# Reconnaissance level historic architecture survey Report
# City of Louisville, Colorado

SHF Grant# CO-12-022




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City of Louisville
COLORADO · SINCE 1878

HISTORY Colorado
STATE HISTORICAL FUND

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## Chapter 1: Introduction and Geography

Introduction

> *"Wheat fields over coal mines, and over the wheat fields, the charm of clear sky touched by the grandeur of the great mountains – can a spot of earth be better utilized or be more beautiful for homes?"*
> (Amos Bixby 1880, 403).

As with many communities along the Front Range of Colorado, the first non-Native American settlers in Louisville came seeking a fortune in gold following the rich deposits found by the Captain Thomas Aikin party in 1858. Fortunes were made, but usually by selling supplies to Argonauts as opposed to pulling gold from the ground. (Whissen 1982, 2). Once frustrated miners turned their attention from gold, many stayed in Colorado due to the fine agricultural possibilities and, particularly in Louisville, coal mining.

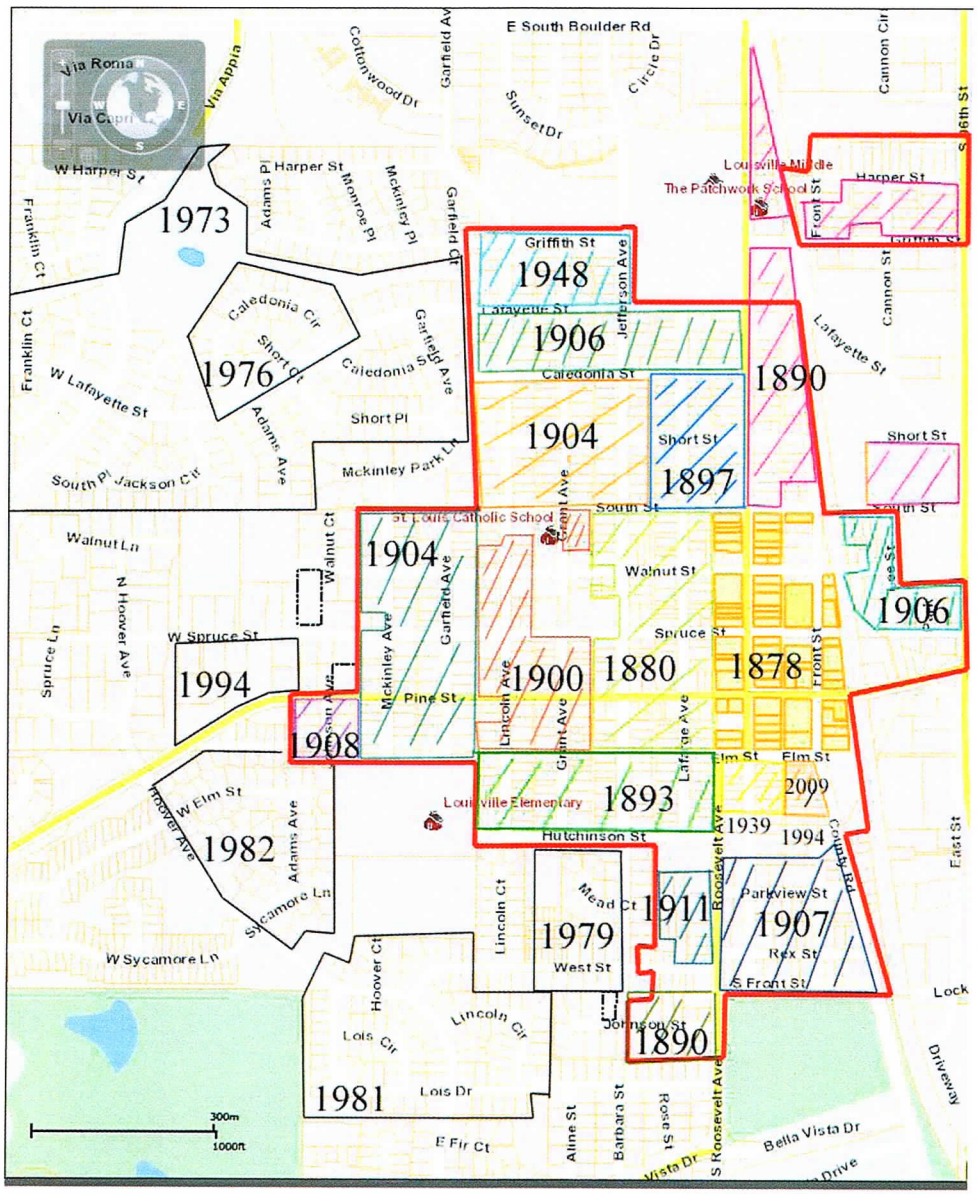
The City of Louisville was conceived in the discovery of underground coal seams coupled with railroad tracks built in 1878, which provided the crucial link necessary to get the coal to market. As with many Colorado towns that took form in the context of nearby mining operations, Louisville was built to serve the needs of the miners and their families. This is why, despite its proximity to the stunning view of the flatirons and snow-capped mountaintops, Louisville was built in a gully—the same gully as the first coal mine for which it existed (Louisville Historian #74, 2). One characteristic that sets Louisville apart from other mining communities is its architectural diversity. This is due to the minimal influence that the mine owners had in creating worker housing, which grew as demand necessitated and was built by individual workers or builders. Mining defined the initial boom period of Louisville for nearly fifty years and will be covered in this document in the period beginning in 1858 and closing in the 1910s as labor strikes halted production.

The first half of the 20th century was a period of stagnation for Louisville, perhaps best represented by the population numbers. In 1880 the population was 450, which grew to 1,706 by 1910, representing a growth of 279% during thirty years in the peak mining period. Over the next thirty years however, the population only rose to 2,023 by 1940, a change of only 19%. This can be explained by a number of factors; most important to Louisville was the decline in coal mining compounded by the nationwide economic depression of the 1930s. The last coal mine closed its doors in 1955, ending what had once been the primary economic life-line of the community. The nation was going through a mid-century economic revival during the period following the Second World War, a trend that is reflected in Louisville by the importance of the new Rocky Flats Plant, a nuclear weapons production facility with operated from 1952 to 1992 and employed many in the region. Other technological industries were also employing citizens of Louisville, and the city's location and transportation systems again helped determine its future. Despite the new economies that were taking root, the population numbers showed slow but stable growth in Louisville in the 30 years following 1940, with growth remaining at 19%, and ending at 2,409 in 1970.

It is in the final decades of the twentieth century that rapid growth returned to Louisville, with the population more than doubling from 1970 to 1980, and then doubling again

between 1980 and 1990. By the year 2000, Louisville had expanded its borders and boasted a population of 18,937. This second population boom is reflective of the influence of local employers, and the attractive location that Louisville offers along a major transportation corridor conveniently located between the cities of Boulder and Denver.

The following map illustrates the development of "Old Town" Louisville via the filing dates and locations of neighborhood plats. The area highlighted in red is the reconnaissance survey area.

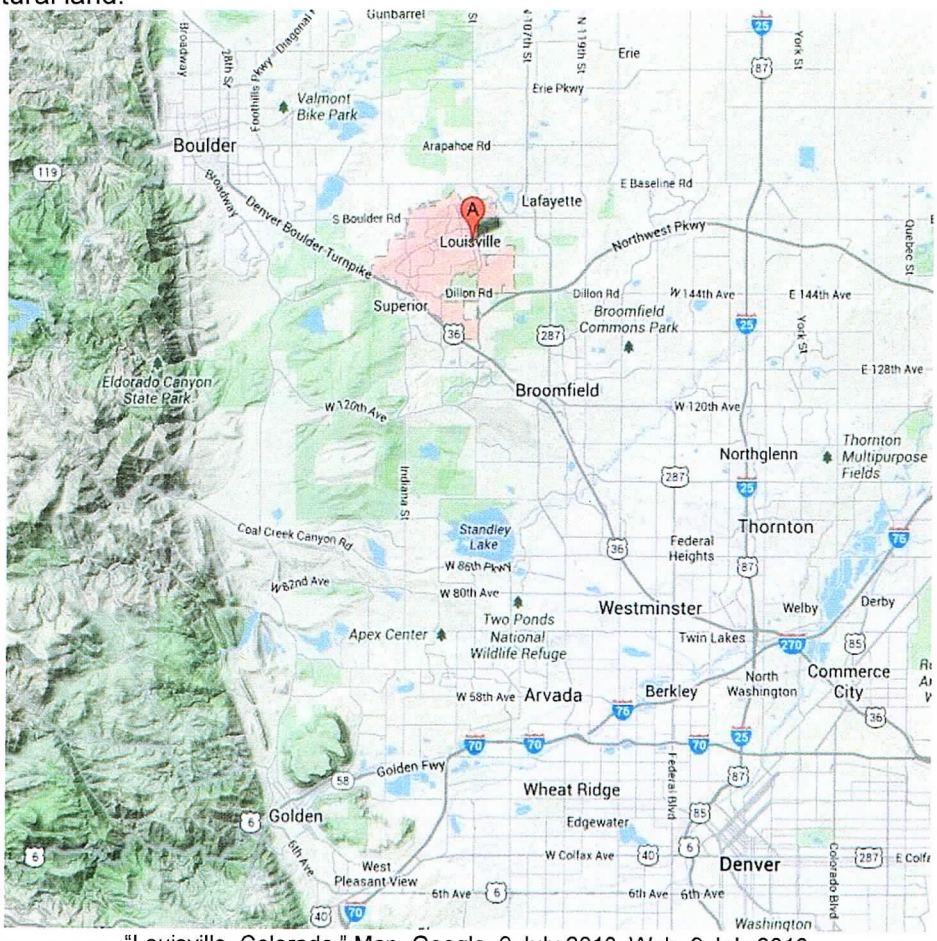



Map of plat development in survey area and surrounding areas. Survey area is outlined in red and the individual plats are clarified with boundary lines.
Map data and dates produced by the Boulder County Assessor's webpage available at: http://maps.bouldercounty.org/boco/emapping/ Data accessed on July 5, 2013.

## Geography and Topography

Louisville inhabits eastern Boulder County on land that rises gently toward the northwest, between the high plains and the Front Range of the Rocky Mountains. The town is completely underlain by the coal-bearing rock of the Laramie Formation. At about 200 feet underground, the coal deposits underlie bentonite, clay, and sandy loam soil—a sand, silt, and clay soil mixture with a high ratio of sand, which limits its capacity for holding water, but still allows for good aeration. Prior to human inhabitation, this soil type lent well to the growth of natural grasses, which supported the fall and winter grazing needs of area antelope, buffalo, deer, and elk. Naturally, the ample supply of game drew the Cheyenne and Arapahoe Indians to the area for hunting (National Register of Historic Places, 3; Whissen 1982, 3-5).

Louisville is located along interstate 36, a significant transportation corridor, and is approximately 22 miles northwest of Denver, the state capital, and approximately 10 miles southeast of Boulder, Colorado. This location has encouraged significant residential development from the years following World War II through the present. The original core of the town developed along the rail line, which is roughly parallel to current day Main Street. The construction of interstate 36 to the southwest has encouraged development to spread from this original core across what had previously been agricultural land.




"Louisville, Colorado." Map. Google, 9 July 2013. Web. 9 July 2013

## Chapter 2: Early Settlement and Rapid Growth
**1858 – 1910**

In the fall of 1858, a group led by Captain Thomas Aikins withdrew from a larger group of prospectors at Fort St. Vrain and went off toward the opening of the Boulder Canyon in search of gold. Gold placer deposits found along Gold Run Creek bore some of the first hard rock mines in the area, and only five months later, the Boulder City Town Company began planning a community to serve as the supply center of the gold fields at the base of the encampment (Whissen 1982, 2).

Treaties from as early as 1851 confined the Cheyenne and Arapahoe Indian hunting grounds to an area between the South Platte River and Arkansas River, although they continued to hunt the game-rich lands of the Boulder Valley. After several attempts to further restrict Indian reservation lands near Sand Creek in 1860, tensions ran high between the native tribes and the gold-seeking settlers (Whissen 1982, 3). On November 29, 1864, Colonel John Chivington led approximately 700 soldiers, some of whom were Boulder volunteers, to Sand Creek where they ignored peace signals including an American flag and a white flag, and attacked and killed some 150 Cheyenne and Arapahoe Indians, most of whom were women and children (Smiley 1999).

Three years later, the Medicine Lodge Creek Treaty removed most of the remaining tribes to assigned Indian reservations in Oklahoma. The final step to eliminate Natives from the area took place at the Battle of Summit Springs in 1869. With the perceived threat of Indian attack eradicated, growth on the Front Range flourished with railroad development and an influx of immigrants (Whissen 1982, 3).

In 1864, David Kerr and his family became the first settlers of the area that would become Louisville. Kerr farmed the land and then preempted it in 1869 (National Register of Historic Places, 10). In the nineteenth century, preemption was most often extended to the male head of a family who cultivated a piece of public property into a farm. It gave the man who improved the land the first right to buy it at the federally set minimum price, without competitive bidding (Johnson 1951, 165).

Boulder's first decade of existence was unproductive as compared to those of Golden and Denver. As described by Steven Whissen in his 1982 Historical Survey Report, "the 'easy' gold of the placers had quickly played out, resulting in countless unsuccessful miners or 'go-backs' heading for homes in the east with dismal stories of hardship and failure" (Whissen 1982, 2). Many of the first settlers of Louisville were unsuccessful gold miners who, instead of returning home, took advantage of the Preemption Act of 1841, settled, and attempted a livelihood of farming.

Farmers and their families sparsely populated the area that became Louisville for several years before a few wealthy businessmen came to town, namely, William A. H. Loveland, Charles C. Welch, and William A. Davidson.

William A. H. Loveland was the lead player in establishing Golden, Colorado as the state territorial capital, opening its first coal mine, and securing a railroad connection through the town, connecting it to Denver and Central City. Charles C. Welch was a seasoned mine operator by the age of 30, having managed a real estate and brokerage firm in

Chicago after working in California and Australia. Arriving in Colorado in March 1866, he managed mining operations in several counties for six years before settling in Golden. William A. Davidson arrived in Colorado in the spring of 1859. Among other talents, he was already a successful prospector, farmer, and sawmill operator. He became a shareholder in the Golden Town Company, and continued operating mines and mills in the area. Over time and with the help of Loveland, Welch, and wealthy friends in his hometown of Davenport, Iowa, Davidson purchased more than 6000 acres of land east of Boulder, made the state's then-largest purchase of mining and milling equipment, and transported the equipment to the plains in a caravan of 205 ox teams. Davidson planned to develop the land that would become Marshall and Erie (Louisville Historian #88, 2).

Loveland was the president of the Colorado Central Railroad Company and wanted to connect Golden with the Union Pacific (U.P.) west of Cheyenne. After several years of financial difficulties, Loveland, Welch, and other Colorado Central stakeholders went to work planning a railroad from Golden through Boulder, Longmont, and eventually connecting with the U.P. The Panic of 1873 sent the nation's unemployment rate to 14 percent, bankrupted almost a quarter of the U.S.'s railroads, and temporarily stopped construction on Loveland's new rail venture. The railroad had reached Longmont in 1873, but it took until 1877 to finally complete the project (Louisville Historian #88, 3; Whissen 1982, 5).

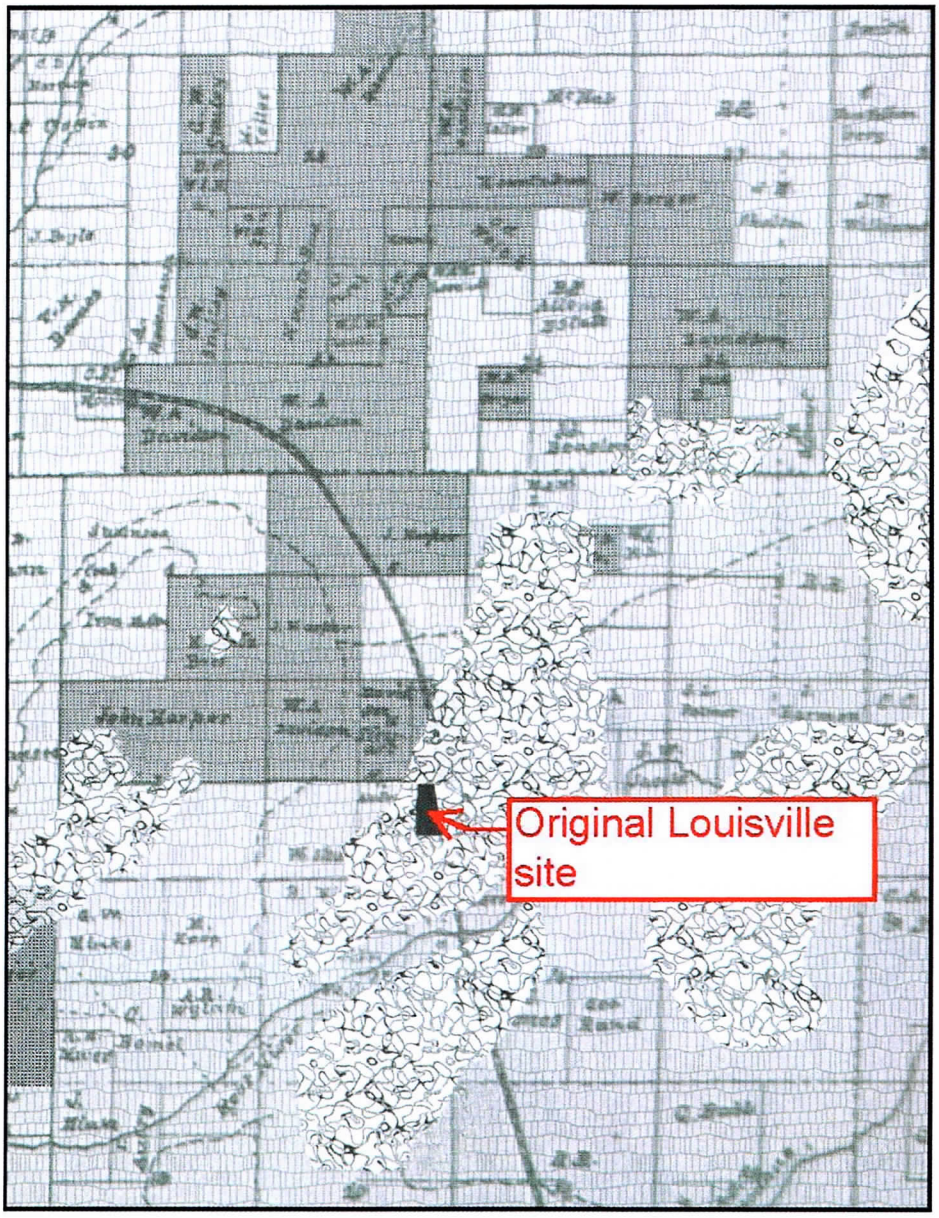
Unlike more northern Front Range locations, the railroad was available in Davidson's area, and he planned to tap into the coal seams on the land he purchased a few years prior. Due to financial pressure for returns from investors in Iowa, and to minimize the risk of losing out to competitors with whom he shared land borders, he formed Davidson Coal & Iron Mining Company with his wealthy neighbors. They collectively bought additional land, filed for a Certificate of Incorporation on April 24, 1873, hired workers and opened the Davidson Mine in the fall of 1874. Soon thereafter, they took out an ad in the *Denver Daily Times* announcing a coal delivery service to Denver residents (Louisville Historian #88, 3-5).

