop the preliminary APE which considered noise and visual effects. Mary Jane said the WB PPSL will affect viewsheds and noise more so than the EB project. Lisa stated that we anticipate minimal effects but that WB has different considerations. Mary Jane stated that if large noise walls are needed it may block people’s view. Chad said we would evaluate noise walls for visual effects.
6. Kris Miller said on EB PPSL, noise walls were added; this has become an issue because the snowplows do not have a place to store snow. The snowplows throw sand and mag chloride over the wall at the Water Wheel Park and those affect roadside plants. Kris asked if we were adding noise walls as part of this project. Vanessa responded that the analysis hasn’t identified if there would be noise walls and what the size would be. Chad added that any effects with new walls would be assessed. Stephanie realizes there are competing interests, and noted direct impacts create trade-offs for meeting Purpose and Need and may affect Section 106, wildlife, and noise. Stephanie said we need to let the Section 106 process work and focus on the APE today. Mary Jane said Idaho Springs and the county don’t want to get into a trap of accepting more noise. Stephanie responded that we are not saying we should.
7. Larrice Sell said these communities feel they have been forgotten and they will be impacted as much as Georgetown or Idaho Springs. Christine said even though we are not mitigating the past, we should consider this moving forward.
8. Cindy said this is a temporary project, using existing infrastructure to address mobility. However for an area like Dumont-Lawson-Downieville, we need to include it in the long-term vision, not specific to this project. There is a desire by the community to include highway signs to identify Downieville-Dawson-Lawson.
9. Chad stated that for EB we captured area to the south including all of Lawson. On WB we are shifting the APE more north, including Downieville, Dumont, and Idaho Springs.
10. Kelly said EB PPSL was an interim solution. Christine said interstate traffic moves faster than it used to; however, the frontage roads have been more congested for the locals. Cindy cited statistics indicating improved times and reduced traffic on frontage roads. The stakeholders feel they have not reduced frontage road traffic. Kelly said the PPSL works best with more congestion; if the lane was opened up all the time it wouldn’t be as effective. Vanessa said CDOT is working on revising the MOU about the operation times so that it allows the EB PPSL

to operate more frequently if needed, and the WB PPSL will likely have similar (or the same) operational requirements.

WB APE Discussion

1. Chad returned to describing the APE for WB PPSL. The yellow lines depict right-of-way and the red lines depict the draft APE. Generally, HDR identified a generic 500 feet outside right-of-way on the north side, but at Idaho Springs it was block-by-block and incorporated the historic district. Christine asked why not include Colorado Boulevard. Christine asked for the study to consider the south side of Colorado Boulevard in East Idaho Springs because it is understudied. Lisa clarified that under Section 106, we evaluate resources based on effects and that we don't typically survey resources because there is a local need for that information.
2. Cindy wants to include properties up to Clear Creek to account for all effects. Vanessa is not anticipating any property acquisition.
3. Cindy said the adjacent communities make a living off historic structures; this is how Georgetown and Idaho Springs survive. While there is a relationship between historic properties and economics in towns that base their economy on heritage tourism, typically economic effects are not evaluated under Section 106.
4. Stephanie said socioeconomic effects are considered separately from historic. Socioeconomic effects are not an allowable effect under Section 106.
5. Lisa said we understand the interface between historic properties and economics and Jen from SHPO agreed with her. CDOT will look at effects to specific properties, including effects to properties even if they have been surveyed. Chad has included considerations for depth and topography, especially at the trailer park. Miner Street was identified as a boundary, it was a natural boundary. We include entire parcels as we can't bisect them. We are considering areas where indirect effects that occur within the entire APE. Entire parcels were included in the APE. We are considering areas where indirect effects occur within the entire APE.
6. Cindy said the sound wall near the exit is not in good condition. Vanessa said we may have to replace it and if the wall is replaced it could have an effect.
7. Lisa suggested we review from one end to the other and address straightforward areas first. Christine asked to include the area just past Safeway in East Idaho Springs and consider the Edwards subdivision from early 19th century.
8. The APE starts on the west end at approximately mile post 230 but Empire Junction is the likely western terminus. Moving to the south side we have mostly stayed in the right-of-way except for a couple of exceptions. Cindy asked that the impacts at Empire Junction be included and the ROD states that this interchange improvement can be included at Empire Junction. Vanessa said we have a couple of concepts but the full interchange project will likely be addressed in a separate, future project. Stephanie said at some point we need to terminate the PPSL so that is why Empire Junction is being considered.
9. The Colorado Central Railroad grade is included in the APE.
10. East of Empire the APE continues to the north 500 feet but the APE was extended in areas to be level with the north side properties. Cindy asked why there was only a small area included in

Downieville and then the APE grows wider. Chad said it was bumped out because of the viewshed. In Dumont, the APE incorporates most of the eligible properties there. Throughout DLD we just consider to and from view context, as well as noise in this area relative to topography. Lisa said we only want to expand it if there will be effects. Chad thinks we can expand a bit more. The community is thinking about moving the Depot, so would like to see the APE expanded to Downieville. This change was marked on the map.

11. The project would likely remain within the right-of-way but may include signage. Cindy said the intent is not just to stay within the right-of-way but stay within existing infrastructure elements. She added that with the bridge abutments this area is constrained but has space for the lane using existing infrastructure.
12. Cindy said rock fall areas begin at west end of Idaho Springs and continue to Fall River Road and end just before Dumont. Lisa asked if any other comments on section to Dumont. Cindy asked why the APE widens at base of Fall River Road. There were mills and a tollhouse in the vicinity but there are no remnants left. Christine said there are mill tailings but not a lot of built material. CDOT will identify mill tailings for construction impacts and knows there are mining shafts beneath historic mill. Christine has provided the mapping of old mine works to CDOT.
13. Stephanie said the APE definitely needs to be expanded if we have a bridge over the interstate. (The bridge is over Clear Creek and not over the interstate.) Cindy said the exit goes to Fall River but the path doesn't connect to anything and it is real problem for Greenway users. To use a bicycle at Fall River Road, cyclists have to go west to DLD so they can go east.
14. Vanessa said if there is a rock fall issue, we will include considerations for rock fall mitigation. **Action: Double-check rock fall areas to see if extension of APE is warranted north.** CCC is working with CDOT for a PA for rock fall mitigation. Vanessa is aware that a PLT group has been convened to address this.
15. Chad said we included Colorado Boulevard and the exit ramp in West Idaho Springs because there is a long view extending to the interstate; from there the APE drops down to Miner Street.
16. Starting at west end of Idaho Springs, the corner with Colorado Boulevard was included because of visual and noise considerations to and from interstate and includes the potential replacement of noise wall. Cindy thinks the noise wall may go in the lane so it should be very tight. Chad's assumption is that we are only replacing it in kind; Vanessa said it would be enhanced with replacement (current materials that it is made of aren't ones that we still use). Lisa reminded people that the APE is not set based on existing noise, but rather what the impacts of this project will be.
17. After Colorado Boulevard, the APE includes Idaho Street which is the first row north of noise wall. The APE continues to Miner Street and on to downtown intersecting the commercial boundary. Lisa and Vanessa noted the APE also considered viewsheds and they know this area is very tight so we need to account for constraints but we may need signage or retaining wall. Most of the walls would be downslope or closer to Beau Jo's instead of adjacent to the residential area.
18. Alan said there are proposed parking lots and a multimodal transit hub planned near the Evans Road (SH 103) intersection. Stephanie asked Alan if historic surveys are being done as a part of

this work by the city. Alan responded no. Vanessa said the actual two bus stops will be on slip lanes for this project (ramps at SH 103) and be considered as part of the interim condition.

19. Christine said east of Safeway there is a residential neighborhood and Miner Street goes through the middle of it. Houses on north side of Miner Street would be facing a retaining wall potential so these properties should be included. Christine added a line to modify the APE on the roll plot. Chad said if it is Edwards' subdivision, we can look at pulling in the subdivision boundary. This area is so tight we may need a wall. Edwards and Colorado Boulevard will be included within the boundary. Cindy noted the properties on the south side incur a lot of visual and noise impacts; these are located by Argo. The historic houses has a view of the interstate. Christine said the Colorado Boulevard properties can be included in next study but let's definitely include Edwards subdivision. Lisa said that PA has identified Idaho Springs as an area requiring more survey. Vanessa also noted this project is not the maximum program of improvements from the ROD.
20. Cindy said for EB PPSL the concrete job was "sloppy" and now there are all kinds of problems with EB. Jen Bryant asked if, besides expanding to Colorado Boulevard, there are other areas of the APE that need expansion within Idaho Springs. Idaho Springs is a Certified Local Government (CLG) so they can apply for funding for surveys. Alan said there is a threat of Idaho Spring losing their CLG status.
21. Chad said from east of Idaho Springs to the east end of project, they started with 500 feet on the south end and expanded to include the hill on the north side. Chad reiterated that much of this, if not all, has been surveyed. Lisa said as long as we captured where there can be effects, we should be okay.
22. Vanessa said the Twin Tunnels (now Veterans Memorial Tunnels) to top of Floyd Hill will be considered during the Floyd Hill project. Cindy said we need the Floyd Hill improvements in place so we don't create a bottleneck with the addition of the WB PPSL lanes.
23. The ITF feels comfortable with the survey methodology and it will leverage existing context but we need to develop context at Idaho Springs. We will have new surveys but likely not any re-visitations. General PA said if something hasn't been resurveyed in 5 years, it needs to be revisited. CDOT will develop new contextual information where we need it.