Despite Davidson's hope of minimizing competition by teaming with his wealthy land-owning neighbors, John Harper and Charles Welch, two of the Davidson trustees, continued to look for opportunities to exploit their land while serving Davidson Coal. Although seemingly underhanded by today's standards, this behavior was commonplace for the times, especially for the rapidly developing Western frontier. Having already sold some of the land to Davidson Coal, Harper and Welch leased the mineral rights *of the same land* to George Arndt and Gallus Woeber. Arndt and Woeber hired a man named Louis Nawatny to manage their mining operation. The Excelsior Coal Company opened a modest, short-lived coal mine that competed with the Davidson Mine, but that eventually ran into financial trouble, punctuated by the death of Gallus Woeber in 1875. Without a state agency to monitor and track the mining activity, the precise location of Excelsior and other mines that existed before Colorado was granted statehood in 1876 are unknown (Louisville Historian #88, 5-7).

Meanwhile, the Davidson Coal mine contended with strikes over safety concerns stemming from a miner's death, issues with flooding, and the stark realization that the shallow coal they were mining had high moisture content and the unappealing tendency to crumble soon after being brought to surface. As described by J. Peter Lindquist in *The Untold Story of Louisville's First Years*, "For all it's money, skills, and foresight, Davidson

Coal lacked the one thing most critical to a successful coal mining operation. High quality deposits at any depth" (Louisville Historian #88, 7-8).

Upon review in 1999, the area surrounding Davidson's land was and still is abundant with coal deposits; Davidson Coal, however, was developing the wrong land, narrowly missing the large coal deposits it bordered. He eventually gave up on the coal venture and sold the mine, the little that had made up the town dissolved, and William A. Davidson died in 1892, leaving his family in financial straits (Louisville Historian #88, 8).

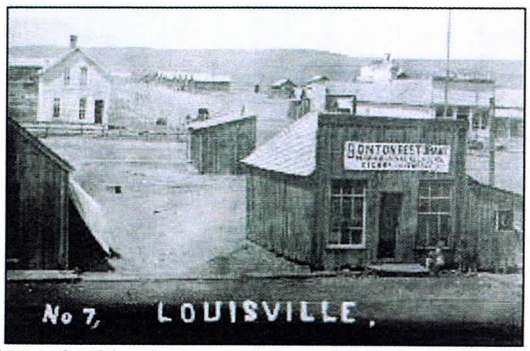



**Map illustrating the findings of the U.S. Department of Interior's geological survey of the northern coal field in the 1990s. The small, dark spot shows the original plat for Louisville, the lightest areas are the locations of abandoned coal mines, and the dark shaded areas designate the locations of the Davidson Trustees' properties. Whether by bad luck or poor surveying, they were developing the sparse deposits while the concentrated deposits lay south.**
**Photo courtesy of the Louisville Historical Museum.**

As a trustee for Davidson Coal, Charles Welch likely witnessed the shortcomings of the Davidson mine and foresaw its failure. At 47, he decided to start a new coal mine in the area. Discretely, as to not draw attention to the impending competition as Davidson Mine was still in operation at this point, Welch teamed with Louis Nawatny, who was now well established with the locals and experienced at managing coal operations. Working under Welch, Nawatny carried out a lease on July 25, 1877 for the exclusive mining rights to David Kerr's property for a 15-year period. Per the agreement, Kerr would collect five cents per ton of coal mined. The following day, in an act that confirmed their business relationship, Nawatny assigned the lease to Welch for one dollar. Welch, in turn, bought 240 acres north of Kerr's property, apparently confident in the prospect of the coal deposits. Neither transaction was filed with the Boulder County Clerk until Welch secured both properties (Louisville Historian #88, 9-10).

In August 1877, Welch drilled test holes on Kerr's land and found coal. He financed the drilling of the Welch Mine, later known as the Louisville Mine, and opened it later that year (National Register of Historic Places, 10). The mine, the first in a long line of mines in and around Louisville, was located north of present day's Empire Road and west of what would become the Louisville Waste Water Treatment Plant. About six months later, on February 11, 1878, Welch successfully extended the term of the mineral rights from 15 or 75 years by replacing the Kerr-Nawatny lease with a new lease between Kerr and Welch (Louisville Historian #88, 9-11).

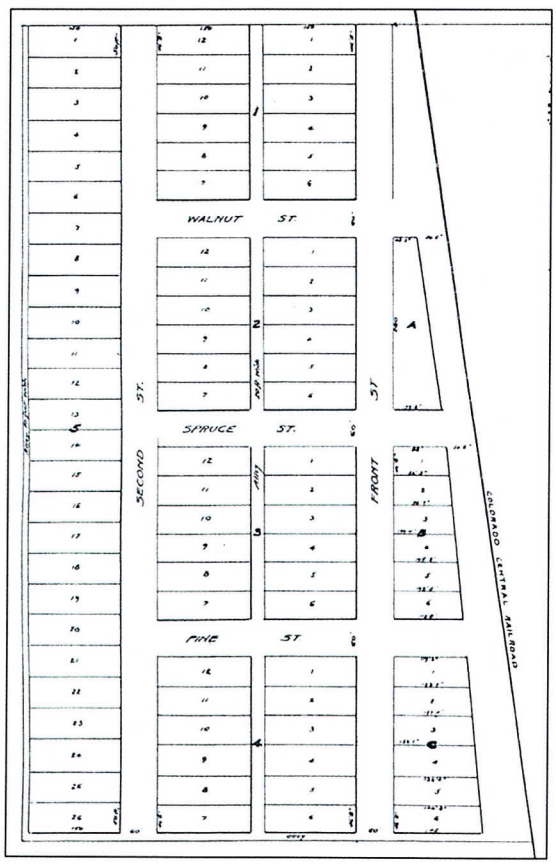
The Welch mine grew rapidly, and eventually, Nawatny, who started as the mine's superintendent, was replaced by someone with more experience. With Welch's financial help, Nawatny refocused his efforts to developing a community around the mine. In February 1878, through a convoluted series of land transactions between he and Welch, Nawatny ultimately purchased 20 acres of land just west of the railroad tracks, on which his home was already built. Eventually, this parcel would be organized into an eight-block segment that became the commercial focus of the town and remains so today. The present day perimeter consists of Elm Street to the south, the railroad to the east, South Street to the North, and the alley west of Main Street to the west. The final transaction was not recorded until eight months later. Using his Christian name as the root, Louis Nawatny filed a plat with the Boulder County Clerk on October 24, 1878 for the Town of Louisville. Nawatny did not stay in the area for long. In April 1880, he bought a house in Denver and later pursued a career in railroads. The details of his later years are a mystery (Louisville Historian #88, 12-14).




**Looking west down Pine Street in this photograph from 1881, the white house on the left was owned by Louis Nawatny before he moved to Denver in 1880. The photo also shows Bonton Resturant [*sic*] and Van Darrow's store behind it. Nawatny's former house was located at what is today the**

**southwest corner of Front and Pine. This area would later house the town's Post Office, and is today the location of Sweet Cow Ice Cream and Lucky Pie Pizza and Tap House (Louisville Historian #80, 9; #88, 14). Photo courtesy of the Louisville Historical Museum.**

With news of a new town and the discovery of coal, Louisville saw its first population boom. Despite the strong Italian heritage of many Louisville families, it was immigrants from England, Scotland, Austria, Germany and other parts of the United States that arrived during this initial influx. Not until the 1890s did immigrants from Italy, France, and Eastern European countries began to arrive (Louisville Historian #74, 6). Louisville remained unincorporated for several years after its founding, meaning it had not established a self-ruling government and was essentially a place with a name. With single men comprising more than half of the 179 miners, the laidback arrangement of a non-incorporated town—lacking liquor regulations, little organized law enforcement—was not of concern. Families, on the other hand, generally hoped that incorporation would bring about long-term security and prosperity for Louisville (Louisville Historian #88, 11). In the end, those vying for an official municipality won out. Three-and-a-half years after its founding, in June 1882 (the specific date is debated), Louisville was granted incorporation (Whissen 1982, 6).




**Boundaries of the original plat of Louisville. At the time of its founding in 1878 only five of the streets had names: 2nd, Front, Pine, Spruce, and Walnut. Photo courtesy of the Louisville Historical Museum.**

Following the population boom that resulted from its establishment, Louisville developed rapidly. Its geographic development was influenced by the positioning of the railroad

tracks and the locations of the coal mines, which were concentrated beyond town limits. The town's early government also played a role in legislating land use restrictions (National Register of Historic Places, 13).

In some respects, Louisville developed in a similar fashion as other frontier settlements. Daily life was a collaborative effort, similar to many American working class communities. In other ways, however, Louisville was unique. The town was not built or owned by a coal company. Instead, it developed independently, with businesses emerging to meet demand, and the costs of goods reflecting the local economy, not company management. Whereas other mining towns utilize a uniform housing template (adjusted slightly to accommodate family size), Louisville's homes reveal a degree of architectural diversity. Without the "company town" status, the town developed in much more of a free market style than many of its counterparts (National Register of Historic Places, 13-14).

Comparatively speaking, the Welch mine was well managed, working conditions were exceptional, and initially, the workforce seemed happy and appropriately compensated. The Welch Mine produced 13 thousand tons in its first year of operation, the equivalent of 25 cars or 250 tons of coal per day. Despite its success, the coal was subbituminous—once exposed to oxygen it dried and crumbled quickly, especially in the summer months, and could not be stored for long periods of time due to the risk of spontaneous combustion. These factors, combined with the decline in demand during the warmer months, meant that the early Front Range mines only operated for about seven months of the year, and were closed in the late spring and summertime (Whissen 1982, 6-8).

Mine owners were not always on-site, instead hiring others to manage the mining operations for them. This often led to reduced wages, unsafe working conditions, and consequently, strikes. The hardship of miner layoffs in the warmer months intensified with mining strikes that took place in neighboring towns. The strikers in Marshall and Erie sought the support of Louisville miners since miner solidarity limited the replacement options of mine owners and was key to the strikers having their issues addressed. As strikes became more and more frequent, mine owners brought in immigrants eager for work. The tensions between the striking miners and the new workforce were high, although the immigrants, many of whom did not speak English, were usually unaware of the strikers' grievances, or the reason for their hostility. Small-scale strikes occurred frequently throughout the area, but it was not until 1910 that they would begin unraveling the fabric of the town (Whissen 1982, 8-9).

There were very few other industries or employment opportunities in the area, so when the mines shut down during the warmer months many of the miners turned to farming to mitigate the lack of income. The first settlers of Louisville were farmers, and agriculture remained an economic mainstay even after the mines were drilled, but the town established and flourished due to mining activity. During this time, many miners took advantage of the town's deep lots and planted subsistence gardens to help feed their family. Others began farming and selling their produce in nearby towns. Some had better financial success with farming than mining and switched trades. An 1896 town directory listed almost 90 farmers in Louisville, many of whom were growing corn, wheat, hay, and straw for animal feed (Whissen 1982, 7). As with most Front Range farms, the Louisville farms depended mainly on irrigation for water. Families lacking a green thumb would sometimes turn to other pursuits to maintain income. Pasta making and wine making were common home industries, as shown by the remains of orchards and vineyards that can be found throughout the town (National Register of Historic Places, 3, 11-12).

At the time of incorporation in 1882, Louisville's population of 550 was sustaining the Miner's Co-operative Store, four general stores, and eight saloons (Whissen 1982, 6). The number of saloons was of concern to the town's early leaders, so they mandated that all saloons be confined to Front Street, reserving Second Street (now known as Main Street) for government buildings and other businesses. While this prevented saloons from occupying residential areas, it also ensured that visitors to the town arriving by train would see a long line of taverns as opposed to welcoming homes and flourishing businesses (National Register of Historic Places, 12-13).

Even though very few trees were locally available for building as grassy plains surrounded the town, building lumber was readily available by way of the railroad. Boulder had several lumberyards and sawmills, and an 1880-1881 map of Louisville shows a lumberyard at the northwest corner of Front and Pine. Another lumber company, Ernest-Grill, constructed homes and sold

## REALTY SINKING.

**The Land Recedes at Louisville and Houses Go With It.**

Louisville, Colo., Sept. 4.—The people of Louisville are again excited over the sinking of more ground and all yesterday afternoon and evening hundreds stood near the home of Jack Haynes and wife, where the ground began sinking yesterday afternoon about 4 o'clock. This is above drift No. 17 of the Acme mine, and includes a territory one-half mile in length and 400 feet in width. Large cracks are now all over the ground. The house of Mr. Haynes is twisted out of plumb, the fence broken, while in some places the ground has sunken over a foot and will probably sink at least two or three feet more. It includes about 25 homes. Wells are caving in and the water disappearing in the shaft beneath. The ruptures were caused by the constant explosions in mining coal and the miners even worked here yesterday morning, but after dinner were obliged to leave on account of the caving. The depot and large portions of the railroad track are now doomed, being in this section. The people near Charles Neihoff's home, where the ground sank nearly six feet, are again alarmed and some are moving out to more secure places. Although the brick store occupied by Lockwood was supposed to be solid by being on land unmined below for 50 feet on each side, yet within 20 feet of the structure the ground has sunk fearfully, and last Sunday the door could be opened only with the greatest difficulty, so gradual is the sinking and yet so true. The building is strengthened by large iron rods, railroad ties and the like, but opinions agree that it will soon fall.

**Boulder Daily Camera. Page 1, Sept.4, 1895**

housing plans to the miners. Some of these miners were already experienced builders of mineshaft timber support systems, and they applied this knowledge to building the framework of their own homes. Most of these homes were simple, one-story structures with two or three rooms (Whissen 1982, 11-13). Later, around the turn of the century, Sears, Roebuck and Company sold home kits and floor plans for dozens of home types and layouts. According to the 1985 National Register of Historic Places, reprinted Sears catalogs from 1902, 1908, and 1909 contain drawings and descriptions that bear a strong resemblance to the homes constructed in Louisville during that time (National Register of Historic Places, 14)

Sharing a simple, wooden style, the early business district included mainly blacksmith shops, general stores, liveries, and saloons. Nearly all the downtown businesses were false-fronted, meaning the front walls of the buildings extended higher than the ceiling, hiding it from view. A popular building type for business from the 1860s through the early twentieth century, the large front provided plenty of advertising area and emanated a sense of permanency. In reality, though, these buildings were very inexpensive to construct and were therefore low risk to the owners, who may not have been confident in the town's long-term viability (National Register of Historic Places, 13-14).

The appeal of wooden structures remained constant over time, although the reasons changed. Early on, wood was a reliable, affordable, and an available option. In the twentieth century, many new towns began to favor brick, as it became more available and implied confidence and permanency. Despite the availability of different building media, wood remained the popular choice due to subsidence. Two of Louisville's early mines, the Acme and Caledonia, were set up to mine under the town, as evidenced by the sinking buildings. Heavy brick structures compounded the effects of subsidence, whereas wood structures weighed less and had more flexibility, should the ground give way by a few inches or even feet, which was common (National Register of Historic Places, 13-14).



The affects of subsidence as shown by J.J. Steinbaugh's blacksmith shop in 1909.
Photo courtesy of the Louisville Historical Museum.

A 1983 insurance map indicates two brick structures in downtown Louisville—the Miner's Trading Company and a saloon on Front Street. The saloon was condemned in 1908 due to subsidence, and the Miner's Trading Company store, which was two stories tall, fell victim to the same fate a year later. The threat of subsidence seems to have dissipated in recent years, as there are now numerous brick buildings in Louisville, many of them several stories that seem to be holding up well. The brick building that dates before the 1930s, however, is very rare (Whissen 1982, 13-14).

The first newspaper of the town, *Louisville Miners*, began publishing in 1887, and the following decade brought about further assurance of the town's permanence (Bacon 1998). The 1890s saw the opening of at least 12 new mines and the platting of four additions to the town. Significant milestones of the time period included the construction of the town reservoir in 1895, the establishment of the volunteer fire department also in 1895, the construction of the town hall in 1899, and electricity later the same year (Whissen 1982, 15). According to the 1896 census, Louisville's population had reached 1,500 before the turn of the century (Colorado City Population 1880-1990).

For all its advancements in the late 1880s and 1890s, the thriving nature of Louisville was most visible from 1900 until 1910. The first telephones were installed in 1903, the town established seven more additions (detailed in Chapter 4), and eight new mines opened during the decade (Bacon 1998). In the peak year of 1907, Louisville's 12 mines produced 760,023 tons of coal, followed by 753,827 from 13 mines in 1909. The 1904 town directory listed 15 carpenters, seven contractors, four painters, a plumber, and two stone masons, corresponding with the construction of the majority of Louisville's historic buildings during this successful decade. A 1909 town map tracking building development

and locations counted almost 380 structures, before the strikes nearly halted the town's growth in the 1910s (Whissen 1982, 9, 16-18).

The major miners' strikes happened in 1989, 1903, 1927, and 1910-1914, "The Long Strike," as it came to be known. It affected both the northern and southern coal fields, required the help of federal troops to finally resolve, and left a permanent scar on Louisville's coal mine industry (Whissen 1982, 9; Bacon 1998).



The Rex Mine #1 in 1912, at what is now the southeast corner of South Boulder Road and Highway 42. Photo courtesy of the Louisville Historical Museum.

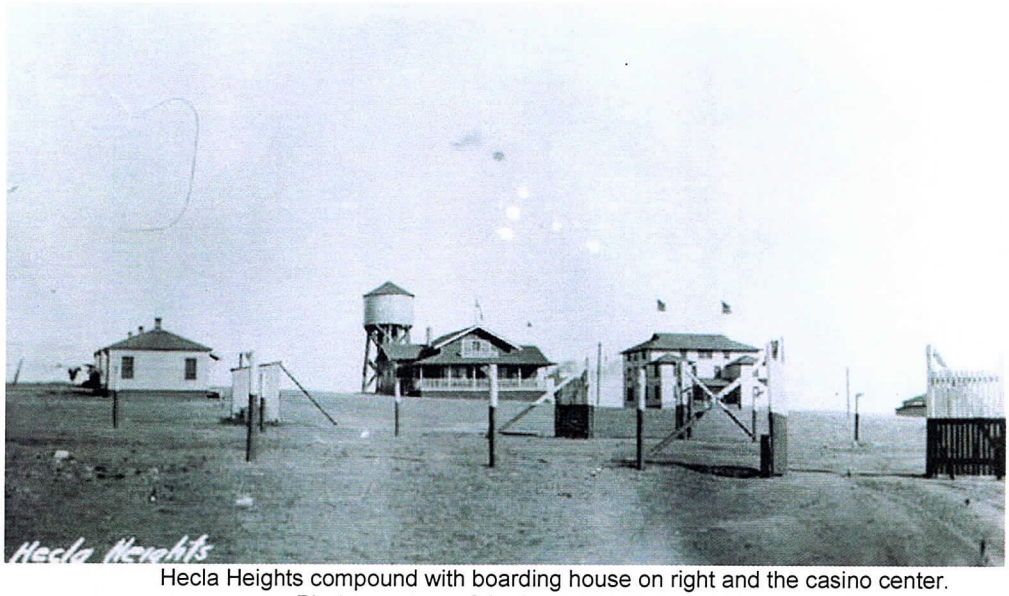
The Long Strike not only impeded coal production, it also affected housing construction in the town. It was in response to the strike that the Northern Coal and Coke Company built the mining community known as Hecla Heights specifically to house strike breakers and their families. The Hecla Mine, operated in Louisville from 1890 to 1920 at the intersection of today's South Boulder Road and Colorado 42 (Taylor 2010).

Strikes were common at the Hecla Mine because its working conditions were some of the worst in the country. The Long Strike was carried out by mine workers in both the northern and southern coal fields, including Dacono, Erie, Firestone, Frederick, Lafayette, Marshall, Superior, and Louisville. As an incentive to those who would stop striking and go back to work, the mine owners built special housing for strike breakers, including 26 cottages, and several boarding houses and apartments. Some men did not have an alternative source of income with which to feed their families, and were left little choice than to go back to work at the mine. Because the strikers generally hated strikebreakers, their families, and the scabs that has been brought in to replace them, these groups faced violence and persecution (Taylor 2010).



Hecla Heights: Company Housing Type A. Photo courtesy of Louisville Public Library.

Strikebreakers were not welcome in their normal neighborhood establishments, and even school-aged children required Hecla security escorts to get to and from school safely. "Hecla Heights," as it was called, was designed to be its own little town, with a recreation center, casino, and large fence surrounding the perimeter to protect its inhabitants from attacks from the strikers. For all its efforts, Hecla Heights was not a very appealing place to live. Armed security guards monitored the area. Miners gambled away their pay at the casino, and within a few days mine owners recovered many of the weekly wages they had paid out (Taylor 2010).



Hecla Heights compound with boarding house on right and the casino center.
*Photo courtesy of the Louisville Historical Museum.*

Although not well documented, it is likely that the scabs were promised well-paying jobs in America, and had little or no insight into the strikers' situation, or their disputes with the mine owners. The mines were even more dangerous to the scabs, as most of them lacked any mining experience prior to joining the Hecla Mine. Some quit and joined the ranks of the strike breakers after learning enough English to understand the issues. Others switched sides after meeting daughters of the strikers, who convinced them to join the cause (Taylor 2010). Unfortunately the casino (pictured above) located at 1800 Plaza Drive, is the only physical remnant of this complex.



Bullet-riddled house at Hecla Heights company housing during strike, 1915.
*Photo courtesy of the Louisville Public Library.*

The 1910-1914 Strike initiated a long period of near-stagnant growth for Louisville, punctuated by war, depression, and a popular shift from coal to natural gas. From 1910 until 1924, coal production lingered around 600,000 tons per year. The First World War tied up many of the railway carts for the war effort, and by 1928 a natural gas pipeline from Texas to Denver significantly reduced the area's demand for coal. The strike also played a role in closing several of the town's saloons. The lack of income from the strikers no longer enabled them to support the eight to twelve saloons that were in and out of operation in the first decade of the twentieth century. The Prohibition that lasted from 1916 until 1933 shut down what were left of the saloons and added another setback to Louisville's economy (Whissen 1982, 15-19). In 1909, Louisville boasted a population of 3,200, while in 1962 the population was a meager 2,500. It was around this time that Louisville was finally able to show signs of new life (Whissen 1982, 19).

**Chronology of Louisville Mines**

*Denotes alternate mine names

| Mine Name | Years in Operation | Location |
|---|---|---|
| Davidson | 1888 – 1892 | Open Space near Davidson Ditch & Louisville Reservoir |
| Acme | 1888 – 1928 | North of Louisville Community Park, near Hutchinson St & Roosevelt Ave |

| | | |
|---|---|---|
| Ajax | 1890 – 1892 | Between Heritage Park & Louisville Community Park |
| Blue Goose-Allen Bond Slope<br>*Blue Ribbon | 1890 – 1895<br>1905 | South Boulder Rd & S 68th St |
| Welch | 1891 | Off Empire Rd, a half mile east of the railroad tracks |
| Caledonia | 1890 – 1899 | East of the railroad tracks, Miner's Field area |
| Hecla No. 1 | 1890 – 1920 | Northeast of South Boulder Rd & 96th St |
| Hecla No. 2<br>*Rex No. 2 | 1893 – 1897<br>1898 - 1915 | Southeast of South Boulder Rd & 96th St, north of Empire Rd |
| Leader | 1893 – 1899 | Open Space northeast of Heritage Park |
| Imperial (Old) | 1895 – 1898 | Northeast of N 96th St & Empire Rd |
| Enterprise | 1895 – 1898 | Southeast intersection of US-36 and McCaslin Blvd, south of Coal Creek |
| Shanahan | 1897 – 1907 | Northwest intersection of US-36 and McCaslin Blvd, near S Centennial Pkwy |
| Rex No. 1 | 1898 – 1917 | Southeast corner of South Boulder Rd & Highway 42 |
| Electric<br>*Summit | 1898 – 1918<br>1909 – 1913 | Southwest of Waneka Lake, north of W South Boulder Rd |
| Sunnyside | 1900 – 1921 | Northeast of S 96th St and US-36, southwest of Stearns Lake |
| Monarch No. 1 | 1902 – 1918 | Open Space between Marshall Dr, S Cherryvale Rd, and US-36 |
| Matchless<br>*Champion<br>*Sunland | 1903 – 1918;<br>1925 – 1927<br>1917 – 1921; 1923<br>1922 | Via Appia & Pine St |
| Vulcan | 1903 – 1937 | East of Highway 287, north of Coal Creek |
| Independent<br>*Paramount | 1906 – 1907<br>1933 – 1939 | Northeast N 95th St & W Baseline Rd, Indian Peaks Golf Course area |
| Centennial (old) | 1906 – 1931 | Near the west side of the intersection of Dillon Rd & S 96th St |
| Nonpareil<br>*Brooks | 1907 – 1925 | Northeast of Dillon Rd & S 96th St, in Colorado Technology Center |
| Monarch No. 2<br>*Lucas | 1908 – 1947<br>*1908 | S 96th St and US-36, the area under the Flatiron Crossing mall and north of it |
| Fireside | 1931 – 1944 | Coyote Run Open Space northwest of Via Appia Way |
| New Crown | 1938 – 1955 | West of McCaslin Rd near Cherry St |

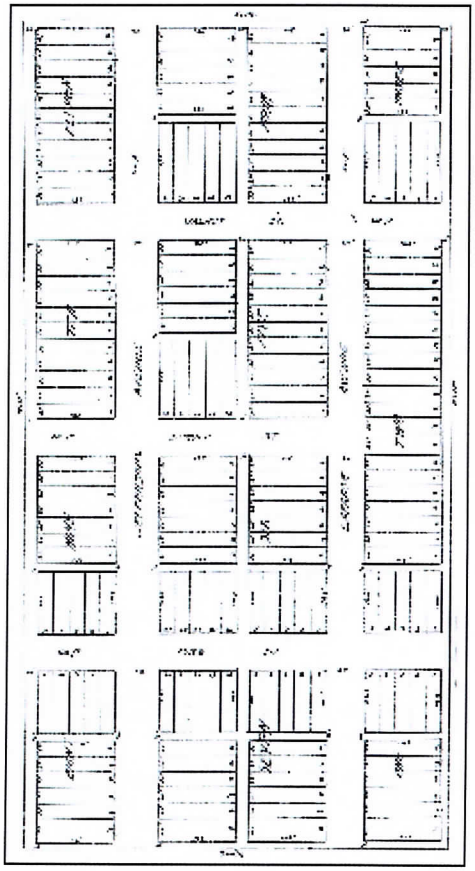
U.S. Geological Survey. *Maps Showing the Extent of Mining, Locations of Mine Shafts, Adits, Air Shafts, and Bedrock Faults, and Thickness of Overburden Above Abandoned Coal Mines in the Boulder-Weld Coal Field, Boulder, Weld, and Adams Counties, Colorado* [map]. Geologic Investigations Series I-2735. Denver, CO: USGS, 2001. http://pubs.usgs.gov/imap/i-2735/i-2735.pdf

## Chapter 3: Neighborhood Development

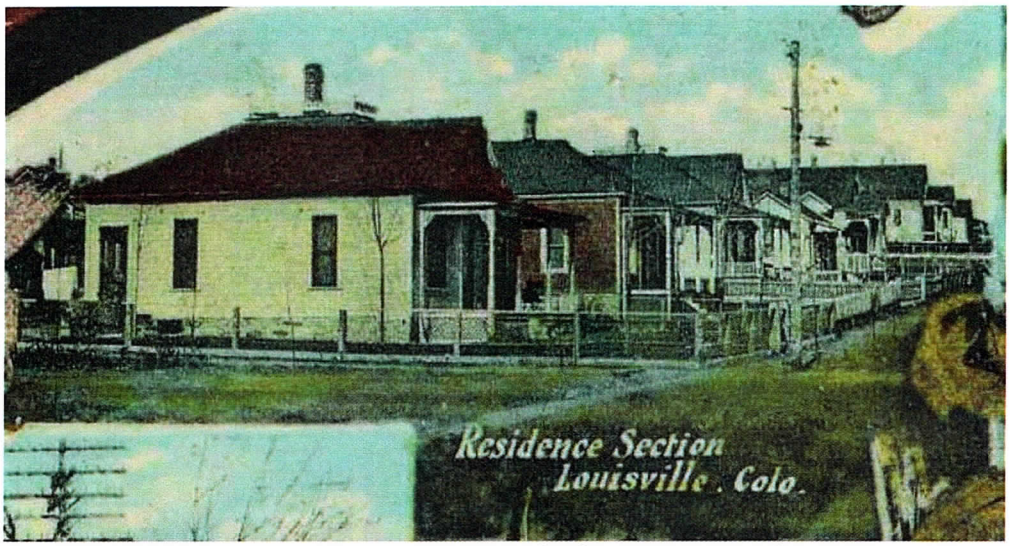
### Additions and Subdivisions

Louisville's structure and form reflected its population and changed along with economic fortunes. As the diversity and number of early uptown businesses grew, some families transpired into higher economic classes than their neighbors. Developers established new additions and subdivisions, many of which catered to the more affluent families who desired bigger lots and choice sites.

Charles Welch established the first addition to Louisville on October 12, 1880. Edward Autrey sold Welch the 40 acres west of town for $1,600, or $40 per acre, and Welch created the Jefferson Place addition on the eastern half of his new property, about 20 acres in size. Although he had purchased the land in February of 1879, Welch waited until October 1880 to file a plat, after Nawatny had nearly finished selling all of his original Louisville lots (Louisville Historian #88, 13).



Arrangement of Charles C. Welch's plat for Louisville's first addition, Jefferson Place.
Courtesy of the Louisville Historical Museum.



Portion of postcard c.1909 showing the 1000 block of Jefferson St. in the Jefferson Place Addition.
Image courtesy of the Louisville Historical Museum

The most desirous areas were on the northwest side of town, where subsidence from the underground coal mining was uncommon. The area east of downtown Louisville began to sink in the late 1880s due to subsidence, and the railroad required reconstruction to raise the tracks. The northwestern area, being atop a hill, was also appealing because these subdivisions looked down upon Louisville, some even offering a view of the mountains (Louisville Historian #94, 12; National Register of Historic Places, 13). While lots in the southern part of town (e.g., Murphy's Place) and near the railroad tracks were selling for $40 to $60 in 1909, lots in the more affluent additions were selling for $100 or more. After the Louisville Reservoir was completed in 1895 and the city installed the waterworks equipment, ornamental trees and shrubberies were planted in these areas, which included Louisville Heights, Pleasant Hill, and Capitol Hill (Whissen 1982, 18).

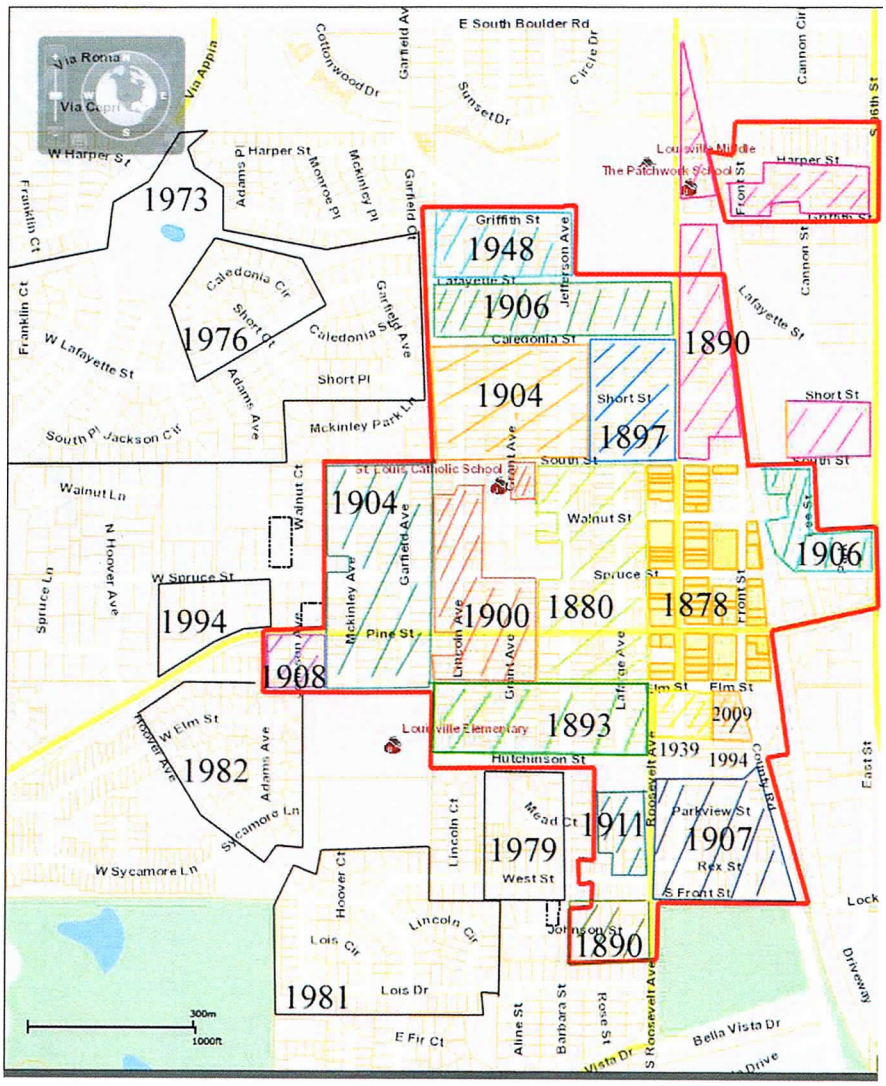
From October 24, 1878 until 1890, the first twelve years of its establishment, the railroad tracks remained Louisville's eastern border. In 1890, the Caledonia Place addition was established east of the railroad, and then the East Louisville addition in 1906 (National Register of Historic Places, 12).

Neighborhood development halted abruptly in 1910, the first year of a four-year strike that irrevocably damaged the town's mining productivity. Kimberly, established in 1911, was the only addition to the town during the years of the Long Strike. Consequently, the population and local economy slowed, as the strikes often turned violent and discouraged would-be investors and newcomers. Although the boom period was over, Louisville maintained a steady population following the Long Strike and thoughout the Great Depression, primarily still relying on steady work from the mines (Louisville Historian, #91, 1). The 1939 Acme Terrace addition, near the corner of Elm Street and Main Street, and the 1948 Fischer addition is an example of this continued, albeit slow, growth.