Schedule

1. We are currently collecting data for existing conditions; analysis and mitigation will be determined this fall and winter. The intent is to complete the Final Cat Ex in the spring. Chad said in terms of survey, they wanted to confirm the APE; and they will probably start sometime around July 10, 2017, and hopefully conclude the field survey by end of July. We anticipate a draft report for CDOT review a month or two after that.
2. Lisa said we will send out a map book with the APE (including the notations on the map of APE expansions from the meeting today). These areas include Downieville, along with rock falls at the Fall River Bridge and in Idaho Springs. CDOT will consult separately with SHPO and may reference these notes and how decisions were made. We will also send out the meeting minutes for review.
3. Jen asked to be notified in advance when actual survey will be submitted to SHPO.



WB I-70 Peak Period Shoulder Lane

Section 106 Meeting

Discuss Area of Potential Effects and Methodology for Section 106 Review

June 27, 2017, 10:00 AM–12:00 PM

Majestic Building, 1630 Miner Street, Idaho Springs

AGENDA

1. Welcome/Introductions Lisa Schoch
2. Overview of Section 106 Programmatic Agreement—I-70 Mountain Corridor Lisa Schoch
3. Description of Undertaking for WB PPSLVanessa Henderson
4. Recently Completed Surveys Lisa Schoch
5. Review APE Used for EB PPSL Chad Blackwell
6. Draft APE for WB PPSL Chad Blackwell
7. Overall Survey Methodology Chad Blackwell
8. Schedule Chad Blackwell
9. Next Steps Lisa Schoch



CDOT Project NHPP 0703-445
Subaccount 21893

WB I-70 Peak Period Shoulder Lane



Section 106 Issue Task Force Meeting

June 27, 2017



Agenda

- Welcome/Introductions
- Overview of Section 106 Programmatic Agreement
- Description of Undertaking for WB PPSL
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- Overall Survey Methodology
- Schedule
- Next Steps



Section 106 Programmatic Agreement— I-70 Mountain Corridor

- CDOT completed the I-70 Mountain Corridor Tier 1 PEIS and ROD in 2011
- During preparation of the Tier 1 PEIS (2008), a programmatic agreement (PA) was executed to clarify compliance requirements for Section 106 for Tier 2 undertakings
- The PA establishes an agreed-upon process for future decisions on National Register eligibility, effects, and resolution of adverse effects, providing predictability in the Section 106 process for all future Tier 2 projects

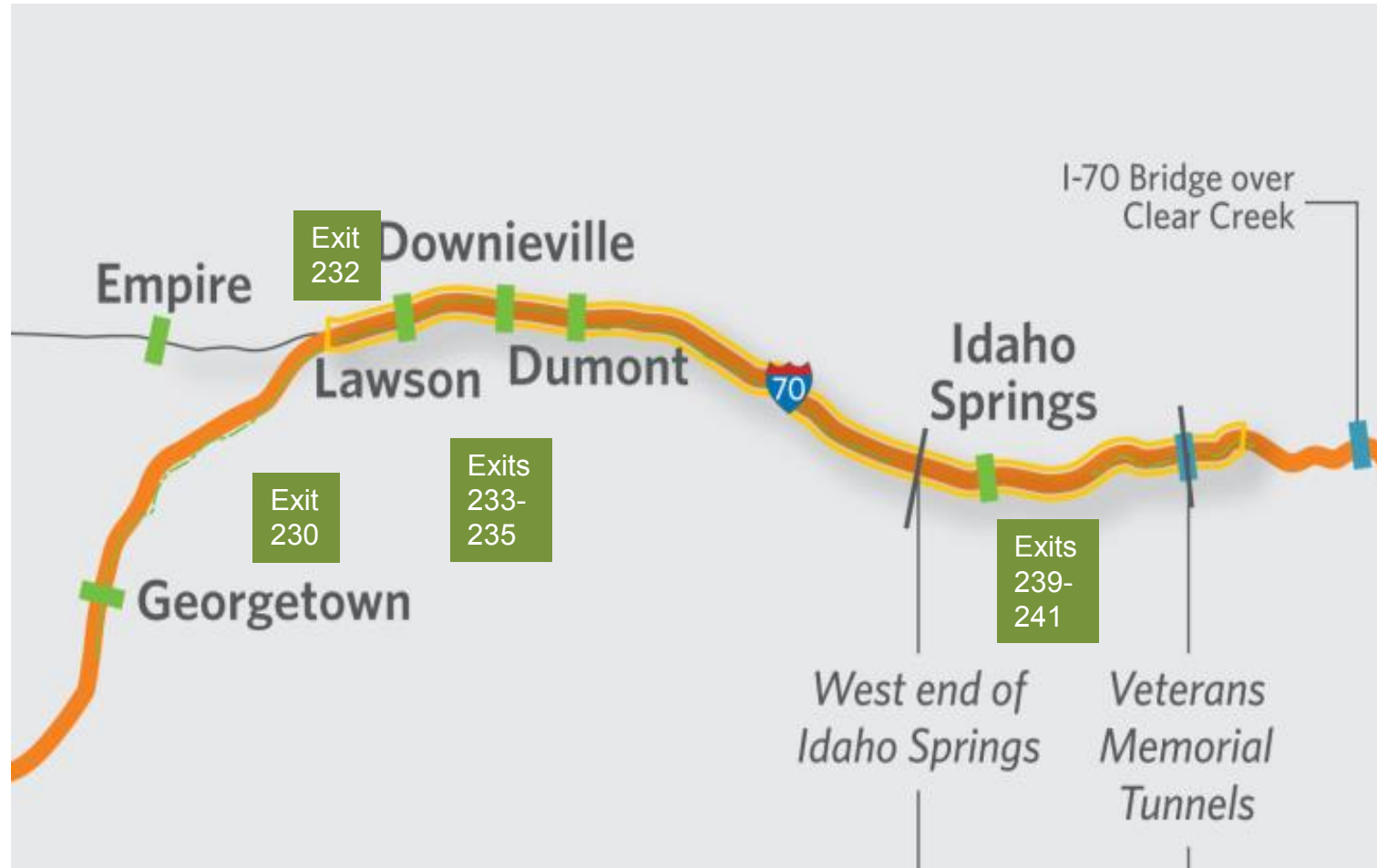


Section 106 Programmatic Agreement— I-70 Mountain Corridor

- The PA establishes a process for determination of eligibility and effects in consultation with the consulting parties and project stakeholders
- Principles and stipulations were identified to guide the steps in the Section 106 process including identification of historic properties, evaluation of effects, and resolution of adverse effects



Project Overview and Background





Project Elements

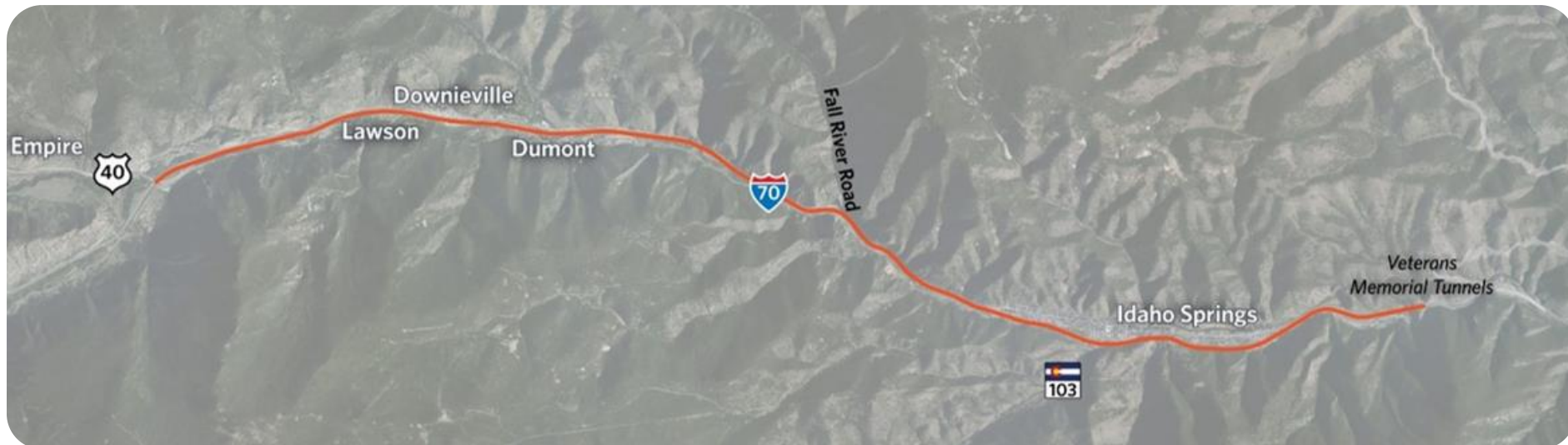
Similar to Eastbound PPSL:

- Minimal widening only as required by corridor foot-by-foot analysis
- Potential minor structure widening
- Potential retaining walls/sound walls
- Replacement of bridges not anticipated
- Design of tolling and ITS infrastructure
- Potential rock-fall mitigation and/or rock cuts
- Resurfacing and restriping



Purpose

The purpose of the I-70 Westbound Peak Period Shoulder Lane project is to improve westbound highway operations, safety, and travel time reliability - specifically during peak period times -approximately from the Veterans Memorial Tunnels to US 40 at Empire Junction.