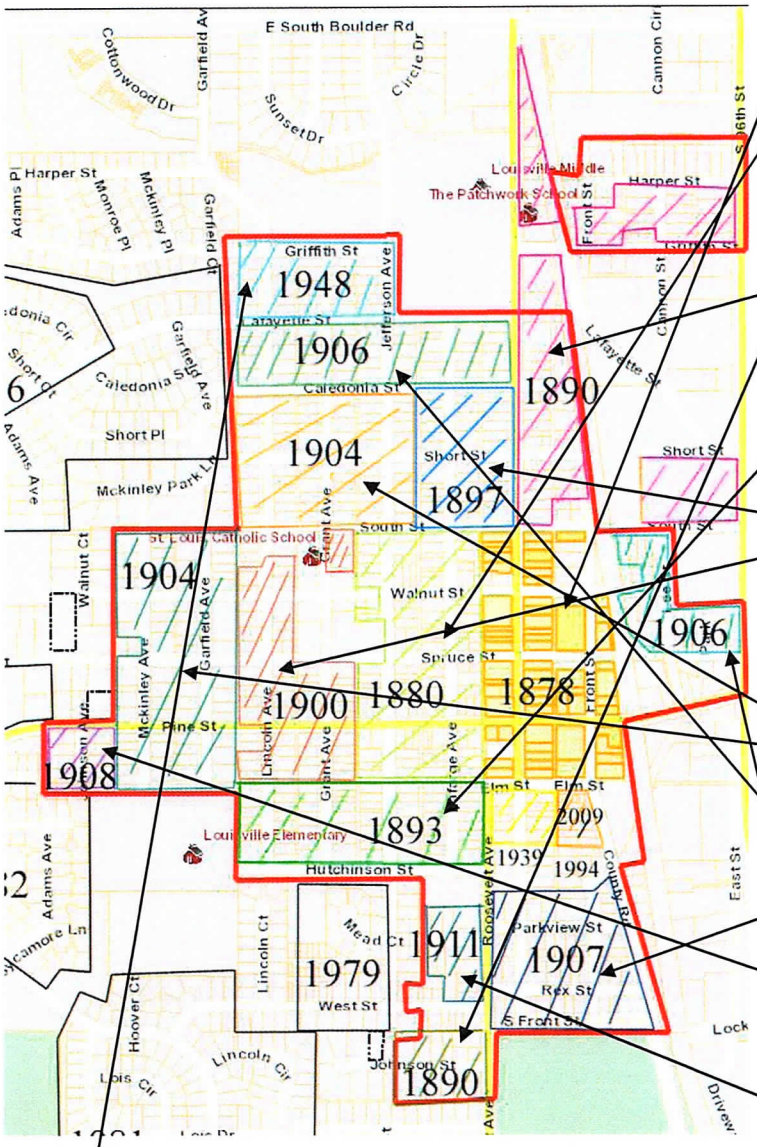
Population growth remained flat through the 40s, 50s, and 60s, evidenced both by the population numbers and the lack of new subdivisions. After the final mine closed in 1955, there was an adjustment period but new industries and career opportunities in the

area gave way to steady neighborhood development (Whissen 1982, 9-11, 19). The map below shows the development of additions in the study area and surrounding locale. The survey area is outlined in red and the individual plats are clarified with boundary lines. Note the rapid succession of grid oriented additions in the survey area during the peak coal years, then the jump to the curvilinear layout style during the 1970s and later years.

The suburban layout is also a good representative of national residential trends. While the early years of development focused on being close to the rail line as the main transportation corridor and the central shopping district of Main Street, the automobile allowed for a home far from necessary services and brought about the concept of the suburban home with a garage, large backyard, and larger lot. Curvilinear street designs, cul-de-sacs, parks, and large planned sub-divisions are evident in the more recent additions and represent changes in suburban planning that had grown over the Twentieth Century and reflect the City Beautiful movement extolled in the 1890s.




Map data and dates produced by the Boulder County Assessor's webpage available at: http://maps.bouldercounty.org/boco/emapping/ Data accessed on July 5, 2013.




**1878**
Original Louisville Plat

**1880**
Jefferson Place
Population in 1880: 450

**1890**
Caledonia Place
Johnson's First
Population in 1890: 596

**1893**
Acme Place

**1897**
Barclay Place

**1900**
Pleasant Hill
Population in 1900: 966

**1904**
Capitol Hill
Louisville Heights

**1906**
Nicola DiGiacomo
East Louisville

**1907**
Murphy's Place

**1908**
Corrigan
Population in 1910: 1,706

**1911**
Kimberly
Population in 1920: 1,799
Population in 1930: 1,681

**1948**
Fischer (Subdivision source: Boulder County Assessor's Office)
Population in 1940: 2,023

Population in 1950: 1,978
Population in 1960: 2,073
Population in 1970: 2,409
Population in 1980: 5,593
Population in 1990: 12,361
Population in 2000: 18,937
Population in 2010: 18,376

(Population sources: U.S. Census Bureau, Colorado State University, and the City of Louisville, Colorado.)

## Settlement Patterns

Mining companies, the railroad, household economic status, and country of origin played major roles in the settlement patterns around Louisville. The Northern Coal and Coke Company (later the Rocky Mt. Fuel Company) owned several of the area mines and wanted to build boarding houses and cottages near them. The company hired a Denver architect to construct the properties, which provided miners and their families with an affordable and close by housing option, usually further away from the saloons than the in-town housing (Whissen 1982, 16-17).

The grid for the original town plat was two to one-and-one-half blocks wide east to west, and four blocks long north to south. All the additions prior to World War I followed this pattern, but after 1914 the blocks become more diversified. While the vast majority of the town developed outward in the southern, western, and northern directions, the establishment of the only two eastern additions gave the town a distinct center of commerce In 1890, the Caledonia Place addition was established east of the railroad, and then the East Louisville addition in 1906 (National Register of Historic Places, 12). The reason that the area east of the railroad tracks was not heavily settled is not obviously apparent, it is likely due to a combination of factors. Desire to have some distance from the mining operations and the activity around the railroad being one, difficulties with subsidence being another, and perhaps economic factors being a third.

A family's socioeconomic position also affected settlement patterns. Families with more wealth could afford to live in the more desirable sections of town, while families with fewer resources populated the less expensive lots. As the classes seemed to diversify especially in the early twentieth century, divisions between the upper and lower classes became more visible in the town's layout. The wealthier class seemed to assemble on the grounds that rise to the northwest known as "the hill," while the city's lower class convened in the southern and eastern parts (Whissen 1982, 16-17).

Louisville was largely a town of immigrants, and the town's settlement pattern reflected the tendency for people from similar regions of the world to gather in similar regions of Louisville. Despite the diverse nature of the Louisville's inhabitants, their languages, religions, and housing developments, they all had at least one thing in common: the coal mines.

## Diversity of Immigrants

One defining component of Louisville's development and history is the diversity of its earliest inhabitants. Although Italians are often considered the largest ethnic group of the town, most did not arrive until the 1890s. Rather, according to Louisville's first census in 1880, most residents were immigrants from other English-speaking countries, as well as others from Austria, France, Germany, and Ireland. The census also noted one Russian and one Swiss (National Register of Historic Places, 13). The ownership records of existing homes in town indicate that immigrants from Lithuania and Slovakia also made their way to Louisville in later years (Louisville Historian #73, 7).

As with many cities in the United States during this time, immigrants from the same countries tended to settle in the same areas. French immigrants took to the southern parts of town while a kind of Little Italy formed in east Louisville. Over generations of

marriage and changes in economic status, immigrant families eventually disseminated throughout the town (Whissen 1982, 7).

Later immigrants to the town were often more vulnerable than those who came from other places in the United States. When strikers impeded productivity, the mine owners hired agents to go to Europe and recruit laborers who could replace the striking workers. For the opportunity to go to America and with lower standards for working conditions, these "scabs" as they were called, would be less likely to complain about the pay or the safety issues in the mines.

## Chapter 4: Transportation

### Railroads

The railroad played a defining role in Louisville's development. It is unlikely that the town would have developed the way it did, or at all, without the railroad running through it. While Louisville's roots are in farming, the opening of the mines and the subsequent economic advancements they afforded the town simply would not have been possible without the railroad to transport the coal (National Register of Historic Places, 13).



Denver Public Library: Western History Collection. Colorado and Southern Railroad (C&S RR) Depot in its original location west of the railroad tracks on the south side of Pine Street. The depot was moved in 1962 to the southeast corner of LaFarge Avenue and Pine Street where it is currently in use as a pre-school. (Colorado Cultural Resource Survey form: Resource 5BL920, 2)

William A. H. Loveland, president of the Colorado Central Railroad Company and major stakeholder in the City of Golden, aspired to connect Golden with the Union Pacific west of Cheyenne. This connection would open new markets with coal-consuming northern territories, and establish Golden as Colorado's center of commerce, bypassing Denver. With bond issues and wealthy donors, however, the Denver Pacific ultimately won the race to the north. The Kansas Pacific connecting to Denver the same year further encouraged commerce in Denver, and Golden was left out of the picture. Loveland continued the pursuit to the north to ensure Golden's eventual connection to these major arteries, but the Panic of 1873 bankrupted many of the country's railroads and temporarily stopped construction on the Colorado Central in Longmont. Finally, in 1877, the Colorado Central joined with the Union Pacific, which was near Greeley by that time (Louisville Historian #88, 3; Whissen 1982, 4-5).

The Louisville depot was built in 1910 in a cooperative effort between the C&S RR and the Denver Interurban Company. While the C&S RR was in the business of transporting coal, the Denver Interurban sought to increase passenger service between Boulder and Denver. The Interurban line was laid next to the C&S RR and the depot served both lines until the Interurban closed its doors in the 1930s. The depot remained in use for coal transport until the closure of the final coal mine in the area removed the need for the depot, and it closed on July 20, 1962 (Colorado Cultural Resource Survey form: Resource 5BL920, 2-3).



Denver Public Library: Western History Collection: "Denver and Interurban locomotives wait by Colorado and Southern Railroad locomotive 303" c.1912.

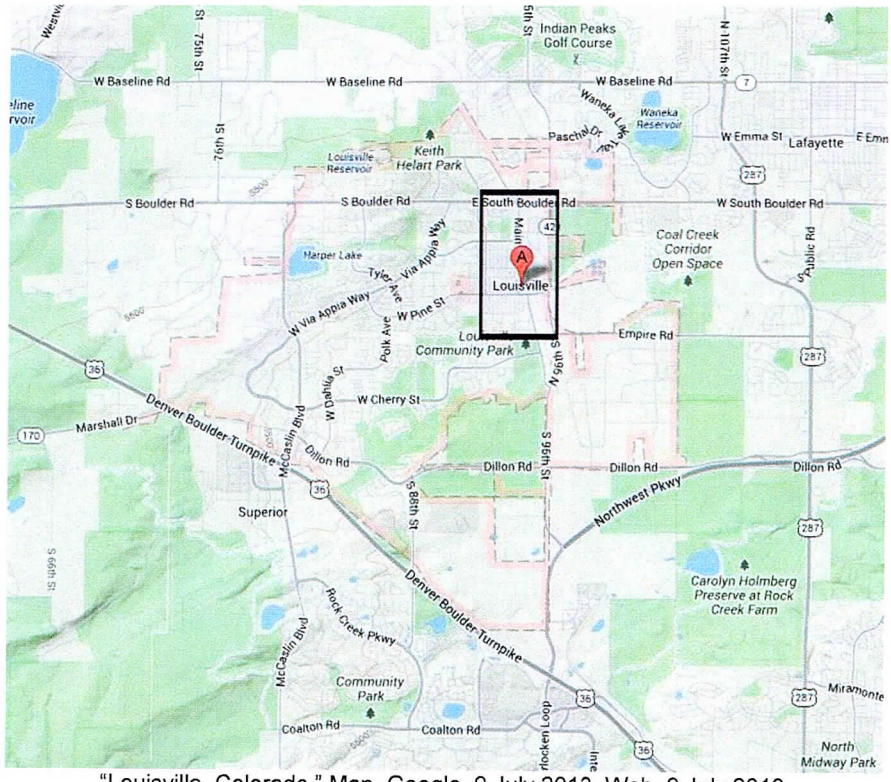
Unlike other towns that faced uncertainty with a lack of reliable transportation to get goods to market, Louisville had a railroad six years before its founding. The railway played a role in the development of the town from its earliest days, and even impacted the town structure. Without a local source of lumber, the railroad was the primary source for lumber building materials. A critical factor, as the undercutting by the mines was already causing subsidence of masonry structures by the late 1880s. In addition, the location of the railroad formed a barrier to development, with the area east of the railroad remaining undeveloped for the first decade of Louisville's existence (National Register of Historic Places, 13).

The demand for coal decreased with automobile's gains in popularity in the 1910s and 1920s and its subsequent mass production. Railroads reached their peak in 1914, just before the automobile began reducing its profits (Whissen 1982, 10). The loss of a product to transport in the 1950s meant the end of any meaningful use of the rail line by the people and businesses of Louisville, but the tracks are still used as of this writing by various freight carriers to deliver goods around the country. There are currently discussions regarding a passenger light-rail to once again connect Louisville with the surrounding communities by rail, but no definitive plans have yet been finalized.

## Automobiles and Highways

Starting in 1959, Louisville's streets were paved and its population grew with new residents settling in town and commuting to nearby cities. Louisville's surrounding cities were exhibiting strong job growth during this time. Known as the *Golden Triangle*, Louisville was advantageously positioned between US Highway 287, the Denver-Boulder Turnpike (U.S. 36), and the Boulder-Longmont Highway (SH 119) (Whissen 1982, 11, 20).

Louisville was paving it's streets at the same time that the country as a whole was undergoing a transformation. President Dwight D. Eisenhower had enacted the Federal Aid Highway Act in 1956, providing substantial federal funds for the development of a 41,000 mile national interstate system. While automobiles had always been available early in the twentieth century, it was the prosperity of the post-WWII period that saw the car rise as the dominant form of transportation. It is hard to overstate the impact this has had on the landscape of America. Once thriving Main streets were now in competition with strip malls that were placed in the suburbs and which offered ample parking, a resource much lacking in many older downtowns. Residential construction reflected the new car culture with garages placed conspicuously on the front of new homes, and subdivisions were free to develop without regard to public transportation lines. These new "freeway" or "bedroom" suburbs relied on the automobile for most aspects of life and connected to the city by means of the new roads and highways. No longer bound geographically to core locations, retailers and commercial structures formed their own clusters in the suburbs to take advantage of cheaper land, leading to the decentralization of the American city. (National Register Bulletin. *Historic Residential Suburbs.* 24.)




"Louisville, Colorado." Map. Google, 9 July 2013. Web. 9 July 2013

The impact of this movement is not immediately visible on Louisville as it was still transitioning away from a coal based economy during the mid-century period and not yet established as a bedroom community. The map detailing sub-division growth in Chapter 4 provides evidence for this as there are few new additions during this period and no large planned communities. Population growth remains steady during the 1940s and 1950s, begins to grow during the 1960s, and takes off in the 1970s and later decades.

The influence of the highway system becomes apparent at this time as the new neighborhoods develop away from the historic core of Louisville and spread towards the connection with U.S. 36. The map above shows the approximate boundary of Louisville from 1878 to 1950 outlined in black. The current boundary of Louisville is outlined in pink, and shows how dramatic the expansion during the latter half of the twentieth century was, and the clear importance of the highway system for the new residents. A new commercial core has developed in recent decades reflective of modern expectations, including large parking lots, business campuses, and a predominance of national chain stores. Many communities lost their historic Main Streets to commercial pressure from new automobile friendly decentralized shopping, but Louisville has made a concentrated effort to maintain vitality along Main Street and it currently boasts several successful stores and restaurants.

## Chapter 5: Businesses and Industries

### The Commercial District

Louisville's center of commerce was established early in its existence. At the time of incorporation in 1882, the town already had eight saloons and four general stores, as well as the Miner's Co-operative Store—all for its 550 residents. Most of these businesses were within or nearby Nawatny's original eight blocks west of the railroad tracks, which remains the focus of Old Town (Whissen 1982, 6).



Main street c.1907, looking South. Photo courtesy of the Louisville Public Library

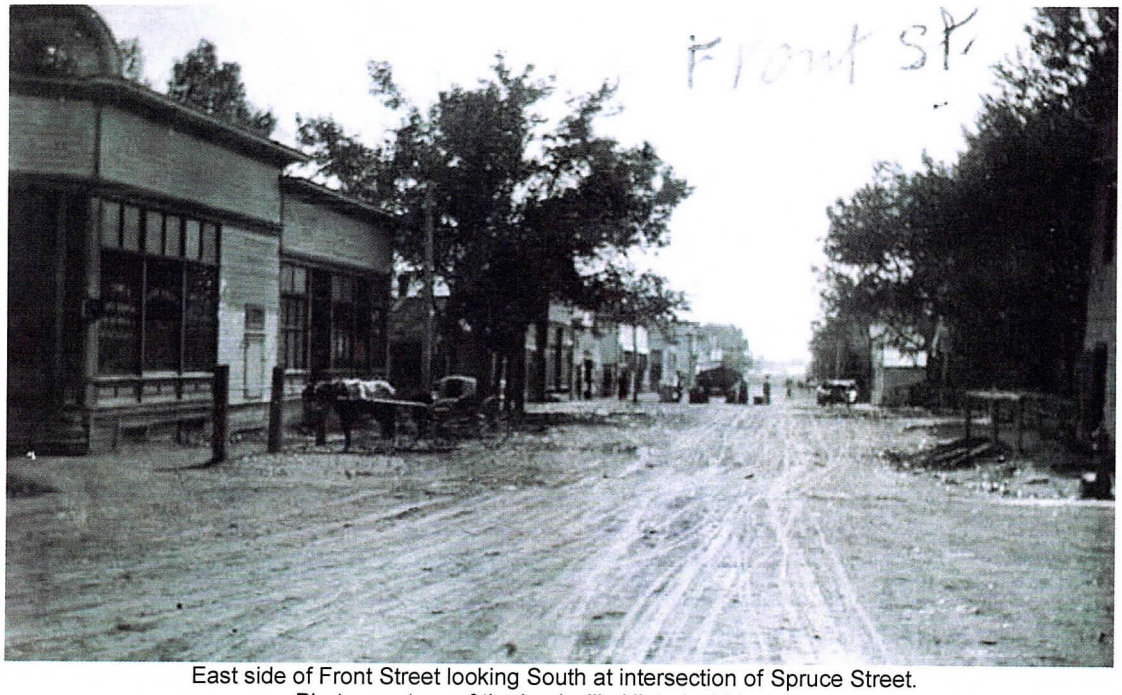



Photo of Main Street in 1924. The two buildings on the right, Lewt McCorkle's grocery store and Mossani's store, are now the site of Chase Bank at the intersection of Main and Walnut. The Rex Theater and Charles Carini's ice cream shop have also been identified among the buildings on the left.
Photo courtesy of the Louisville Historical Museum.




The Rex Theater in 1919. Though under different names and ownerships, the building served as a theater from 1910 until 1977, and then became Senior T's restaurant in 1973. The Alley Cat Bar & Grill took over in 2010, and today it is again a theater, The Louisville Rex.
Photo courtesy of the Louisville Historical Museum.

The main thoroughfares of Louisville were composed of a powdery cinder-like material for much of the first half of the twentieth century. Known as *red ash* to residents, this substance was a byproduct of the nearby mine dumps that frequently caught fire. According to then-resident Harry Mayor in his 2007 account *Growing up Rich (In Memories) In a Poor Town*, "the dust caused housewives to spend countless hours dusting and cleaning to erase the red film which settled on everything. Another problem with the red ash," he adds, "was the fact that as automobiles drove on the surface it became rutted with ripples that went cross wise on the street so that cars would shake and shimmy unmercifully if the streets were left unattended" (Louisville Historian #74, 2).




East side of Front Street looking South at intersection of Spruce Street.
*Photo courtesy of the Louisville Historical Museum.*

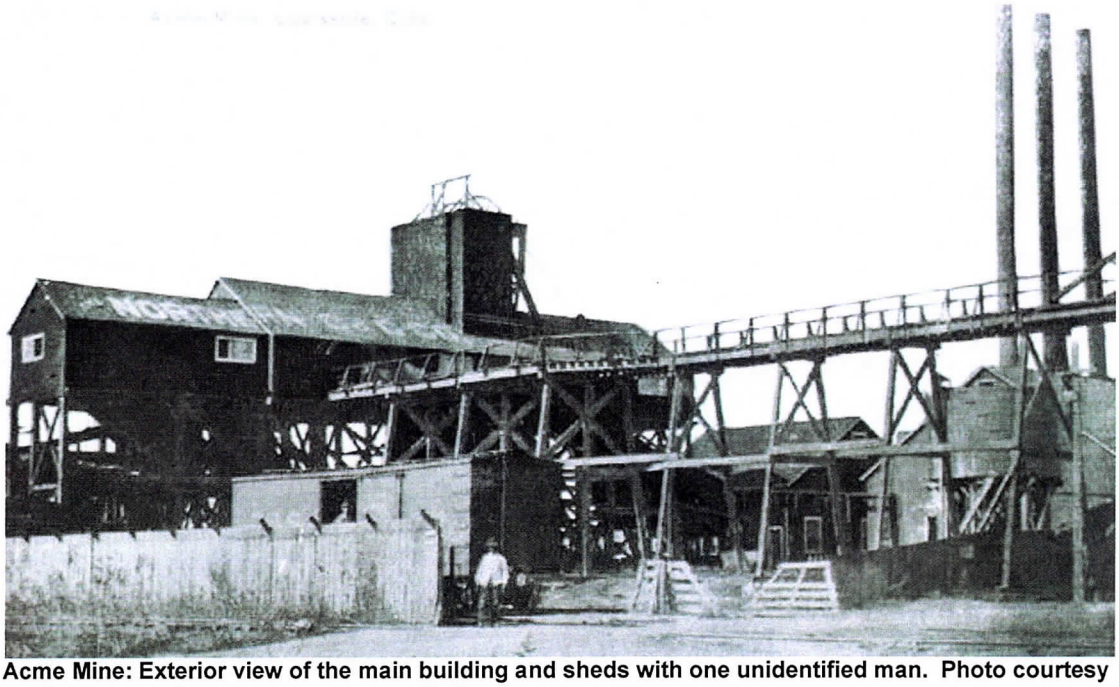
Early on, Louisville's downtown buildings consisted mainly of blacksmith shops, general stores, liveries, and saloons. Like most of the homes during the period, these buildings were simple in construction and made of wood. The false front, whereby the front walls

of the buildings extended higher than the ceiling, was a popular building type for businesses from the 1860s through the early twentieth century. They provided plenty of advertising space and were inexpensive to construct (National Register of Historic Places, 13-14).



Billy Austin's Candy Store, with Grandma Austin. Spruce Street and Jefferson Street.
*Photo courtesy of Louisville Public Library*

Brick remained an unpopular building material in the downtown area for many years. Although some of the more affluent businesses could certainly have afforded it, brick was much more heavy than wood. The lifespan and condition of early brick structures provided the proof. A 1983 insurance map illustrates two brick structures in downtown Louisville, the Miner's Trading Company and a saloon on Front Street. The saloon was condemned in 1908 due to subsidence, as was the two-story Miner's Trading Company store a year later. Subsidence was the result of the earth settling into vacant pockets caused by mining. Two mines in particular—the Acme and the Caledonia—undermined the town so severely that during the time of their operation, a building could settle as much as two or three feet in a night. Though much of the ground has stabilized in recent years, the brick building that dates before the 1930s is very rare for Louisville (Whissen 1982, 13-14).



**Acme Mine: Exterior view of the main building and sheds with one unidentified man. Photo courtesy of Louisville Public Library**

As wood continued to be the popular choice for many builders, Old Town became home to several lumberyards. An 1881 map shows V. H. Darrow's lumberyard at the northwest corner of Front and Pine. Darrow was a half-brother to Charles Welch, owner of the Welch Mine and one of the key players in Louisville's founding. Other lumber companies included Simpson Bros., McCallister's, and Ernest-Grill, all located near the railroad tracks (Whissen 1982, 12). Fortunately, although wood served as the dominant building material for the town, Louisville never suffered a catastrophic fire like many mining towns experienced. The large lots on which the town was built allowed for space between structures, which likely reduced the capacity for flames to jump. The few fires that did occur typically affected only one or two buildings (National Register of Historic Places, 14).

Saloons played a major role in the early economy, with eight of them serving the town's population of 550 in 1882, and 13 by 1908. A popular gathering place for miners after their shifts, the saloons were not only preferred venues of entertainment, they were also key contributors to the town's income. An 1895 audit reported that saloon licenses brought in $4,000, making it the single largest source of town income that year. Although town leaders were successful in constraining them to Front Street, thereby defining Second Street (now Main Street) as the more suitable uptown area for government buildings and storefronts, a motion to close the saloons on Sundays was voted down in 1906 (Whissen 1982, 15-16). The breweries worked with different drinking establishments and determined what beer they sold. Deeds indicate that breweries such as Coors, Zang, Union, and Tivoli were involved with saloon ownership in Louisville. Examples of saloons in existing buildings include DiFrancia's, which populated what is now the Old Louisville Inn, and Lackner's, which became the Track Inn and is now Casa Alegre (Whissen 1982, 15-16).




Barker's Bar: Guy & Henry's Place. Photo courtesy of Louisville Public Library

The Strike of 1910 to 1914 had a strong impact on the downtown area. The strikes caused many of the town saloons to close, and the unrest and violence deterred would-be investors, nearly halting progress in the district. The saloons that did survive were quickly shut down during the prohibition (1931-1939). The affects of the Great Depression compounded troubles in the town. A natural gas pipeline was established between Denver and Texas in 1928, beginning a new era for natural gas and a shift away from coal. Louisville introduced natural gas into the town in 1952, which embodied the end of the age of coal mining (Whissen 1982, 10, 20). Whereas it once supplied 85 percent of the nation's energy needs, coal supplied only 34 percent of the need after World War II. The problem was compounded with many rail transport companies switching from steam power to diesel fuel (Bacon 1998).

Despite the setbacks during what was a difficult time for most of America, Louisville had several bright features on which to focus. Its mines never closed completely, and some even remained open until the mid 1950s. Agriculture, which had always been a stronghold of the area, continued to support local farmers. Additionally, it had a reputation for its fine Italian dinning, an industry that helped keep businesses open and that continues to be a defining characteristic of the town. With its proximity to Denver and Boulder, the town was a center of commuter traffic. Known as the *Golden Triangle*, Louisville was situated between US Highway 287, the Denver-Boulder Turnpike (US 36), and the Boulder-Longmont Highway (SH 119). As Denver and Boulder grew, Louisville gained new residents, many of whom were drawn to its central location yet small-town feel (Whissen 1982, 11, 20).

## Industries

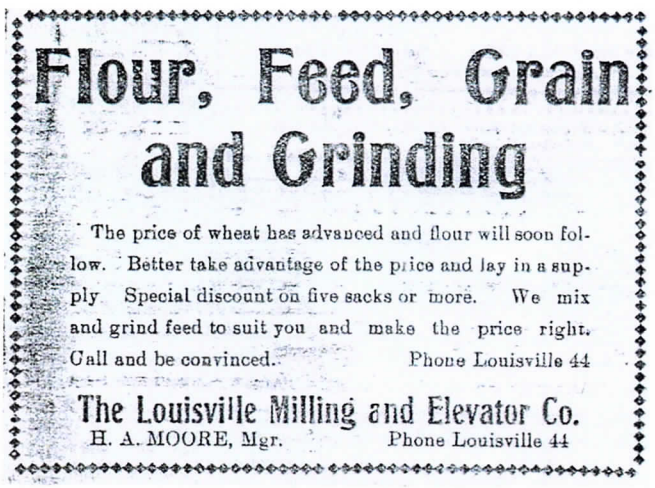
### Coal Mining

Discussed in previous chapters, coal mining was pivotal to the development of Louisville from 1877 until the early 1950s. The town's livelihood was a function of its surrounding coal mines and these coal mines gave it viability and affected nearly every aspect of Louisville's formation, from its rate of growth to the diversity of its people (Whissen 1982, 1, 14).

### Agriculture

Coal mining provided Louisville with the economic boost it needed to achieve incorporation, and while the town is closely tied to the mines, it was farming that drew its first settlers to the area in the 1860s and farming that offset the seasonal closings of the coal mines. With most of its 15-and-a-half inches of precipitation per year comprising of winter snows and summer afternoon thunderstorms, early farmers were quick to implement irrigation techniques (City of Louisville). Corn, wheat, and other grain crops proved suitable to the environment and were widely grown. The large, deep lots of the downtown area and original additions are evidence of the town's evolution around farming. Later, as miners were laid off in the warmer months when the demand for coal dropped, many turned to gardening to help feed their families and mitigate the loss of income. Others farmed on a larger scale, selling to neighbors and in nearby towns. Having success with their interim trade, some miners switched occupations completely and became full-time farmers. Nearly 90 farmers were listed in the town's 1896 directory (National Register of Historic Places, 11; Whissen 1982, 7).

The farmers in Louisville would have primarily sold to local markets during the early decades, taking advantage of the train for shipping crops to neighboring communities. As crop production focused more on grains, such as wheat, a facility to process the grain became crucial to expand into larger markets. As an early leader in Colorado's grain supply and flour industry, John K. Mullen had the Louisville grain elevator constructed near the railroad tracks in 1905 or 1906 (Bacon 1998).




From *Louisville News*, 1909, Louisville Historical Museum

J.K. Mullen was an Irish immigrant who achieved great success with his flour mills which were dominated the industry in Colorado and extended into some outlying states. Grain elevators were often the dominant feature on the landscape in many small towns, and by 1924 J.K. Mullen's company, The Colorado Milling and Elevator Company, had constructed some three hundred mills, warehouses, and elevators around Colorado. (Louisville Historical Museum, 2012, 2)

The grain elevator and its changing use over time illustrate the changing nature of agriculture in Louisville. The original use for the elevator was to receive grain, including wheat, corn, oats, and barley from neighboring farmers where it would be weighed and the farmers paid by the pound. The grain would then be loaded onto the train, a special spur line off of the main track having been laid for this particular purpose. The grain would then be shipped to the Hungarian Flour Mill in Denver, which was also owned by J.K. Mullen. The elevator would also have been used to process the grain, including separating out contaminants and grinding. The elevator also served as a store front, where citizens could purchase flour and other products ready for cooking (Louisville Historical Museum, 2012, 6).




Louisville Grain Elevator, 2/8/1916, Louisville Historical Museum

Louisville's Grain Elevator, as shown in 1916. It is still standing at 540 County Road and is on the National Register of Historic Places.
Photo courtesy of the Louisville Historical Museum.

The elevator continued in this capacity for approximately fifty years, but had primarily switched to animal feed storage by the 1950s. The decline of the train system and the rise of trucking made grain elevators primarily obsolete and many were abandoned between the 1930s and 1950s, but the Louisville Elevator continued as a feed store until approximately 1972. (Louisville Historical Museum, 2012, 13). It was in the 1960s and 1970s that Louisville was losing farm and ranch land to residential developments, effectively ending the local agricultural economy.

## Chapter 6: Neighborhood Institutions

As Louisville was defined by mining during its formative years, the population was divided between creating stable social institutions or bars. There are excellent examples of schools, churches, and parks that were constructed, but Whissen notes that the 1909 promotional pamphlet for the town states that public sentiment is with saloons. (Whissen 1982, 15).

### Public Schools

More than buildings dedicated to education, early schools in Louisville were symbols of permanency, investment, and a bright future. One of these early schools was built at Jefferson and Spruce in 1882, the year Louisville was incorporated.

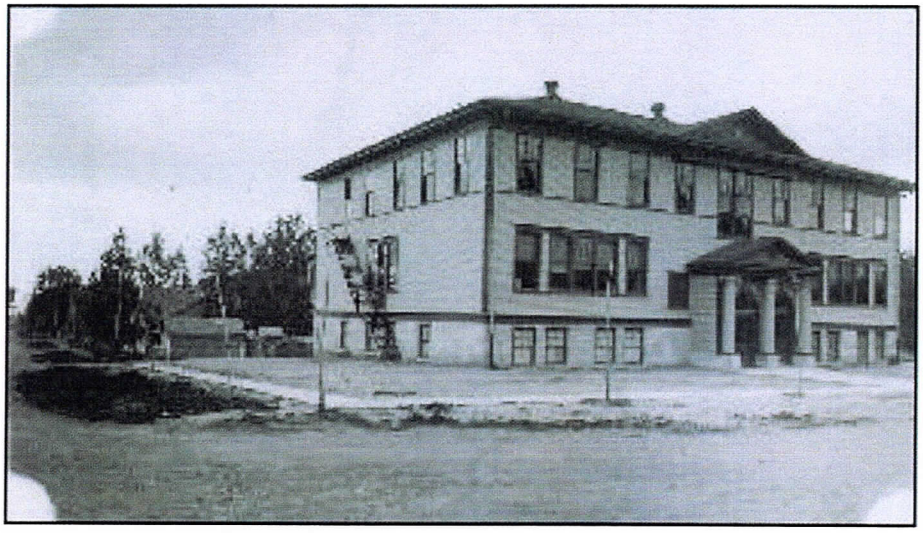



Louisville School c.1885. "All school class picture" *Photo courtesy of the Louisville Public Library*

Later razed in 1963, its two story frame was likely symbolic to town residents at the time. In 1903, another school was built adjacent to the two-story school, this time made of brick. Its function has changed throughout the years and it is one of the oldest brick buildings in the area, as most early brick structures deteriorated from subsidence (Whissen 1982, 15).



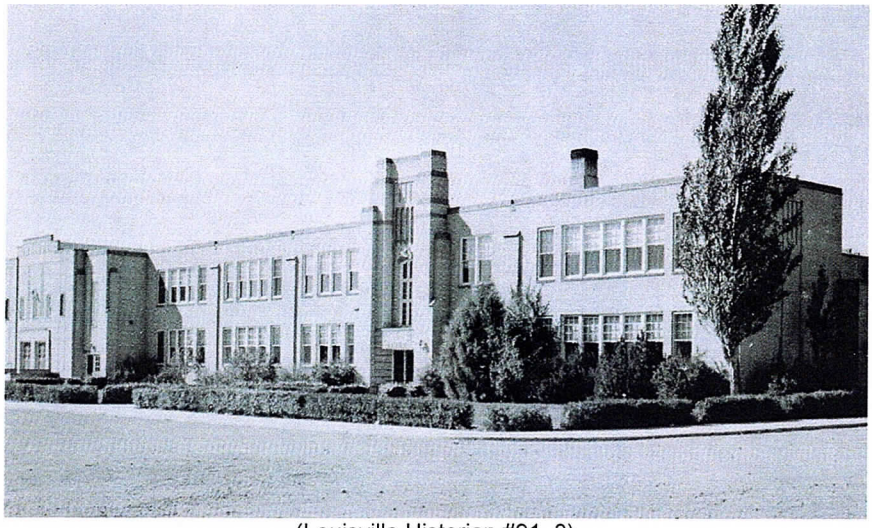
The Brick School House, located at present date 801 Grant Ave. Original school board minutes for Louisville District #29 indicate the building was constructed in 1894, though other evidence conflicts with this report. This photograph was taken in the early 1900s (Louisville Historian #87, 1).
Photo courtesy of the Louisville Historical Museum.



(Louisville Historian #85, 2).
Photo courtesy of the Louisville Historical Museum.

Later converted into an apartment complex that is still in use, a two-story high school was built on the southeast corner of Garfield and Walnut and was used as the town high school from 1920 to 1939.

Louisville received Work Progress Administration grants in the later years of the Great Depression. At least one new school was built with this money: a high school in the Art Deco style on north Main Street, constructed in 1939 (Whissen 1982, 20).



(Louisville Historian #91, 3).

This building has recently been demolished and the Louisville Middle School constructed in its place. The gym remains, however, and a WPA plaque dated 1941 is still extant.

An elementary school is also within the study area, constructed in 1970 at 400 Hutchinson Street just on the outskirts of the city core. This coincides with the beginning of expansive population growth in Louisville and would have been necessary to meet the new demands.

## Churches

With so many diverse nationalities populating the town, Louisville has seen many houses of faith built throughout the years. A Methodist Church that was built in 1891 remains standing and retains its original purpose. Incorporated as the Methodist Episcopal Church of Louisville, with an initial congregation of 29 members, this church has undergone alterations in 1910, 1937, 1941, 1983, and 2000. Maintaining its affiliation with the Methodist community since its construction, this church has also served as an annex for the overcrowded public school and currently hosts the only food bank in Louisville (Louisville United Methodist Church, "History of Louisville United Methodist Church", website, accessed 9 July 2013).