Recently Completed Section 106 Surveys

- *I-70 Twin Tunnels Environmental Assessment* (CDOT, 2012)
- *Historical Context: Interstate 70 Mountain Corridor* (CDOT, 2014)
- *EB I-70 Peak Period Shoulder Lane Categorical Exclusion* (CDOT, 2014)
- *Clear Creek County Greenway Engineering and NEPA* (Clear Creek Greenway Authority, 2017)
- *Historic Context and Historic District Evaluations of Dumont, Lawson, and Downieville* (CDOT, 2017)



Area of Potential Effects—EB PPSL

- The Area of Potential Effects (APE) was confined to CDOT ROW on the north and south sides
- Where topography/vegetation created a broader viewshed, the APE was expanded outside of CDOT ROW
- Previously identified eligible properties or districts that intersected with the APE boundary were also included



APE—Draft for WB PPSL

- Mostly confined to CDOT ROW on the south side, except where I-70 is at or below grade and the viewshed expands
- APE on north side determined by nature of probable project elements and extent of consequential potential indirect effects



Overall Survey Method

- Archaeology survey will be performed in any construction areas outside of ROW
 - None/minimal planned at present
- Architectural survey will be performed within the APE
- Identify buildings and structures 45 years or older (constructed in or prior to 1972)
- Use existing contexts with supplemental research to fill data gaps or for individual properties
- Complete OAHP inventory forms and survey summary report



Schedule

- Anticipated to be Categorical Exclusion
- Existing Conditions/Data Collection
 - Summer 2017
- Analysis/Mitigation
 - Fall/Winter 2017
- Documentation/Top Part 128 Complete
 - Winter/Spring 2018
- Final Design/Ad
 - Fall 2018





WB I-70 Peak Period Shoulder Lane





LEGEND

- Mileposts
- APE
- I-70 ROW




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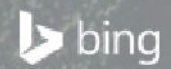
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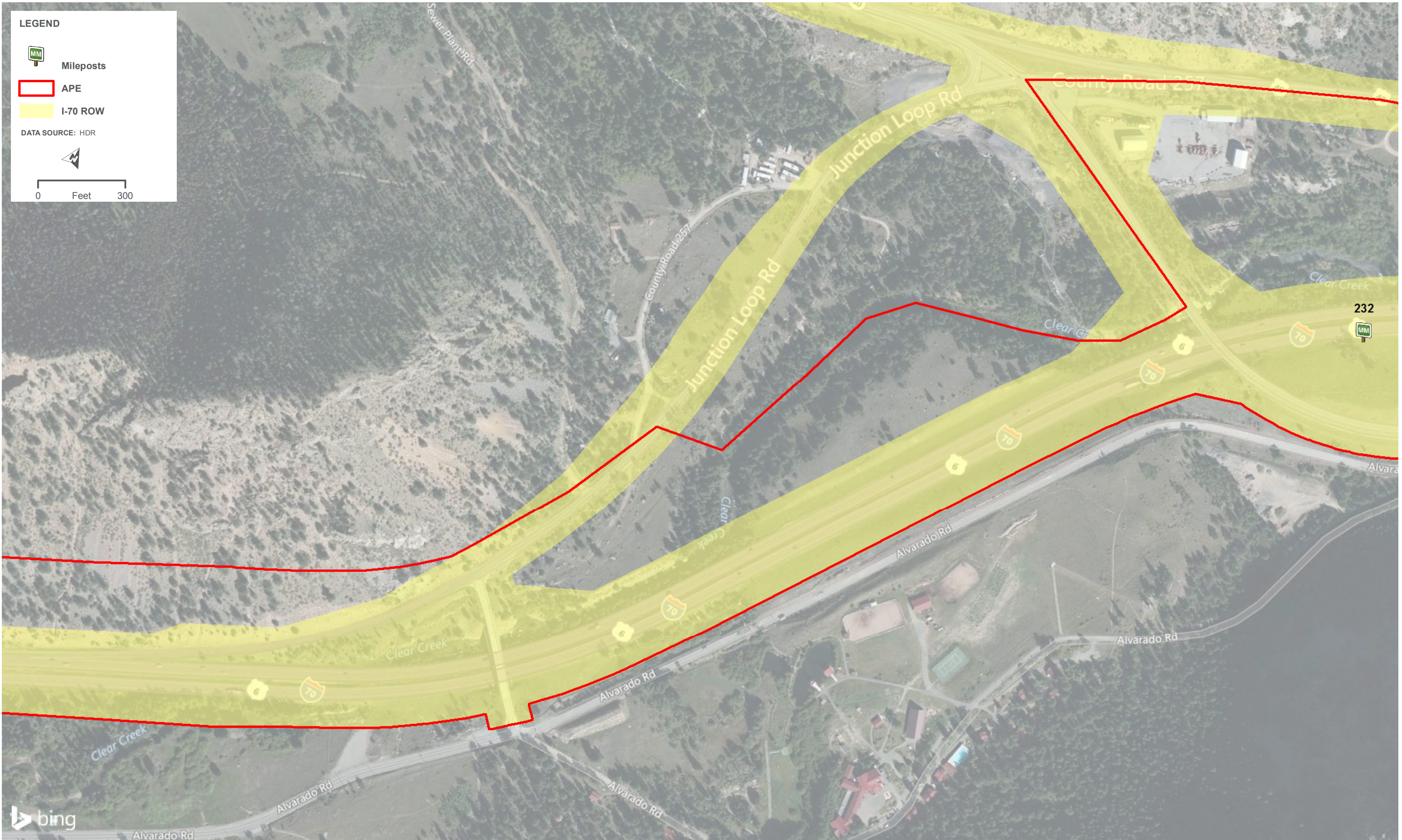


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
-  Mileposts
-  APE
-  I-70 ROW

DATA SOURCE: HDR









LEGEND

-  Mileposts
-  APE
-  I-70 ROW




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LEGEND

-  Mileposts
-  APE
-  I-70 ROW



DATA SOURCE: HDR





LEGEND

-  Mileposts
-  APE
-  I-70 ROW



DATA SOURCE: HDR





LEGEND

-  Mileposts
-  APE
-  I-70 ROW



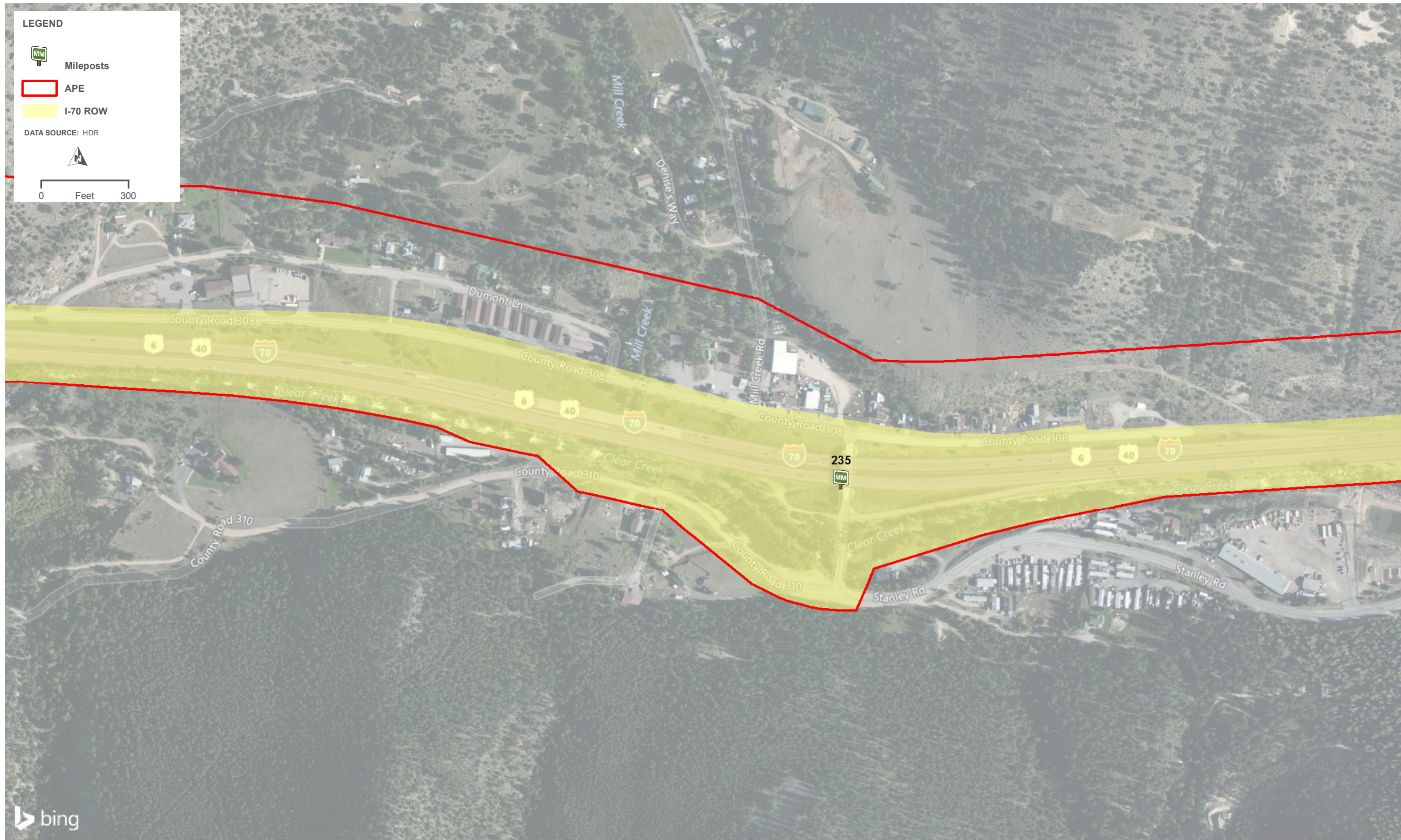
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

LEGEND

-  Mileposts
-  APE
-  I-70 ROW



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
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-  Mileposts
-  APE
-  I-70 ROW



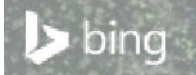
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LEGEND

-  Mileposts
-  APE
-  I-70 ROW



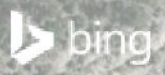
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LEGEND

-  Mileposts
-  APE
-  I-70 ROW



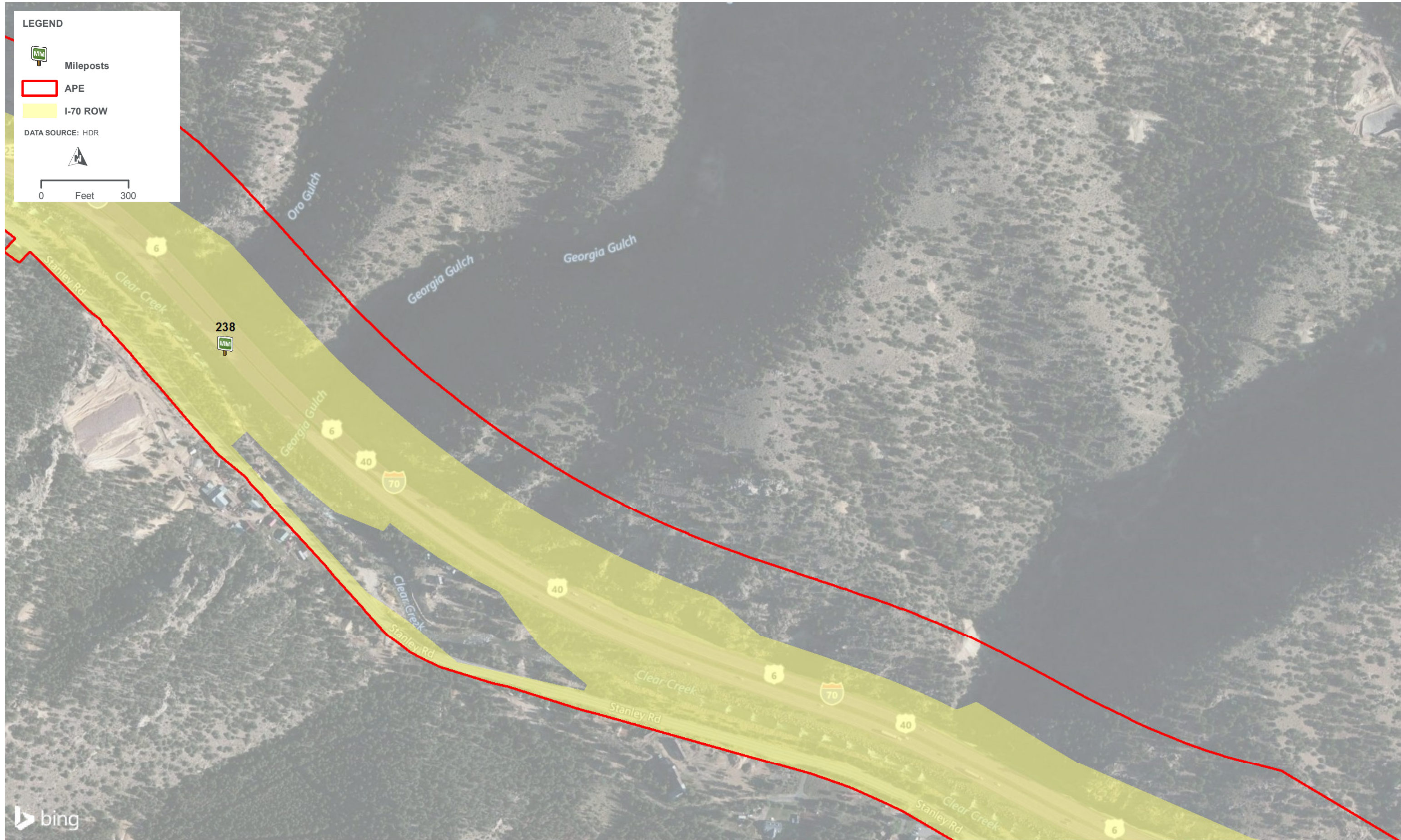
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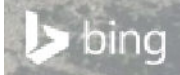




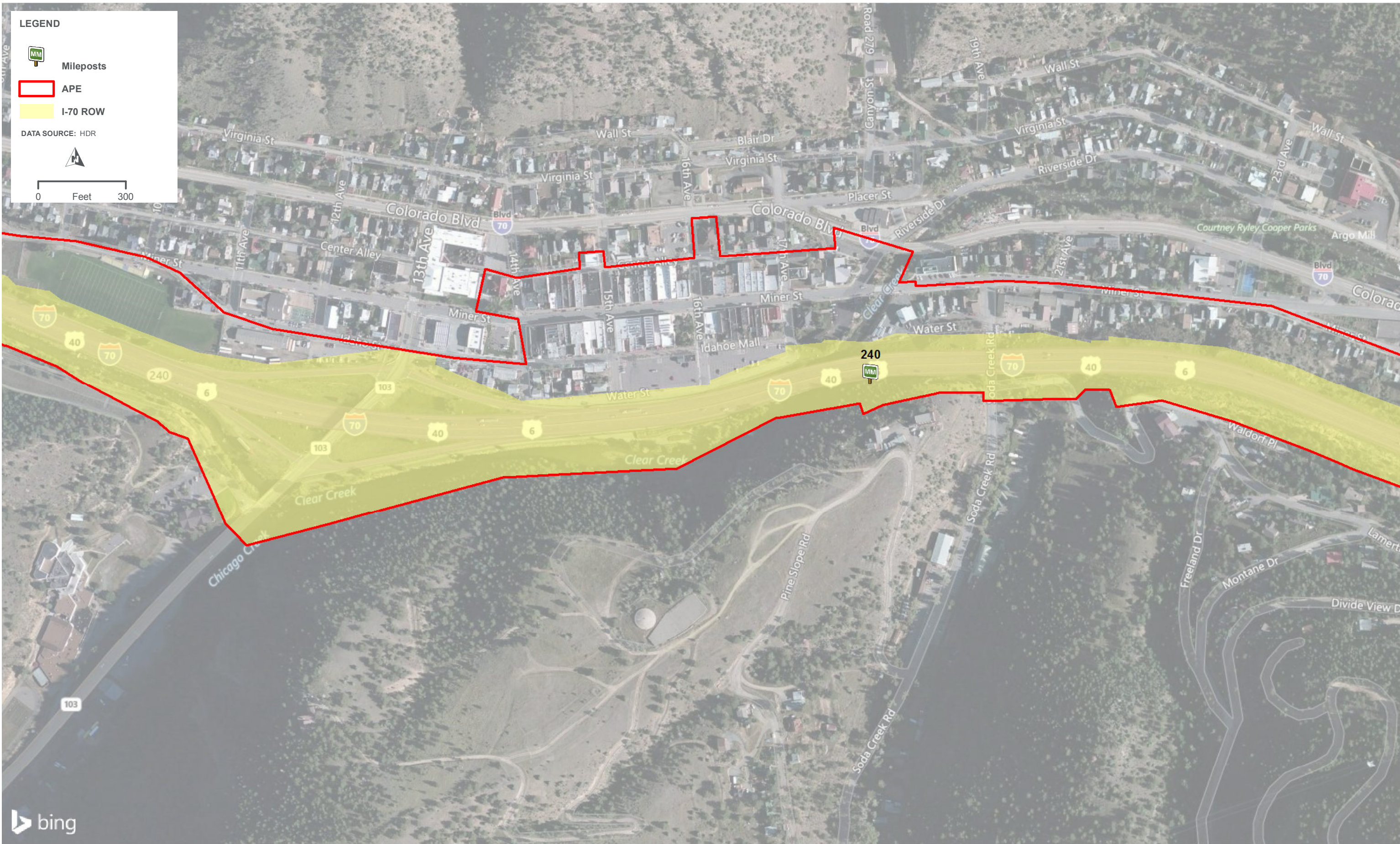
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-  Mileposts
-  APE
-  I-70 ROW