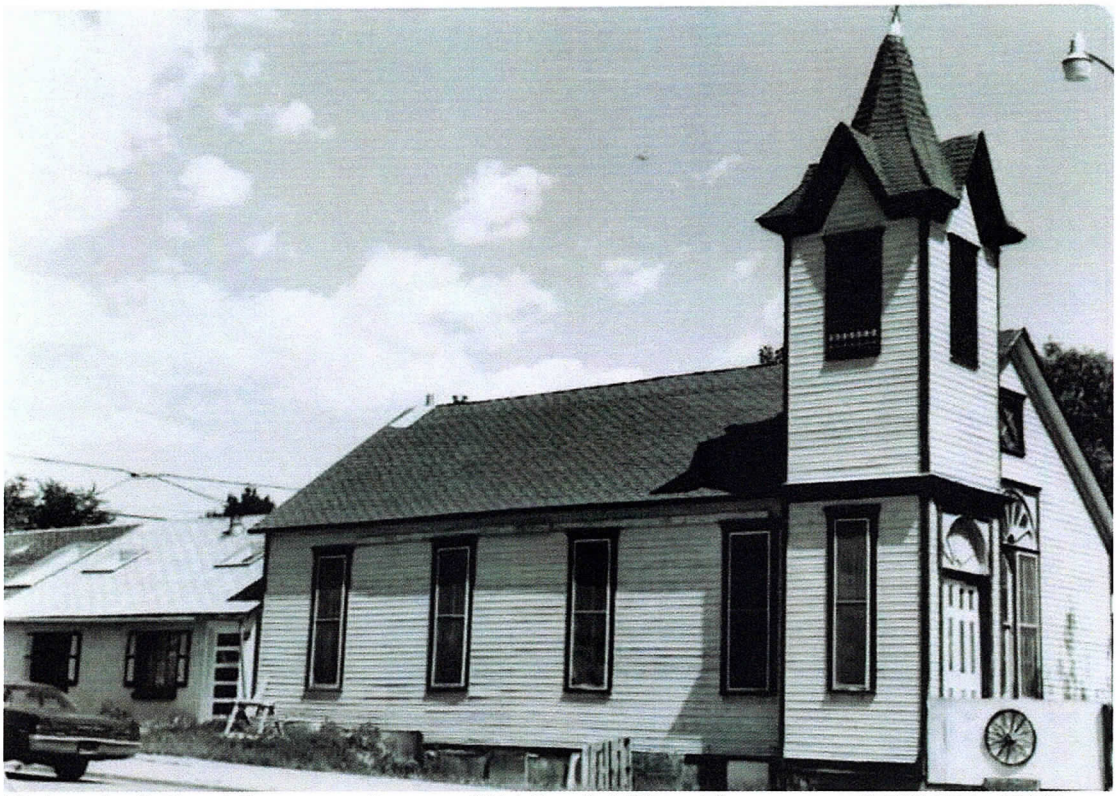

Methodist Church. *Photo courtesy of the Louisville Historical Museum.*



The Catholic Church used from 1884 until 1942 at the southwest corner of La Farge and Walnut. *Photo courtesy of the Louisville Historical Museum.*

A Catholic Church was constructed in 1884 and remained in use until 1942 (Louisville Historian #80, 3; Whissen 1982, 15). This church is currently used as a residence

A Baptist Church built in 1901 is still standing as well, and has been converted to residential use.



(Colorado Cultural Resource Survey, "Old Baptist Church", resource # 5BL854, 1982)

As the community expanded in the late 1960s and later decades new churches were built, but far outside of the study area.

## Post Office

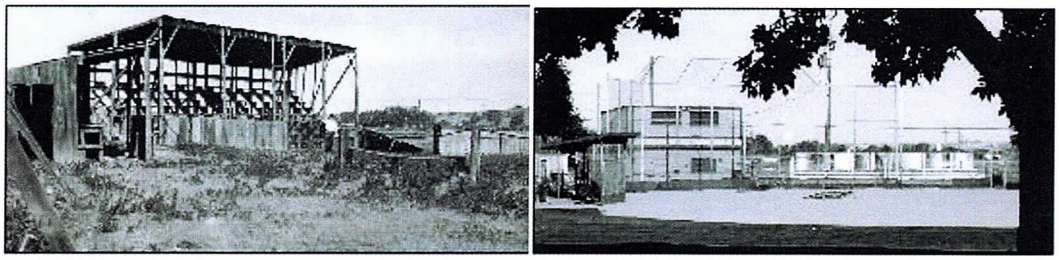


Louisville Post Office on the northeast corner of Main Street and Pine Street. *Photo courtesy of the Louisville Historical Museum.*

The Louisville Post Office was established in 1878 but first appears on Sanborn Insurance maps in 1900 with a listing of "Post Office & Barber". At that time is was located in a building directly to the left of the structure pictured above, which does not appear to have existed at that time. In the 1908 Sanborn, this clipped-corner style of commercial building appears, but is occupied by another business suggesting that the post office had yet to move in.

## Parks

East of the rail line is Miners Field, the town's baseball field at the intersection of South Street and Courtesy Road (Highway 42). First used for baseball in or around 1890, the field has remained a community staple for Louisville residents through present day. Many local businesses and coal companies sponsored baseball teams in the summer months, when the mines were shut down and miners eager to play. Some of these companies included Coors Brewing Company, the Hi-Way Mine, and associations like the American Legion and the Security Benefit Association (Louisville Historian #84, 1-2).



The left photo, taken around 1910, shows the stands than once stood alongside the first base line. Taken in 2009, the right photo shows many of the updates to the field, including bleachers and fencing. *Courtesy of the Louisville Historical Museum.*

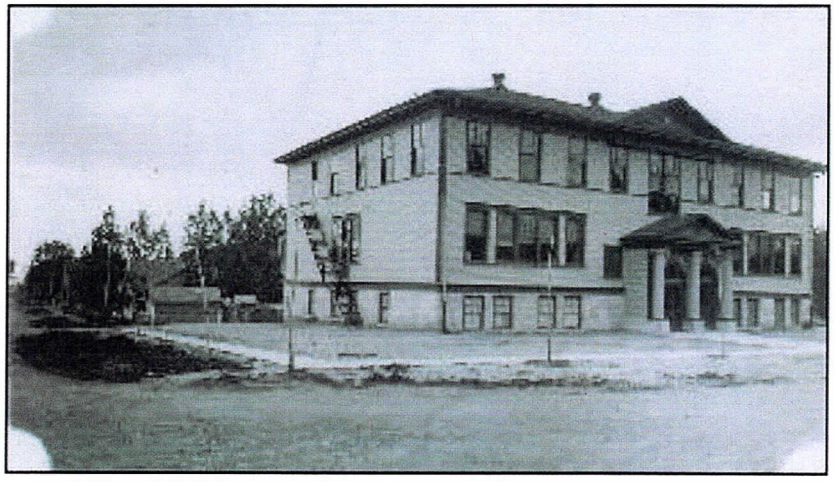


Baseball team of June 23, 1929. *Photo courtesy Louisville Public Library*

## Chapter 7: Twentieth Century Development

The Long Strike which ended in 1914 was a low point in the mining history of Louisville, but mining as an industry continued to be a primary economic staple. In fact, it was mining that allowed Louisville to escape much of the impact of the Great Depression beginning in 1929 and continuing through the 1930s. This was due to the lower quality of the Louisville coal, which could not be shipped long distances and was thus not tied to larger national markets. The local mines shipped to local customers, and the demand for coal remained steady through this rough economic period. Bucking the national trends, there was even growth in the industry during the 1930s including the opening of the New Centennial, New Crown, Fireside, Regal, and Hi-Way mines. This is not to say that the residents of Louisville were doing well economically, but they were accustomed to living frugally and managed to maintain steady population numbers (The Louisville Historian, #91, 1-2).

The New Deal also left its mark on Louisville during this period, with some residents finding work with the Civilian Conservation Corps (CCC) and the Works Progress Administration (WPA). These organizations focused on some smaller projects like building outhouses, sidewalks, and curbs, and at least one large contribution to the built environment being the Louisville High School at 1341 N. Main Street. These programs had the dual benefit of improving the infrastructure of the city while also employing citizens and injecting money into the local economy (The Louisville Historian, #91, 2).



Later converted into an apartment complex that is still in use, a two-story high school was built on the southeast corner of Garfield and Walnut and was used as the town high school from 1920 to 1939
(Louisville Historian #85, 2).
Photo courtesy of the Louisville Historical Museum.

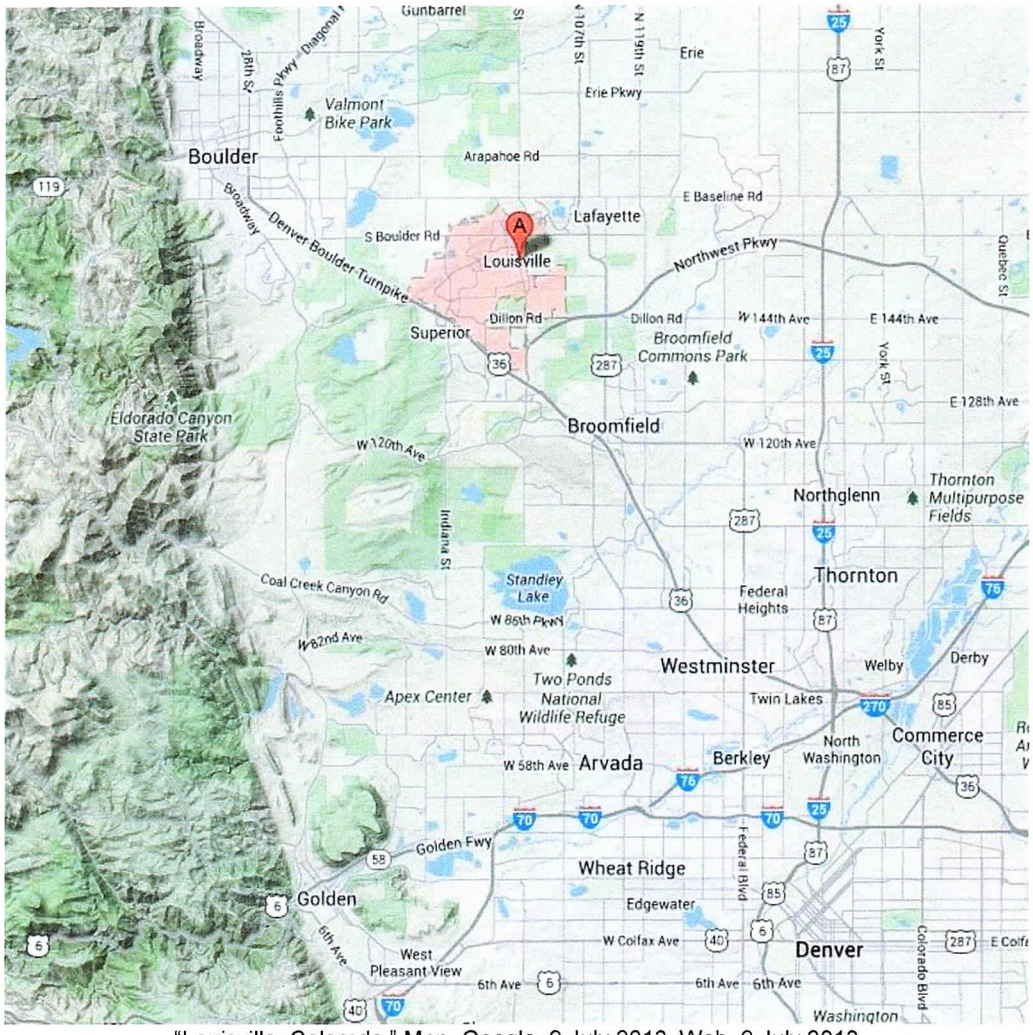
For much of Colorado, the shift away from coal stemmed from a natural gas pipeline built in 1928 that connected Denver to Texas. Initially, only the more affluent citizens of Denver could afford the cleaner energy, but the transition had started. Natural gas was accessible to Louisville starting in 1952, and many households began moving from coal furnaces to gas fired units. Crown Mine, the last coal mine to operate in Louisville, closed in 1955 and the age of coal mining came to an end (Whissen 1982, 10, 20).

Although the closing of the mines was painful for Louisville in many ways, it also propelled the town into a modern era. The establishment of new services and institutions ensured Louisville would remain competitive with neighboring cities. Outhouses started disappearing in 1951 when voters passed a bond issue to fund a sewage system, and the town initiated street paving from 1959 through 1961, welcoming commuters.

Population growth remained flat during this period but the infrastructure upgrades soon paid off as growth increased 16% from 1960 to 1970, then 132% between 1970 and 1980, then 121% between 1980 and 1990.

Louisville's population surge of growth was primarily due to new residential developments outside of the traditional city core as new commuter residents moved to the area. Job opportunities grew as new companies, especially those in technology, came to the area. The Rocky Flats nuclear weapons production facility formed southwest of Louisville in early 1952. StorageTek (now Oracle), a data storage company, became another major employer when it opened in Louisville in 1969 (Bacon, 1998). Nearby cities also exhibited strong job growth, including Denver and Boulder, and it's accommodating location between US Highway 287, the Denver-Boulder Turnpike (US 36), and the Boulder-Longmont Highway (SH 119) made it a desirable yet relatively affordable place to live. This gave the local economy a boost with traffic flowing in and out of the city (Bacon 1998; Whissen 1982, 11, 20). With new jobs available in the region and the appeal of a tight-knit community, suburbs began to surround the town in the same way that coal mines once did (Whissen 1982, 9-11, 19).

In 1882 Louisville evolved from a founded town to an incorporated town. Eighty years later, in 1962, it made another evolution, this time from town to city. Specifically, it became a City of the Second Class, having surpassed the 2,500-population limit for towns. With nearly continuous residential suburban development, the population grew to nearly 19,000 by 2000, and it was around that time that Louisville started achieving national attention for its desirability as a hometown, especially to families. Money Magazine listed Louisville on the Best Places to Live listings as #5 in 2005, #3 in 2007, and #1 in 2009 and 2011. Based on a survey of 3,335 cities with populations between 11,000 and 15,000, Family Circle magazine placed Louisville in the top ten "Best Towns for Families" (Bacon 1998).

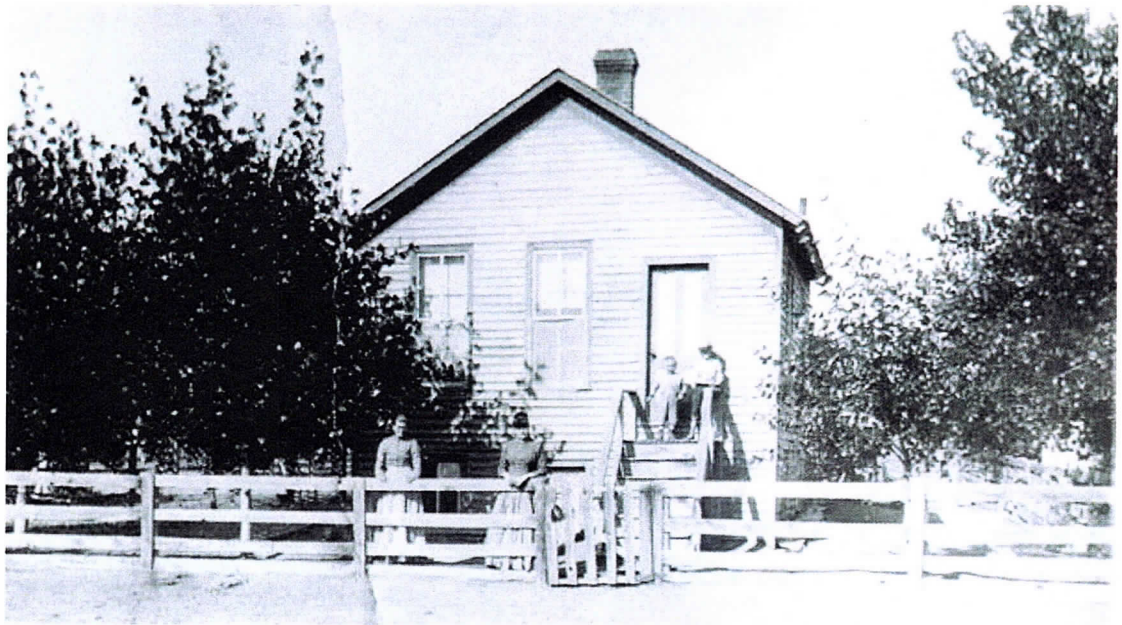


"Louisville, Colorado." Map. Google, 9 July 2013. Web. 9 July 2013

The map above highlights the city limits of Louisville in red. The A flag points to the historic city core which was developed alongside the rail line, which was the principal transportation corridor of the day. U.S. 36 and Interstate 25 now serve that function, explaining the creep of red away from the city core and towards what is now the primary corridor. The portion of Louisville along U.S. 36 now serves as a separate business district that was developed primarily in the 1990s and features "box" stores, business parks, and chain restaurants. The original historic business district in Louisville still maintains its vitality however, and boasts over 100 businesses, restaurants, and pubs, in addition to public spaces, the City Library, and the Louisville Historical Museum. http://www.louisvillecolorado.biz/historicdowntown.htm

## Chapter 8: Community Architecture

A community's architecture reflects many things, including the building customs of the various immigrant populations and the relative prosperity of its citizens during periods of construction. As Louisville was established as a mining community, this is reflected in the relatively modest scale of the homes and the vernacular interpretations of styles which were popular at the time. Although there were few local sources for lumber near the community in its early days, the convenient access to the rail lines made lumber the dominant building material. In addition, the framing necessary for mining meant that many of the early occupants were already familiar with carpentry and used their knowledge to construct homes. As with many communities in the western US, few, if any, of the original dwellings remain as these were typically hastily constructed and replaced with more permanent structures once the owners were better established. One type of temporary housing that was common in Louisville is the basement home, in which a basement is excavated and covered, and then the upper stories are completed later when the owner has the time and money (Whissen 1982, 12-13).