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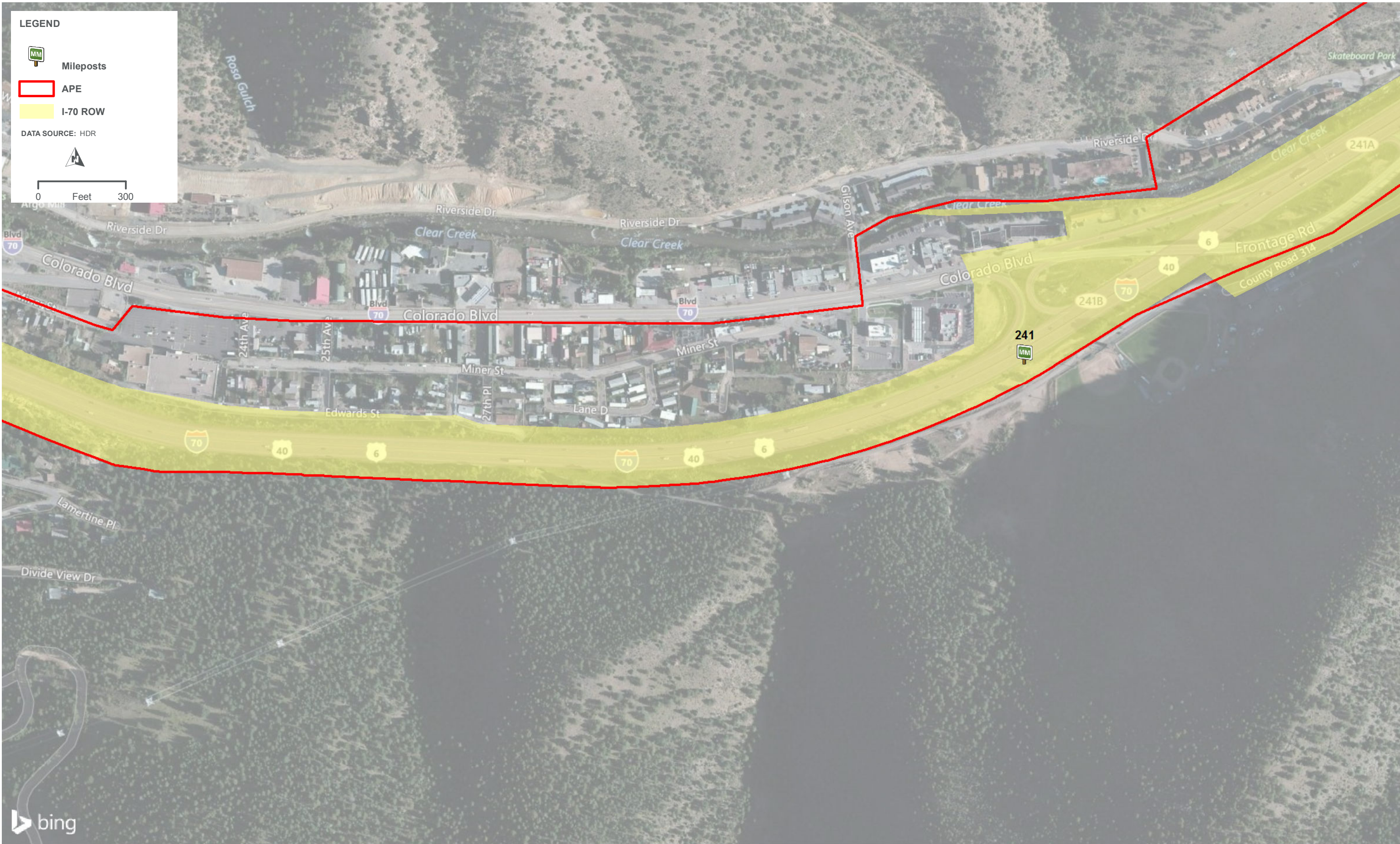
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-  APE
-  I-70 ROW

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


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LEGEND

-  Mileposts
-  APE
-  I-70 ROW

DATA SOURCE: HDR






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LEGEND

-  Mileposts
-  APE
-  I-70 ROW



DATA SOURCE: HDR


LEGEND

-  Mileposts
-  APE
-  I-70 ROW

DATA SOURCE: HDR




WB I-70 Peak Period Shoulder Lane

SIGN-IN SHEET

Section 106 Meeting

June 27, 2017, 10:00 AM–12:00 PM

Majestic Building, 1630 Miner Street, Idaho Springs

INITIAL	NAME	AGENCY	E-MAIL ADDRESS
	Christine Bradley	Clear Creek County	cbradley@co.clear-creek.co.us
	Cindy Neely	Consultant, Clear Creek County	ccneely@yahoo.com
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	Diane Breece	Idaho Springs	cityclerk@idahospringsco.com
	Gina McAfee	HDR	gina.mcafee@hdrinc.com
	Janice Bowland	Historical Society of Idaho Springs	jabowland08@gmail.com
	Jennifer Bryant	CDOT	jennifer.bryant@state.co.us
	JoAnn Sorensen	Land Use Director, Clear Creek County	jsorensen@co.clear-creek.co.us
	Kelly Larson	FHWA	kelly.larson@dot.gov
	Lisa Schoch	CDOT	lisa.schoch@state.co.us - organizer
	Liz Blackwell	HDR	elizabeth.blackwell@hdrinc.com
	May Jane Loevlie	Shotcrete Technologies, Inc. Idaho Springs	maryjane@shotcretetechnologies.com mloevlie@aol.com



WB I-70 Peak Period Shoulder Lane

SIGN-IN SHEET

Section 106 Meeting

June 27, 2017, 10:00 AM–12:00 PM

Majestic Building, 1630 Miner Street, Idaho Springs

INITIAL	NAME	AGENCY	E-MAIL ADDRESS
	Neil Ogden	CDOT	Neil Ogden - CDOT
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VP	Vanessa Henderson	CDOT	vanessa.henderson@state.co.us
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AIAH	Tiefenbach	LS	planver@idahospingsco.com
KRIS MILLER		MCVHS	
ANN HECTOR		MCVHS	annphector@gmail.com



COLORADO
Department of Transportation

Region 1
West Program
425A Corporate Circle
Golden, CO 80401

Project No: NHPP 0703-445
Project Code: 21893

I-70 Westbound Peak Period Shoulder Lane (PPSL)
Section 106 Issue Task Force Meeting Minutes
August 9, 2018

Attendees: See Sign-In Sheet

1. Introductions
2. Project Update
 - i. Vanessa Henderson (CDOT) provided a high-level overview of the current project status. She noted the design previously had included a large rock cut at Exit 239 that has since been removed from the project. There will now be a barrier, mesh and fence in this area, colored to follow the Aesthetic Guidelines. CDOT's determination of effect that had been submitted to OAHF and consulting parties did include effects from the rock cut.
3. Survey Methodology and Results and Project Effects Overview
 - i. Chad Blackwell (SEARCH) summarized the Survey Methodology and results. CDOT mailed the project consultation packets to OAHF and consulting parties in mid-July 2018. The survey was conducted in July 2017 and included 99 newly surveyed properties, primarily in Idaho Springs. Based on the survey documentation and report, CDOT determined that 12 properties were Eligible for National Register listing, including the Grass Valley Historic District located in Idaho Springs near Safeway. The Grass Valley Historic District was summarized in more detail. Based on CDOT's determination of effects for the project, there will be no Adverse Effects to the District or any other eligible properties. OAHF concurred with CDOT's determinations of NRHP eligibility and project effects, and Lisa Schoch (CDOT) noted the consultation period was scheduled to end on August 15, 2018. Cindy Neely (Georgetown Trust) and Mary Jane Loevlie noted that the consultation packets had not reached them and they had not had a chance to review the submitted packets.
 - ii. Cindy Neely said that while it was good that adverse effects to historic resources were avoided, she would like to see mitigation for affected properties. While Cindy understands this is an interim project, she is concerned that CDOT has set a precedent by making determinations of No Adverse Effect for this and previous projects. Lisa Schoch noted that CDOT does not always assume a project will have No Adverse Effects and if Adverse Effects are determined on a project that CDOT takes ownership of them and conducts appropriate mitigation for those adverse effects. However, Section 106 and its regulations do not allow for mitigating a No Adverse Effect determination, only when there are Adverse Effects.
 - iii. Cindy Neely raised a concern that the Area of Potential Effects (APE) for projects aren't always large enough and the Mountain Corridor Programmatic Agreement (PA) states the APE is "ridgeline to ridgeline." Lisa Schoch noted that the PA states that the APE is determined for each individual project in consultation with SHPO and consulting parties. The APE for this project was discussed at the June 2017 ITF meeting and modified based on feedback from consulting parties. Similarly, the APE for the Floyd Hill project was determined in consultation at the Floyd Hill ITF

meeting. For future projects, the APE will continue to be defined on a project by project basis.

- iv. The project APE bisects Colorado Boulevard, which includes properties on both sides of the road that have mid-century tourism associations. Chad Blackwell said only properties on the south side of Colorado Boulevard were surveyed for this project, but properties on the north side were reviewed and analyzed to look at the potential for a mid-century historic district. Historic photos of properties provided by the Clear Creek County Archives were reviewed and compared to assess alterations. This review led to a conclusion that too many properties are altered to constitute a NRHP-eligible district, but there is now a starting place for research and analysis that can be used for future evaluation efforts in east Idaho Springs.
- v. Cindy Neely asked about effects to the Jones-Cooper-Treder House, currently being used for the health clinic. Although improvements to Exit 240 will move the off-ramp closer to the property, CDOT determined the project would not have an adverse effect. Cindy Neely also asked about the wall behind the Grass Valley Historic District and why there was no adverse effect there. Chad Blackwell noted that the median walls planned for east Idaho Springs are not directly behind the properties in the historic district. One is east of the district boundary and the other is west of the district boundary and between the Grass Valley and Idaho Springs Commercial historic districts.
- vi. Vanessa Henderson noted that project elements near Dumont include a slight expansion of pavement to the median necessitating a wall and guardrail to minimize encroachment. The project was determined to have no adverse effects to NRHP-eligible properties in Dumont, Downieville, or Lawson.
- vii. Rock fall mitigation will occur in four areas and will be designed to be compliant with the I-70 Mountain Corridor Aesthetic Guidelines. Cindy noted that the new sediment ponds have been designed to be more "natural" looking and will also minimize visual impacts to the corridor.

4. Consulting Party Coordination

- i. Mary Jane Loevlie and Cindy Neely noted that they did not have an opportunity to review the historic resource survey, yet. CDOT sent the reports to the correct recipients however, the recipients did not know to forward to or contact Mary Jane and Cindy to conduct the review. As a result, CDOT agreed to extend the deadline for comments from August 15th until August 24, 2018. Any comments received by CDOT from consulting parties will be forwarded to OAHP. Jason O'Brien (OAHP) noted that OAHP retains the right to change its effects determination based on any additional comments received.

5. Schedule/Next Steps

- i. Vanessa Henderson reviewed the schedule and next steps with the group. The NEPA process is scheduled to be completed by the end of October 2018. CDOT expects to go to bid in early 2019 with construction beginning in Spring of 2019 and continuing through Summer 2020. For the Section 106 process, CDOT and SHPO will review additional consulting party comments when they are received.



WB I-70 Peak Period Shoulder Lane

Section 106 ITF Meeting #2

August 9, 2018, 10:00 AM–12:00 PM

Majestic Building, 1630 Miner Street, Idaho Springs

AGENDA

1. Project Update
2. Survey Methodology and Results
3. Summary of Effects
4. Consulting Party Coordination
5. Schedule/Next Steps



WB I-70 Peak Period Shoulder Lane

SIGN-IN SHEET

Section 106 ITF Meeting #2

August 9, 2018, 10:00 AM–12:00 PM

Majestic Building, 1630 Miner Street, Idaho Springs

INITIAL	NAME	AGENCY	E-MAIL ADDRESS
			archives@co.clear-creek.co.us
			planner@idahospings.com <i>planning@idahospings.com</i>
<i>ah</i>	Ann Hector		annphector@gmail.com
<i>ccnl</i>	Cindy Neely	Consultant, Clear Creek County	ccneely@yahoo.com
<i>CB</i>	Chad Blackwell	HDR	chad.blackwell@ hdr ^{search} inc.com <i>720-226-2471</i>
	Diane Breece	Idaho Springs	cityclerk@idahospingsco.com
	Gina McAfee	HDR	gina.mcafee@hdrinc.com
	Janice Bowland	Historical Society of Idaho Springs	jabowland08@gmail.com
<i>JO</i>	Jason O'Brien	GDQT <i>History Center</i>	jason.obrien@state.co.us
<i>JA</i>	Lisa Schoch	CDOT	lisa.schoch@state.co.us - organizer
<i>EB</i>	Liz Blackwell	HDR	elizabeth.blackwell@ hdr ^{search} inc.com <i>720-226-5894</i>
<i>MJL</i>	May Jane Loevlie	Shotcrete Technologies, Inc. Idaho Springs - <i>APLO M-11</i>	maryjane@shotcretetechnologies.com mloevlie@aol.com



WB I-70 Peak Period Shoulder Lane

SIGN-IN SHEET

Section 106 ITF Meeting #2

August 9, 2018, 10:00 AM–12:00 PM

Majestic Building, 1630 Miner Street, Idaho Springs

INITIAL	NAME	AGENCY	E-MAIL ADDRESS
<i>JS</i>	Lattice Sell <i>KRIS MILLER</i>	Mill Creek Valley Historical Society	<i>simplysells@aol.com</i> <i>elkrunrmiller@msn.com</i>
	Stephanie Gibson	FHWA	stephanie.gibson@dot.gov
<i>vh</i>	Vanessa Henderson	CDOT	vanessa.henderson@state.co.us
<i>WW</i>	Wendy Wallach	HDR	wendy.wallach@hdrinc.com



Appendix B.

Survey Log



1

Table A-1. Previously recorded cultural resources within or intersecting the APE.

Site No.	Name/Address	Resource Type	Date of Construction	NRHP Eligibility from Previous Investigation
5CC.6*	Empire Station, Colorado Central Railroad	Building	1890-1899	Not Eligible—Field
5CC.10	Empire Tunnel Site	Site	1900-1909	Not Eligible—Field
5CC.179	The Town of Free America/Lawson Townsite	Site	1870-1890	Needs Data—Official
5CC.181	Lawson School	Building	1878	Eligible—Official
5CC.197	I-70 Adits	Site	Unknown	Not Eligible—Official
5CC.201*	Idaho Springs Downtown Commercial District	District	1868-1920	Listed on NRHP
5CC.229	Charlie Taylor Waterwheel	Structure	1907 (moved 1945)	Eligible—Official, State Register Listed
5CC.231	Miner Street Bridge	Structure	1902	Listed on NRHP
5CC.240**	2047 Miner Street	Building	1900-1909	No Assessment
5CC.251*	2025 Miner Street	Building	1890-1899	No Assessment
5CC.258	15th and Idaho Street Feed and Stables	Building	1880-1889	No Assessment (Demolished)
5CC.306	Dumont, Mill City	Site	1860	No Assessment
5CC.310	Philadelphia Tunnel	Site	1862-1920	Not Eligible—Official
5CC.311	Dover Mine	Site	1890-1910	Not Eligible—Field
5CC.313	Mill City House	Building	1865	Listed on NRHP
5CC.326	Stanley Consolidated Mine	Site	1864-1910	Eligible—Official
5CC.328	Big Five Mine	Site	1900-1959	Eligible—Official
5CC.339	Maude Munroe Mine/Donna (Dona) Juanita Mine	Site	1890-1920	Eligible—Official
5CC.405	Harrison	Site	1898-1920	Not Eligible—Official
5CC.427.5	CCRR—Bridge	Linear Segment	1877-1938	Non-Supporting
5CC.427.15	CCRR—Segment	Linear Segment	1877-1938	Supporting
5CC.427.17	CCRR—Segment	Linear Segment	1877-1938	Non-Supporting
5CC.427.18	CCRR—Segment	Linear Segment	1877-1938	Non-Supporting
5CC.427.19	CCRR—Segment	Linear Segment	1877-1938	Supporting
5CC.469	Lulu Mine	Site	Unknown	Not Eligible—Official
5CC.471	Fairmount	Site	1901-1908	Not Eligible—Official
5CC.654	Dumont School	Building	1909	Listed on NRHP
5CC.698	Idaho Springs Work Center	Building	1938-1965	Not Eligible—Official
5CC.940	2 Mile Mine	Site	1880-1920	Not Eligible—Field



Table A-1. Previously recorded cultural resources within or intersecting the APE.

Site No.	Name/Address	Resource Type	Date of Construction	NRHP Eligibility from Previous Investigation
5CC.941	Highway Mine/Maud S. Mine	Site	1880-1920	Not Eligible—Field
5CC.985	Darragh Placer	Site	1860-1900	Eligible—Official
5CC.1034	Mine	Site	Unknown	Not Eligible—Official
5CC.1064	Mill Creek Bridge E-14-O	Structure	1934	Not Eligible—Official
5CC.1065	Clear Creek Bridge—F-14-B	Structure	1958	Not Eligible—Official
5CC.1066	SH 103 Overpass F-14-E	Structure	1958	Not Eligible—Official
5CC.1067	Clear Creek Bridge—F-14-F	Structure	1958	Not Eligible—Official
5CC.1068	Clear Creek Bridge—F-14-G	Structure	1958	Not Eligible—Official
5CC.1069	I-70 Overpass—F-14-H	Structure	1958	Not Eligible—Official
5CC.1074	Soda Creek Road Underpass F-14-X	Structure	1958	Not Eligible—Official
5CC.1075	I-70—Overpass F-14-Y	Structure	1958	Not Eligible—Official
5CC.1076	County Road Underpass F-14-C Minor	Structure	1958	Not Eligible—Official
5CC.1077	Mine Track Underpass F-14-G Minor	Structure	1958	Not Eligible—Official
5CC.1078	Clear Creek Bridge—F-15-D	Structure	1936	Not Eligible—Official
5CC.1081	Clear Creek Bridge—CLR314-70.7	Structure	1936	Not Eligible—Official
5CC.1151.1	Mt. Evans Road/SH 103—Segment	Linear Segment	1927	Eligible—Official
5CC.1151.2	Mt. Evans Road/SH 103—Segment	Linear Segment	1927-1929	Non-Supporting
5CC.1189.3	I-70—Twin Tunnels	Linear Segment	1958-1965	Eligible—Official (Demolished)
5CC.1793	Commodore Tunnel	Site	1895-1929	Not Eligible—Official
5CC.1813	2901 Colorado Boulevard	Building	1964	Needs Data—Official (Demolished)
5CC.1932	Alabama Mine	Site	Unknown	Not Eligible—Official
5CC.1952	I-70 Adits	Site	Unknown	Not Eligible—Official
5CC.1953	I-70 Adits	Site	Unknown	Not Eligible—Official
5CC.1954	I-70 Adits	Site	Unknown	Not Eligible—Official
5CC.1955	I-70 Adits	Site	Unknown	Not Eligible—Official
5CC.1956	I-70 Adits	Site	Unknown	Not Eligible—Official
5CC.1994	Adit	Site	Unknown	Not Eligible—Official
5CC.1995	Mine	Site	1860-1949	Not Eligible—Official
5CC.1996	Seaton Mountain Electric Company Hydroelectric Plant and Flume	Site	1920-1929	Not Eligible—Official
5CC.1997	Mine	Site	c.1930	Not Eligible—Official



Table A-1. Previously recorded cultural resources within or intersecting the APE.