Example of a full house built over a basement home. Charles Niehoff home with family members "Built over dugout" *Photo courtesy of the Louisville Public Library*

One aspect of the local architecture that differentiates Louisville from other mining communities is the lack of brick construction during its early period. While other communities would typically build first with lumber, they would then begin constructing with brick and masonry to establish a sense of permanence and exude wealth, thereby encouraging further investment in the area from new residents. While this lack of brick construction can partially be attributed to the abundance of lumber, it is more likely that the practice of undermining in Louisville was the true culprit. Two early mines, the Acme and Caledonia, cut under the town and created a risk of subsidence. On the 1893 Sanborn map two brick structures were in the downtown area, and by 1909 both had been demolished because of subsidence (Whissen 1982, 14).

The first boom period of construction in Louisville occurred between 1890 and 1910 and corresponds with the opening of new mines. While company-owned boarding houses were available to the miners, there was still a large increase in privately owned homes, evidenced by the platting of four new neighborhood additions in the 1890s. This stock of privately owned homes has helped to create stylistic variability, where otherwise a company constructed neighborhood might have been based on easy to build repetitive patterns.

This boom was brought to close by the miner's strike of 1910-1914 which halted most construction. Homes built during this period represent most the historic building stock in Louisville and include the modest worker housing mentioned previously but also the surviving commercial structures and the more affluent homes of the "higher-ups" in the mines. One prevalent landscape feature found in homes of this era are large lots which allowed for gardens that were relied on during the summer months when miners were out of work. Population numbers illustrate the effect of the strikes on housing construction, as it went from a high of 3,200 in 1909 and only reached 2,500 hundred again by 1962 when it achieved city of second class status (Whissen 1982, 15).

Good examples of period homes, including Craftsman, Minimal Traditional, and Art Deco styles were built during the early twentieth century, but it wasn't until the second half of the century that a second surge in construction occurred. After achieving city status and accomplishing important city works projects, like street paving, the attractive location of Louisville encouraged population growth, swelling from 2,500 in 1962 to nearly 19,000 by 2000 (Bacon 1998). Homes of this period, and of the preceding decades following World War II, followed national architectural trends and typically consisted of Ranch, Bi-level, and Mid-Century Modern designs.

## Building Styles and Forms

Form and Style descriptions based on the 2008 Colorado Historical Society's Office of Archaeology and Historic Preservation's "Field Guide to Colorado's Historic Architecture & Engineering"

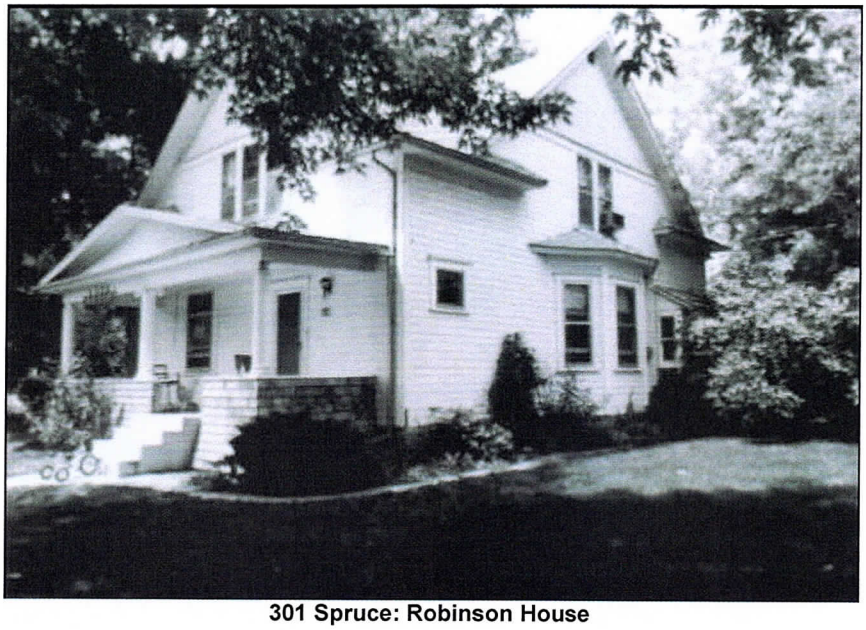
The following forms and styles are chosen as representative of the survey area due to their association with significant periods in the development of Louisville and due to their retention in the community.

## Styles

One aspect of style that is not given its own heading in the Field Guide is the vernacular use of stylistic details, which is the common usage in Louisville. While there are few (if any) text-book examples of the Queen Anne or Italianate styles, there are several buildings that utilize stylistic details common to these styles on otherwise vernacular structures. Examples of the vernacular Italianate and Queen Anne are under their own heading in this section, with a description of how their details are commonly applied.

### Edwardian

The Edwardian style is similar to the Queen Anne in form and massing but lacks the ornate ornamentation associated with that style. Multiple gabled roofs, asymmetrical massing, classical details, and substantial porches are common elements of the style.



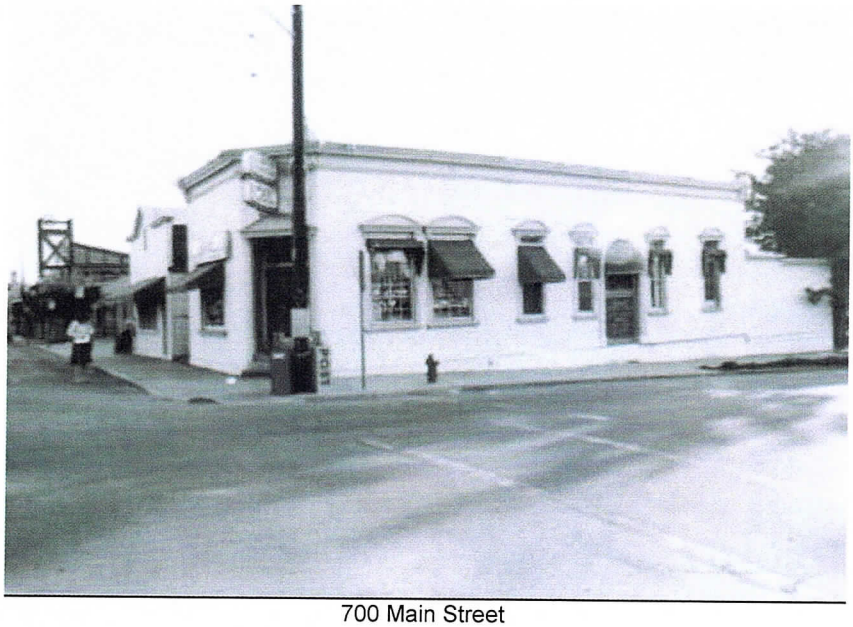
**301 Spruce: Robinson House**

## Vernacular Italianate

The Italianate is Louisville is primarily found on commercial structures of the late 19th century. Common features of the Italianate style include low-pitched or flat roofs, decorative cornice work with brackets, window surrounds, and often, tall, narrow windows.




801 Main Street: National Fuel Company Store



700 Main Street

### Vernacular Queen Anne / Folk Victorian

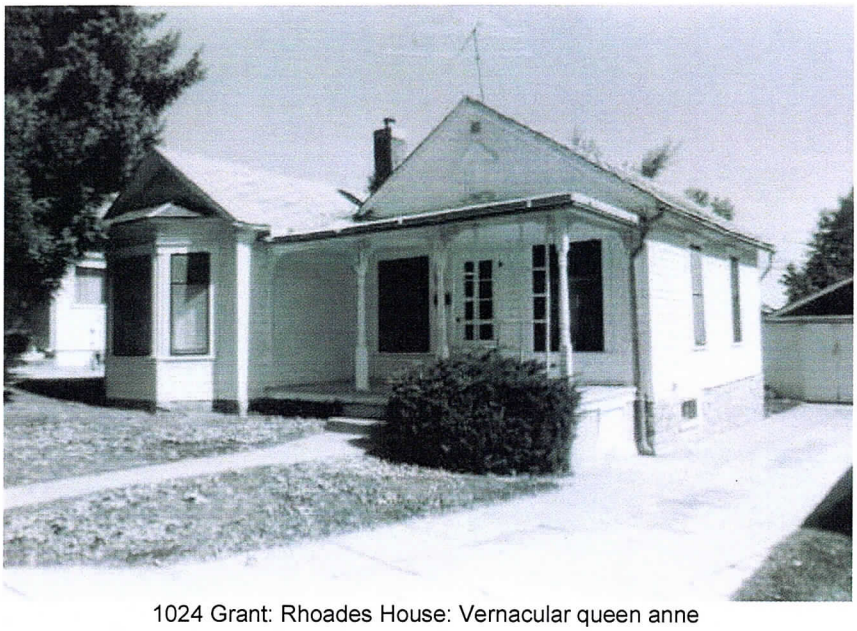
The Queen Anne style utilizes ornamentation to great effect and was very popular during the period between 1880 and 1910. This is partially due to the availability of machine cut decorative elements which could be ordered and simply applied to the home. This style can be recognized in Louisville by the presence of asymmetrical massing, projecting bays, decorative shingles, contrasting materials, turned spindles on porches and balconies, and decorative bargeboard (also referred to as "gingerbread").



1016 Main Street: Petrelli-Delpizzo House



1116 lafarge: Ginacci House



1024 Grant: Rhoades House: Vernacular queen anne



601 Lincoln

## Forms

### Hipped Box (c.1910-c.1930)

The Hipped Box is a common building form in Louisville and was widely adopted by early working class families. Simple in design, the hipped box features a pyramidal roof over a rectilinear plane. These homes often feature a front porch, either partial or full width, and some minimal decorative elements. Corner quoins are a common element, as are turned columns on the porch.



1124 Main Street: LaSalla House



548 Lincoln

## Bungalow (c.1905-c.1930)

The bungalow was a popular form in the early twentieth century and reflected many of the ideals of the Arts and Crafts movement and Craftsman design principals. Plans and pattern books were very popular during this period and helped to spread interest in this form. Typical design elements include one to one-and-one-half story height, a large front porch with visually heavy columns, exposed rafter tails, and a low pitched roof.



740 Garfield Avenue




913 Main

## Shotgun (c.1875-c.1910)

Shotgun homes are another example of early worker housing in Louisville. Typical features of this form are a eave-front orientation with a rectilinear massing. This form typically has minimal decoration, a gabled roof, and is one room wide.



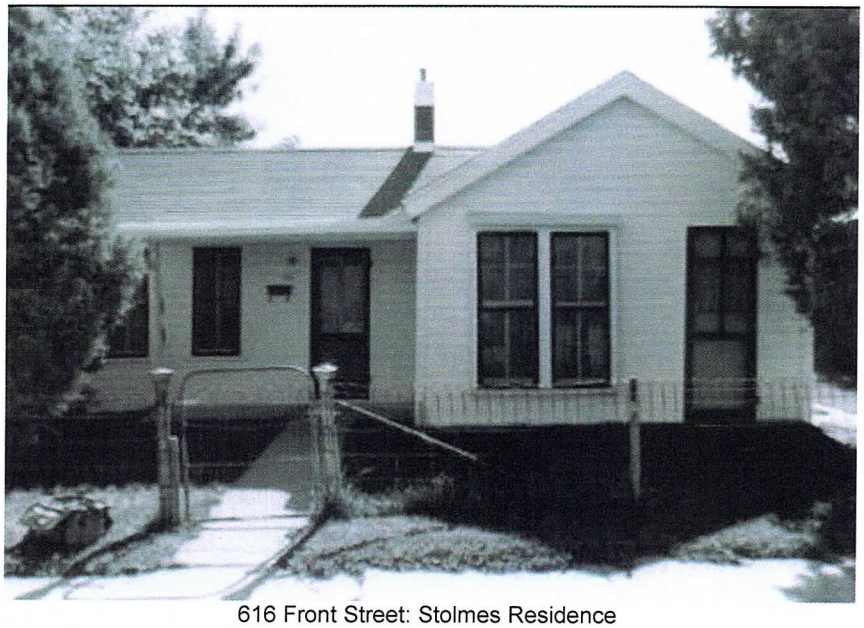
738 Jefferson



1032 South

### Gabled-Ell

The Gabled-Ell form consists of two rectilinear masses joined together to create a building that typically has both a gable-end and an eave facing the street. This form is larger and more complex than the Shotgun and Hipped-Box plan, indicating that the original owner may have had greater means to afford the extra materials and labor.



616 Front Street: Stolmes Residence



612 Grant: Hibler House

## Central Block with Projecting Bays

Showing the influence of Victorian era architecture, the Central Block with Projecting Bays form adheres to the irregular massing common to the Queen Anne style, but often appears with a variety of additional decorative details that reference other romantic and classical revivals. This form can include a mix of roof types, including gable and hipped, and features a central mass with projecting wings and bays. Height can vary from one to two stories.



700 Lincoln: Vernacular



813 817 Lee

## Rectangular Plan with Hip-on-Gable

A popular building type in Louisville during the early half of the Twentieth Century, this form is basically a simple plan with a clipped gable to add architectural interest. Roughly evocative of the Craftsman style, these homes will typically have low pitched roofs and substantial porches.



612 McKinley



600 McKinley

### Ranch (c.1935-c.1975)

The Ranch form is typically associated with housing that was very common in the 1950s and 1960s, mostly due to the post World-War II housing boom that led to their mass production. Often without much decorative detailing, a common Ranch home is defined by its long horizontality, asymmetrical rectilinear plan, one-story height, and large picture windows.



1021 Walnut



**921 Garfield**

### Minimal Traditional (c.1935-c.1950)

Associated with large housing developments in the years just before and after World War II, the Minimal Traditional is a simple one-story rectilinear form, typically with a side gable but occasionally with a cross-gable or gabled-ell. The home was designed to be quickly constructed to meet the high demand for housing at the time, and as such does not feature many decorative elements.



724 Jefferson



1008 South

## Special Use Types

### Commercial: Nineteenth-Century

Many commercial structures from this time period feature Italianate details, including window surrounds and wide decorative cornices with brackets. Many other stylistic elements can also be found however, and may reflect other romantic architectural elements. The common form of a commercial structure from this era includes a lower story with large display windows and a recessed entrance or entrances, with upper stories housing offices or apartments with smaller windows and decorative details. While these buildings would often have been constructed in brick or stone, the subsidence issue in Louisville makes the use of wood more prevalent.

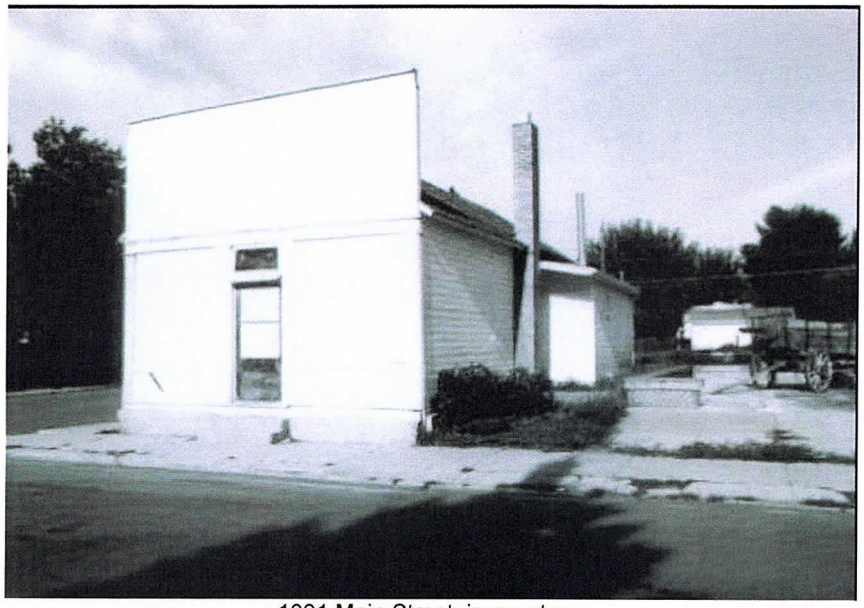
1006 Pine is a c.1900 property that illustrates the use of wood in a commercial property. The primary decorative element on the building is the large sunburst pattern, often associated with the Queen Anne style, located over the diagonal corner entrance. The bracketed cornice is a more Italianate feature, which ties the building stylistically to the period. Originally designed as a tavern, there is less emphasis on windows aside from the large picture windows adjacent to the entrance.



**1006 Pine: Lackner's Tavern**

### Commercial: False Front

An icon of the American West, the false front commercial building is a classic bit of architectural trickery. As shopkeepers flocked to the latest boom town, there was a danger in investing too much money into a large shop when the long-term viability of the community was unknown. There was a desire to project a sense of grandeur and success however, so the solution was to build modest structures and hide them behind grand facades. Commonly this took the form of a one or two story gable-front building with a façade that rises to form a parapet large enough to hide the structure behind. This façade received the better materials and decorative details in an attempt to evoke the same feeling as other 19th Century commercial buildings.