Site No.	Name/Address	Resource Type	Date of Construction	NRHP Eligibility from Previous Investigation
5CC.1999	Historic Terraces	Site	Unknown	Not Eligible—Official
5CC.2000	1998 E. Idaho Springs Road	Structure	1900-1960	Not Eligible—Official
5CC.2001	Mill	Site	1930-1940	Not Eligible—Official
5CC.2002.1	US 6-40—Segment	Linear Segment	1932	Non-Supporting
5CC.2002.2	US 6-40—Segment	Linear Segment	1936	Non-Supporting
5CC.2002.3	US 6-40—Segment	Linear Segment	1932	Non-Supporting
5CC.2146	W.E. Anderson Store	Building	1880	Eligible—Official
5CC.2150	Box Culvert County Road 308	Structure	1923-1924	Not Eligible—Official
5CC.2152	2077 County Road 308	Building	1950-1960	Non-contributing
5CC.2153	1615 County Road 308	Building	1890	Not Eligible—Official
5CC.2157	Lawson Historic District	District	1870-1910	Eligible—Official
5CC.2209	Oglesby Mill Site	Site	1904-1963	Not Eligible—Official
5CC.2285	Adit	Site	Unknown	Not Eligible—Official
5CC.2286	Adit	Site	Unknown	Not Eligible—Official
5CC.2287	Prospect Trench	Isolated Find	Unknown	Not Eligible—Official
5CC.2288	Adit	Site	Unknown	Not Eligible—Official
5CC.2289	Adit	Site	Unknown	Not Eligible—Official
5CC.2290	Unidentified Mine	Site	Unknown	Needs Data—Official
5CC.2297.1	Trail	Site	c. 1860-1870	Supporting
5CC.2301.1	Wood Pipe	Site	c. 1894	Non-Supporting
5CC.2306	Artifact Scatter	Isolated Find	Unknown	Not Eligible—Official
5CC.2308	Steel Pipe	Isolated Find	Unknown	Not Eligible—Official
5CC.2322	659 Silver Lakes Drive	Building	c. 1955	Not Eligible—Official
5CC.2339	1998 E. Idaho Springs Road	Building	1950	Not Eligible—Official
5CC.2340	3000 Colorado Boulevard	Building	1965	Not Eligible—Official
5CC.2341	2920 Colorado Boulevard	Building	1953	Not Eligible—Official
5CC.2347	Stanley Road/County Road 312	Structure	ca. 1920-1950	Not Eligible—Official
5CC.2349	Adits and Cribbing	Site	Unknown	Not Eligible—Official
5CC.2352	Well	Isolated Find	Unknown	Not Eligible—Official
5CC.2353	Well	Isolated Find	Unknown	Not Eligible—Official
5CC.2355.1	Lawson Main Street/County Road 308—Segment	Linear Segment	ca. 1930-1950	Non-Supporting
5CC.2365	1221 County Road 308	Building	1959	Not Eligible—Official
5CC.2366	136 Mountain Street	Building	c. 1935	Not Eligible—Official



Table A-1. Previously recorded cultural resources within or intersecting the APE.

Site No.	Name/Address	Resource Type	Date of Construction	NRHP Eligibility from Previous Investigation
5CC.2367	134 Mountain Street	Building	1955	Not Eligible—Official
5CC.2368	129 Mountain Street	Building	c. 1964	Not Eligible—Official
5CC.2369	105 Mountain Street	Building	1965	Not Eligible—Official
5CC.2370	51 Mountain Street	Building	1957	Not Eligible—Official
5CC.2371	999 County Road 308	Building	1967	Not Eligible—Official
5CC.2372	757 County Road 308	Building	1941	Not Eligible—Official
5CC.2373	325 Dumont Lane	Building	1960	Not Eligible—Official
5CC.2374	317 Dumont Lane	Building	1961	Not Eligible—Official
5CC.2375	185 Dumont Lane	Building	c. 1946	Not Eligible—Official
5CC.2376	129 Dumont Lane	Building	1938	Not Eligible—Official
5CC.2377	95 Dumont Lane	Building	c. 1880	Eligible—Official
5CC.2378	85 Dumont Lane	Building	1886	Eligible—Official
5CC.2386	25 Dumont Lane	Building	1964	Eligible—Official
5CC.2388	47 Mill Creek Road	Building	1968	Not Eligible—Official
5CC.2389	327 County Road 308	Building	1881	Eligible—Official
5CC.2390	307 County Road 308	Building	1967	Eligible—Official
5CC.2391	291 County Road 308	Building	1941	Not Eligible—Official
5CC.2392	209 County Road 308	Building	c. 1874	Not Eligible—Official
5CC.2393	201 County Road 308	Building	1946	Not Eligible—Official
5CC.2394	185 County Road 308	Building	c. 1881	Not Eligible—Official
5CC.2395	159 County Road 308	Building	1880	Not Eligible—Official
5CC.2396	151 County Road 308	Building	c. 1897	Eligible—Official
5CC.2397	143 County Road 308	Building	1890	Not Eligible—Official
5CC.2398	107 County Road 308	Building	c. 1900	Eligible—Official
5CC.2399	83 County Road 308	Building	c. 1896	Eligible—Official
5CC.2400	29 County Road 308	Building	c. 1960	Not Eligible—Official
5CC.2404	Lincoln Tunnel	Site	1880-1940	Not Eligible—Official
5CC.2405	Mine Shaft	Site	Unknown	Not Eligible—Official
5CC.2407	Ceramic Sherds	Isolated Find	1900s	Not Eligible—Official
5CC.2408	Utility Pole Base	Isolated Find	1900s-1930s	Not Eligible—Official
5CC.2416.1	Unnamed Ditch—Segment	Site	Unknown	Not Eligible—Official

*These properties were resurveyed as part of this project.

*The address on the previous survey form was listed incorrectly as 2647 Miner Street. The new survey form for 5CC.240 includes the correct address: 2047 Miner Street.

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Table A-2. Survey Log

Note: Blue shaded resources are listed, eligible, or contributing.

Site Number	Address	Name	Construction Date	Theme	Individual NRHP Recommendation
5CC.6*	15000 US 40	Empire Depot	1890	Transportation	Not Eligible
5CC.201**	Various	Idaho Springs Downtown Historic District	Various	Commerce	NRHP Listed
5CC.240*	2047 Miner Street		1900	Residential	Not Eligible
5CC.251*	2025 Miner Street		1908	Residential	Eligible
5CC.2418	2910 Colorado Boulevard	6&40 Fireplace Lounge	1947	Commerce	Not Eligible
5CC.2419	2821 Colorado Boulevard	Allied Towing	1960	Commerce	Not Eligible
5CC.2421	102 Spruce Lane	N/A	1937	Residential	Not Eligible
5CC.2422	2815 Miner Street	Proctor's Restaurant	1948	Commerce	Not Eligible
5CC.2423	2805 Colorado Boulevard	The Roy's Restaurant	1947	Commerce	Not Eligible
5CC.2424	2811 Miner Street	N/A	1961	Residential	Not Eligible
5CC.2425	101 Spruce Lane	N/A	1957	Residential	Not Eligible
5CC.2426	2801 Colorado Boulevard	Looker's Derby/King's Derby	1946	Commerce	Not Eligible
5CC.2427	2800 Miner Street	Mountain Trailer Park	1966	Residential	Not Eligible
5CC.2428	2757 Colorado Boulevard	Orange and Green Cottages	1934	Commerce	Not Eligible
5CC.2429	2752 Miner Street	Crosson House	1885	Residential	Not Eligible
5CC.2430	2746 Miner Street	N/A	1898	Residential	Not Eligible
5CC.2431	2745 Colorado Boulevard	Well's Curio Shop	1946	Commerce	Not Eligible
5CC.2432	2730 Miner Street	Log Motel	1900	Residential/ Commerce	Not Eligible
5CC.2433	2725 Colorado Boulevard	Top's Court/Top's Motel	1946	Commerce	Not Eligible



Table A-2. Survey Log

Note: Blue shaded resources are listed, eligible, or contributing.

Site Number	Address	Name	Construction Date	Theme	Individual NRHP Recommendation
5CC.2434	106 27th Place	N/A	1959	Residential	Not Eligible
5CC.2435	101 27th Place	N/A	1966	Residential	Not Eligible
5CC.2436	103 27th Place	N/A	1969	Residential	Not Eligible
5CC.2437	105 27th Place	N/A	1966	Residential	Not Eligible
5CC.2438	2631 Colorado Boulevard	Rest Haven	1937	Commerce	Not Eligible
5CC.2439	2616 Miner Street	N/A	1890	Residential	Contributing
5CC.2440	2612 Miner Street	N/A	1885	Residential	Contributing
5CC.2441	2608.5 Miner Street	N/A	1885	Residential	Contributing
5CC.2442 ⁺	1431 Idaho Street	N/A	1969	Residential	Not Eligible— Demolished 10/17
5CC.2443	2519 Miner Street	N/A	1900	Residential	Contributing
5CC.2444	2511 Miner Street	Edwards House	1900	Residential	Contributing
5CC.2445	2507 Miner Street	N/A	1900	Residential	Contributing
5CC.2446	2505 Miner Street	N/A	1880	Residential	Non-Contributing
5CC.2447	2545 Miner Street	N/A	1900	Residential	Contributing
5CC.2448	2401 Colorado Boulevard	Ma & Pa's Modern Cottages/Krenzel Cottage Court/H&H Motel	1895-1964	Residential/ Commerce	Not Eligible
5CC.2449	2467 Miner Street	N/A	1936	Residential	Non-Contributing
5CC.2450	2455 Miner Street	N/A	1890	Residential	Contributing
5CC.2451	2447 Miner Street	N/A	1890	Residential	Contributing
5CC.2452	2441 Miner Street	N/A	1891	Residential	Contributing
5CC.2453	2437 Miner Street	N/A	1891	Residential	Non-Contributing
5CC.2454	2433 Miner Street	N/A	1885	Residential	Contributing
5CC.2455	2429 Miner Street	N/A	1892	Residential	Non-Contributing
5CC.2456	2329 Miner Street	N/A	1899	Residential	Not Eligible
5CC.2457	2253 Miner Street	N/A	1890	Residential	Not Eligible



Table A-2. Survey Log

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Site Number	Address	Name	Construction Date	Theme	Individual NRHP Recommendation
5CC.2458	2247 Miner Street	N/A	1892	Residential	Not Eligible
5CC.2459	2231 Miner Street	N/A	1892	Residential	Not Eligible
5CC.2460	2229 Miner Street	N/A	1895	Residential	Eligible
5CC.2461	2219 Miner Street	N/A	1890	Residential	Not Eligible
5CC.2462	2214 Miner Street	N/A	1895	Residential	Not Eligible
5CC.2463	2209 Miner Street	N/A	1900	Residential	Not Eligible
5CC.2464	2215 Miner Street	N/A	1894	Residential	Not Eligible
5CC.2465	2203 Miner Street	N/A	1898	Residential	Not Eligible
5CC.2466	2111 Miner Street	N/A	1898	Residential	Not Eligible
5CC.2467	2109 Miner Street	N/A	1902	Residential	Not Eligible
5CC.2468	2063 Miner Street	Effie Cassatt House/Park Motel	1903	Residential/ Commerce	Not Eligible
5CC.2469	2051 Miner Street	N/A	1900	Residential	Not Eligible
5CC.2471	2039 Miner Street	N/A	1898	Residential	Not Eligible
5CC.2473	2023 Miner Street	N/A	1890	Residential	Eligible
5CC.2474	2019 Miner Street	N/A	1890	Residential	Not Eligible
5CC.2475	2015 Miner Street	Graham-Wilkins House	1883	Residential	Eligible
5CC.2476	2009 Miner Street	N/A	1900	Residential	Eligible
5CC.2477	2005 Miner Street	N/A	1900	Residential	Eligible
5CC.2478	2001 Miner Street	N/A	1900	Residential	Eligible
5CC.2479	N/A	Golddigger Stadium	1958	Recreation	Eligible
5CC.2480	1845 Miner Street	Sugar Plum Restaurant	1896	Residential/ Commerce	Not Eligible
5CC.2481	1843 Miner Street	N/A	1937	Residential	Not Eligible
5CC.2482	1825 Miner Street	N/A	1895	Residential	Not Eligible
5CC.2483	1819 Miner Street	N/A	1901	Residential	Not Eligible
5CC.2484	1801 Miner Street	N/A	1885	Residential/ Commerce	Not Eligible



Table A-2. Survey Log

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Site Number	Address	Name	Construction Date	Theme	Individual NRHP Recommendation
5CC.2485	121 15th Avenue	Roberts Brothers Mercantile Co. Warehouse	1894	Commerce	Eligible
5CC.2486	115 15th Avenue	Jones-Cooper-Treder House	1890	Residential/ Commerce	Eligible
5CC.2487 ⁺	1424 Water Street	N/A	1890	Residential	Not Eligible— Demolished Oct 2017
5CC.2488	103 14th Avenue	N/A	1900	Residential	Not Eligible
5CC.2489	1347 and 1353 Idaho Street	A-OK Auto Clinic and B&J Laundromat	1965	Commerce	Not Eligible
5CC.2490	1313 Idaho Street	Go Raft	1950	Commerce	Not Eligible
5CC.2491	1125 Idaho Street	Clear Creek County Road Commission Building	1960	Warehouse/ Storage	Not Eligible
5CC.2492	1027 Idaho Street	N/A	1948	Residential	Not Eligible
5CC.2493	1019 Miner Street	N/A	1890	Residential	Not Eligible
5CC.2494	613-715 Miner Street	Nancarrow Mobile Home Subdivision	1969-1979	Residential	Not Eligible
5CC.2495	605 Miner Street	N/A	1973	Residential	Not Eligible
5CC.2496	521 Center Alley	Hegmann Funeral Services	1960	Commerce	Not Eligible
5CC.2497	427 Idaho Street	N/A	1971	Residential	Not Eligible
5CC.2498	425 Idaho Street	N/A	1969	Residential	Not Eligible
5CC.2499	421 Idaho Street	N/A	1969	Residential	Not Eligible
5CC.2500	405 Idaho Street	N/A	1965	Residential	Not Eligible
5CC.2501	345 Idaho Street	Aspen Leaf Apartments	1970	Residential	Not Eligible
5CC.2502	223 3rd Avenue	N/A	1889	Residential	Not Eligible
5CC.2503	213 3rd Avenue	N/A	1900	Residential	Not Eligible
5CC.2504	230 Miner Street	N/A	1906	Residential	Not Eligible
5CC.2505	222 Miner Street	N/A	1889	Residential	Not Eligible



Table A-2. Survey Log

Note: Blue shaded resources are listed, eligible, or contributing.

Site Number	Address	Name	Construction Date	Theme	Individual NRHP Recommendation
5CC.2506	215 2nd Avenue	N/A	1903	Residential	Not Eligible
5CC.2507	211 2nd Avenue	N/A	1895	Residential	Not Eligible
5CC.2508	110 Miner Street	N/A	1909	Residential	Not Eligible
5CC.2509	108 Idaho Street	N/A	1968	Residential	Not Eligible
5CC.2510	104 Miner Street	N/A	1973	Residential	Not Eligible
5CC.2511	102 Miner Street	N/A	1965	Residential	Not Eligible
5CC.2512	2631 Miner Street	Rest Haven Motel (Utility Building)	1930	Utility/ Commerce	Not Eligible
5CC.2513 [‡]	Various	Colorado Boulevard Historic District	1900-2009	Commercial	Not Eligible
5CC.2514 [‡]	Various	Grass Valley Historic District	1885-1910	Residential	Eligible
5CC.2515	2697 County Road 308	Western Inn	1946	Residential/ Commerce	Not Eligible
<p>*Previously surveyed sites re-surveyed and re-evaluated for this project. [†]Demolished after field survey, but included in the report for archival purposes. [‡]Documented on a Management Data Form. [♦] Documented on a Cultural Re-Visitation Form #1405.</p>					

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Table A-3. Historic properties within or intersecting the APE.

Site No.	Name	Resource Type	Date of Construction	NRHP Recommendation
5CC.181	Lawson School	Building	1878	Eligible—Official
5CC.201	Idaho Springs Downtown Commercial District	District	1868-1920	Listed on National Register
5CC.229	Charlie Taylor Waterwheel	Structure	1907 (moved 1945)	Eligible—Official, State Register Listed
5CC.231	Miner Street Bridge	Structure	1902	Listed on National Register
5CC.251	John Gunstrom House	Building	1908	Eligible
5CC.313	Mill City House	Building	1865	Listed on National Register
5CC.326	Stanley Consolidated Mine	Site	1864-1910	Eligible—Official
5CC.328	Big Five Mine	Site	1900-1959	Eligible—Official
5CC.339	Maude Munroe Mine/Donna (Dona) Juanita Mine	Site	1890-1920	Eligible—Official
5CC.427	CCRR (5 Linear Segments within APE)	Linear Resource	1877-1938	Eligible—Official
5CC.654	Dumont School	Building	1909	Listed on National Register
5CC.985	Darragh Placer	Site	1860-1900	Eligible—Official
5CC.1151	Mt. Evans Road/SH 103 (2 Linear Segments within APE)	Linear Resource	1927	Eligible—Official
5CC.2002	US HWY 6/40 (3 Linear Segments within APE)	Linear Resource	c. 1932	Assumed Eligible
5CC.2146	W.E. Anderson Store	Building	1880	Eligible—Official
5CC.2157	Lawson Historic District	District	1870-1910	Eligible—Official
5CC.2290	Unidentified Mine	Site	Unknown	Needs Data—Official (Eligible for purposes of 106)
5CC.2297.1	Trail	Site	c.1860-1870	Supporting
5CC.2377	95 Dumont Lane	Building	c. 1880	Eligible—Official
5CC.2378	85 Dumont Lane	Building	1886	Eligible—Official
5CC.2386	25 Dumont Lane	Building	1964	Eligible—Official
5CC.2389	327 County Road 308	Building	1881	Eligible—Official
5CC.2390	307 County Road 308	Building	1967	Eligible—Official
5CC.2396	151 County Road 308	Building	c. 1897	Eligible—Official
5CC.2398	107 County Road 308	Building	c. 1900	Eligible—Official
5CC.2399	83 County Road 308	Building	c. 1896	Eligible—Official
5CC.2432	Log Motel	Building	1900	Eligible



Table A-3. Historic properties within or intersecting the APE.

Site No.	Name	Resource Type	Date of Construction	NRHP Recommendation
5CC.2460	2229 Miner Street	Building	1895	Eligible
5CC.2473	2023 Miner Street	Building	1890	Eligible
5CC.2475	Graham-Wilkins House	Building	1883	Eligible
5CC.2476	2009 Miner Street	Building	1900	Eligible
5CC.2477	2005 Miner Street	Building	1900	Eligible
5CC.2478	2001 Miner Street	Building	1900	Eligible
5CC.2479	Golddigger Stadium	Structure	1958	Eligible
5CC.2485	Roberts Brothers Mercantile Co. Warehouse	Building	1894	Eligible
5CC.2486	Jones-Cooper-Treder House	Building	1890	Eligible
5CC.2514	Grass Valley Historic District	Buildings	1885–1910	Eligible
5CC.2439	2616 Miner Street	Building	1890	Contributing (5CC.2514)
5CC.2440	2612 Miner Street	Building	1885	Contributing (5CC.2514)
5CC.2441	2608.5 Miner Street	Building	1885	Contributing (5CC.2514)
5CC.2443	2519 Miner Street	Building	1900	Contributing (5CC.2514)
5CC.2444	2511 Miner Street	Building	1900	Contributing (5CC.2514)
5CC.2445	2507 Miner Street	Building	1900	Contributing (5CC.2514)
5CC.2446	2505 Miner Street	Building	1880	Non-Contributing (5CC.2514)
5CC.2447	2545 Miner Street	Building	1900	Contributing (5CC.2514)
5CC.2449	2467 Miner Street	Building	1936	Non-Contributing (5CC.2514)
5CC.2450	2455 Miner Street	Building	1890	Contributing (5CC.2514)
5CC.2451	2447 Miner Street	Building	1890	Contributing (5CC.2514)
5CC.2452	2441 Miner Street	Building	1891	Contributing (5CC.2514)
5CC.2453	2437 Miner Street	Building	1891	Non-Contributing (5CC.2514)
5CC.2454	2433 Miner Street	Building	1885	Contributing (5CC.2514)
5CC.2455	2429 Miner Street	Building	1892	Non-Contributing (5CC.2514)

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Appendix C.

Site Forms

(SITE FORMS NOT INCLUDED IN THIS VERSION)