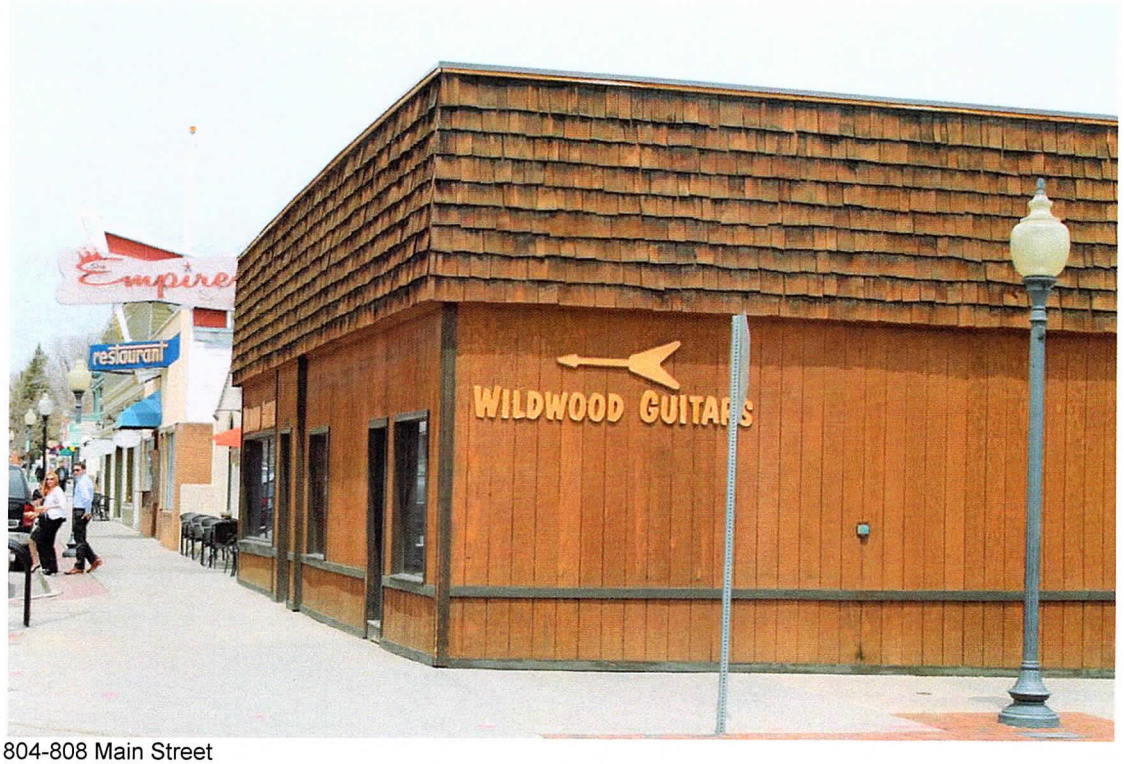
1001 Main Street: jacoe store




The Crystal Palace – Front street. Photo courtesy of the Louisville Historical Museum.

## Commercial: Mid Twentieth-Century

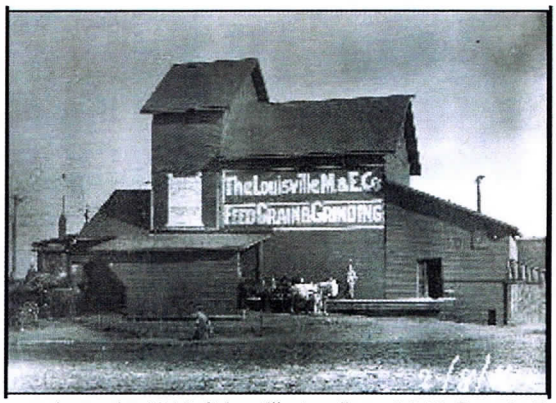
Commercial buildings of this period can range between one to five stories and typically feature flat to slightly pitched roofs with a lesser emphasis on decoration then their earlier counterparts. Masonry construction is typical, as most communities had stabilized by this time, and corbelled brickwork in the cornice and other decorative brickwork are the more common elaborations. Large windows on the first story are still a common element.




804-808 Main Street

## Agricultural

Agriculture was a large contributor to the Louisville economy and some buildings still reflect this heritage. Due to their practical nature, these are often the first structures to go once their usefulness has ended, but at least one large visual reminder of this history is still extant. The Louisville Grain Elevator is located along the rail tracks at 540 County road and is one of the last few representatives of this history. In addition, its stacked plank construction is a rare style of elevator.

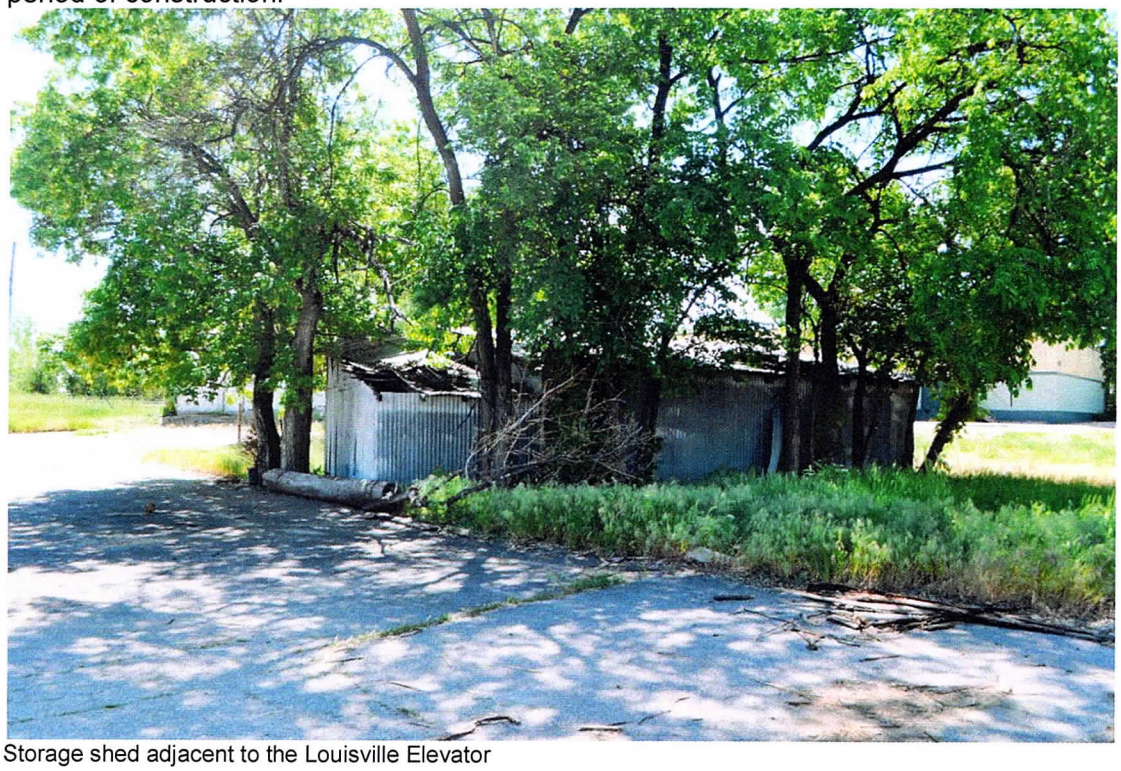



Louisville's Grain Elevator, as shown in 1916. It is still standing at 540 County Road and is on the National Register of Historic Places.
Photo courtesy of the Louisville Historical Museum.

Utilitarian in nature, agricultural buildings do not often express a decorative style but can be good representatives of the building culture of the immigrants who construct them. Barns constructed by German, Dutch, and other immigrants often express their heritage via quirks of design, which will be elaborated upon depending on the full results of the survey.

## Industrial

Sheds, storage facilities, and other industrial use spaces have a large impact on the local economy but don't often evoke much stylistic detail. Utilitarian design and conservation of resources are the norm, especially in the middle and latter Twentieth century, but earlier examples often contain some design elements common to their period of construction.



Storage shed adjacent to the Louisville Elevator

# Chapter 9: Recommendations

There are three levels of historic designation available to the properties in Louisville Colorado, the national level, the state level, and the local level. As the Colorado State Register of Historic Places and the National Register of Historic Places have similar criteria for listing, the recommendations for these two will be the same.

Recommendations for listing as a local landmark are based on the City of Louisville's guidelines for listing.

## National Register of Historic Places

Criteria for Evaluation
The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

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

B. That are associated with the lives of significant persons in or past; or

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

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

## Colorado State Register of Historic Places

Criteria for consideration of properties for nomination and inclusion in the Colorado State Register include the following:

A. The association of the property with events that have made a significant contribution to history;
B. The connection of the property with persons significant in history;
C. The apparent distinctive characteristics of a type, period, method of construction, or artisan;
D. The geographic importance of the property;
E. The possibility of important discoveries related to prehistory or history.

**The following information and descriptions are from History Colorado's webpage, available at:**
**http://www.historycolorado.org/archaeologists/boulder-county#louis**

**Properties that are already listed on the state and national registers:**

Denver Elevator / Grain Elevator
Colo. Hwy. 42, near tract 712
National Register 2/14/1986, 5BL.8929

> Built in 1908, the elevator is historically and visually the most significant structure associated with the agricultural history of the community. Its frame construction and functional design illustrate an important resource type traditionally associated with agriculture. Listed under Louisville Multiple Resource Area and under Railroads in Colorado, 1858-1948 Multiple Property Submission.

Ginacci House
1116 LaFarge St.
National Register 2/14/1986, 5BL.914

> The house is a rare brick example of the modest residences constructed by local coal miners and is associated with the town's Italian heritage. A rear addition, constructed in 1926, housed a spaghetti-making machine used to supplement family income during the summer months of reduced mining activity. Listed under Louisville Multiple Resource Area.

Jacoe Store
1001 Main St.
National Register 2/14/1986, 5BL.8927

> The building is a well-preserved example of a neighborhood grocery. Its typical large-pane display windows and central entrance provide an excellent illustration of this once common late 19th and early 20th century commercial building type. Listed under Louisville Multiple Resource Area.

La Salla House / Wilson House
1124 Main St.
National Register 1/14/1986, 5BL.950

> The house is one of the few residences in the community retaining its original outbuildings, making it an important example of a late 19th century urban residential complex. Listed under Louisville Multiple Resource Area.

Lackner's Tavern
1006 Pine St.
National Register 2/14/1986, 5BL.8928

> The tavern is one of the few historic commercial structures in the community retaining physical integrity. The tavern's location on Pine Street reflects early

ordinances confining saloons to the area between the railroad tracks and Front Street. Listed under Louisville Multiple Resource Area.

National Fuel Company Store
801 Main St.
National Register 1/14/1986, 5BL.8926

Erected as a company store for the National Fuel Company, one of the largest mining concerns in Louisville, it is the building most symbolic of Louisville's heritage as a coal mining town. It is an excellent example of a false front commercial building. Listed under Louisville Multiple Resource Area.

Petrelli-Del Pizzo House
1016 Main St.
National Register 2/14/1986, 5BL.948

The house is one of the best intact examples of the Queen Anne style as applied to miners' housing remaining in Louisville. The interior and exterior retain a high degree of integrity. Listed under Louisville Multiple Resource Area.

Rhoades House
1024 Grant St.
National Register 2/14/1986, 5BL.942

As one of the best intact examples of vernacular Queen Anne architecture in Louisville, the property illustrates the modest housing erected by local coal miners during the early 20th century. Listed under Louisville Multiple Resource Area.

Robinson House
301 Spruce St.
National Register 2/14/1986, 5BL.856

In a community consisting primarily of modest frame houses, the Robinson House remains as one of Louisville's largest and most elaborate historic residences. Listed under Louisville Multiple Resource Area.

Stolmes House
616 Front St.
National Register 2/14/1986, 5BL.952

The house is one of the best preserved examples of a wood frame vernacular cottage in Louisville. The house type was once a prevalent form constructed for miner's housing. Listed under Louisville Multiple Resource Area.

Tego Brothers Drugstore / State National Bank of Louisville
700 Main St.
National Register 2/14/1986, 5BL.8925

With its pressed tin siding, cornice treatment and window trim intact, the building is an excellent surviving example of the late 19th century vernacular commercial design once commonly found in small towns. Listed under Louisville Multiple Resource Area.

Thomas House
700 Lincoln St.
National Register 2/14/1986, 5BL.934

The house is a well preserved example of wood frame miner housing. Adding to the property's significance is the survival of the vegetable garden which supplemented the miner-owner's income. Listed under Louisville Multiple Resource Area

**Potential Additions:**

**801 Grant Avenue (Louisville Center for the Arts) 1894**



801 Grant Avenue was constructed in 1894 in a period revival style as a school for the growing community of Louisville. It has also as a library, community center, and currently as the Louisville Center for the Arts. As this structure has retained much of its integrity and is still a central landmark in the community, it is put forth as a good candidate for listing on the state and national historic registers.

**701 Grant Avenue (Old Baptist Church) c.1904**



701 Grant was built c.1904 in the Carpenter Gothic style to serve the Baptist community in Louisville. Although it is now a private residence, it has retained much of its architectural integrity and helps to tell the story of the diversity of immigrants who served as coal miners during this period of the communities history. In addition, it is a good example of the Carpenter Gothic style.

**741 Jefferson Avenue (Louisville United Methodist Church) 1892**



741 Jefferson was built in 1892 in the Carpenter Gothic style for the Methodist community and has held this identity to the present day with high architectural integrity. In addition to serving a religious function, 741 Jefferson has also served as an overflow facility for the public schools and is currently the only local food bank. It is also a good example of the Carpenter Gothic style.

**721 Grant Avenue (Louisville Hospital) c.1900**




Although 721 Grant was originally constructed on the northwest corner of Main and Spruce and later moved, it should not be disqualified as its period of significance includes its current location. Originally used as the post office, 721 Grant was moved in 1905 to make way for the State Mercantile Building. A newspaper editor had purchased the building and in its current location was home to The Black Diamond World, a local newspaper. It is best known locally for the time that it served for the Union Labor Hospital Association, a hospital for coal miners.




"Hospital Staff, 1909" The Louisville Historian, Issue #92, Fall 2011, Page 6

**740 Front Street (Old Louisville Inn) c.1900**




The old Louisville Inn is a good representative of the saloon and inn establishments that were located along Front Street by the railroad tracks. 740 Front helps to tell the story of Louisville's early days and retains a significant amount of architectural integrity.

## Louisville Local Historic Landmarks

Information from the City of Louisville's website, available at:
http://www.louisvilleco.gov/Portals/0/Boards%20&%20Commissions/Preservation%20Commission/landmarkcriteria.pdf

"Landmarks must be at least fifty (50) years old and meet one (1) or more of the criteria for architectural, social or geographic/environmental significance as described below. The City Council may exempt a landmark from the age standard if it is found to be exceptionally important in other significance criteria.

1. Historic landmarks shall meet one (1) or more of the following criteria:
    a. Architectural.
        (1) Exemplifies specific elements of an architectural style or period.
        (2) Example of the work of an architect or builder who is recognized for expertise nationally, statewide, regionally, or locally.
        (3) Demonstrates superior craftsmanship or high artistic value.
        (4) Represents an innovation in construction, materials or design.
        (5) Style particularly associated with the Louisville area.
        (6) Represents a built environment of a group of people in an era of history that is culturally significant to Louisville.
        (7) Pattern or grouping of elements representing at least one of the above criteria.
        (8) Significant historic remodel.
    b. Social.
        (1) Site of historic event that had an effect upon society.
        (2) Exemplifies cultural, political, economic or social heritage of the community.
        (3) Association with a notable person or the work of a notable person.
    c. Geographic/environmental.
        (1) Enhances sense of identity of the community.
        (2) An established and familiar natural setting or visual feature that is culturally significant to the history of Louisville.
2. Prehistoric and historic archaeological sites shall meet one (1) or more of the following:
    a. Architectural.
        (1) Exhibits distinctive characteristics of a type, period or manner of construction.
        (2) A unique example of structure.
    b. Social.
        (1) Potential to make an important contribution to the knowledge of the area's history or prehistory.
        (2) Association with an important event in the area's history.
        (3) Association with a notable person(s) or the work of a notable person(s).
        (4) A typical example/association with a particular ethnic group.
        (5) A unique example of an event in Louisville's history.
    c. Geographic/environmental.
        (1) Geographically or regionally important.
3. All properties will be evaluated for physical integrity and shall meet one or more of the following criteria:
    a. Shows character, interest or value as part of the development, heritage or cultural characteristics of the community, region, state, or nation.
    b. Retains original design features, materials and/or character.
    c. Remains in its original location, has the same historic context after having been moved, or was moved more than fifty (50) years ago.
    d. Has been accurately reconstructed or restored based on historic documentation. "

The following information is available on the City of Louisville's website at: http://www.louisvilleco.gov/Portals/0/Boards%20&%20Commissions/Preservation%20Commission/locallylandmarkedsites.pdf

**Properties already listed as Louisville Historic Landmarks:**

**Adkins House, 816 McKinley Avenue,** *Resolution No. 56, Series 2010*

**Allera House, 1005 Lafarge Avenue,** *Resolution No. 34, Series 2012*

**Austin-Niehoff House, 717 Main Street,** *Resolution No. 34, Series 2005*

**Ball House, 1117 Jefferson Avenue,** *Resolution No. 46, Series 2010*

**Butcher-Jones House, 1013 Jefferson Avenue,** *Resolution No. 2, Series 2013*

**Caranci House, 1145 Main Street,** *Resolution No. 83, Series 2011*

**Fabrizio House, 557 Jefferson Avenue,** *Resolution No. 44, Series 2010*

**Guezni House, 1036 Walnut Street,** *Resolution No. 76, Series 2012*

**Hibler House, 612 Grant Avenue,** *Resolution No. 24, Series 2012*

**Jacoe-Conarroe House, 1131 Jefferson Avenue,** *Resolution No. 47, Series 2010*

**James House, 700 Pine Street,** *Resolution No. 14, Series 2013*

**Jannucci House, 1116 Lafarge Avenue,** *Resolution No. 15, Series 2008*

**Louisville Center for the Arts, 801 Grant Avenue,** *Resolution No. 33, Series 2005*

**Louisville Historical Museum Campus:** o **Jacoe Store, 1001 Main Street ,** *Resolution No. 40, Series 2005*

**Tomeo House, 1001 Main Street,** *Resolution No. 41, Series 2005*

**Jordinelli House, 1001 Main Street,** *Resolution No. 42, Series 2005*

**Porta House, 925 Lafarge Avenue,** *Resolution No. 16, Series 2013*

**Restas-Morgan House, 1131 Spruce Street,** *Resolution No. 13, Series 2013*

**Rex Theater, 817 Main Street**, *Resolution No. 7, Series 2011* (Conservation Easement)

**Sottelli House, 1021 Jefferson Avenue,** *Resolution No. 58, Series 2011*

**Thomas House, 700 Lincoln Avenue,** *Resolution No. 57, Series 2011*

**Thomas-Decker House, 733 Pine Street,** *Resolution No. 60, Series 2012*

**Zarini House, 1109 Lafarge Avenue,** *Resolution No. 50, Series 2010*

**Zarini-Ross House, 501 South Street,** *Resolution No. 63, Series 2010*

**Recommended Additions:**

**Front Street**

630 Front Street




945 Front Street



1013 Front Street



1111 Front Street



**Garfield Avenue**

701 Garfield Avenue



740 Garfield Avenue



801 Garfield Avenue



817 Garfield Avenue



823 Garfield Avenue



829 Garfield Avenue



841 Garfield Avenue



941 Garfield Avenue



## Grant Avenue

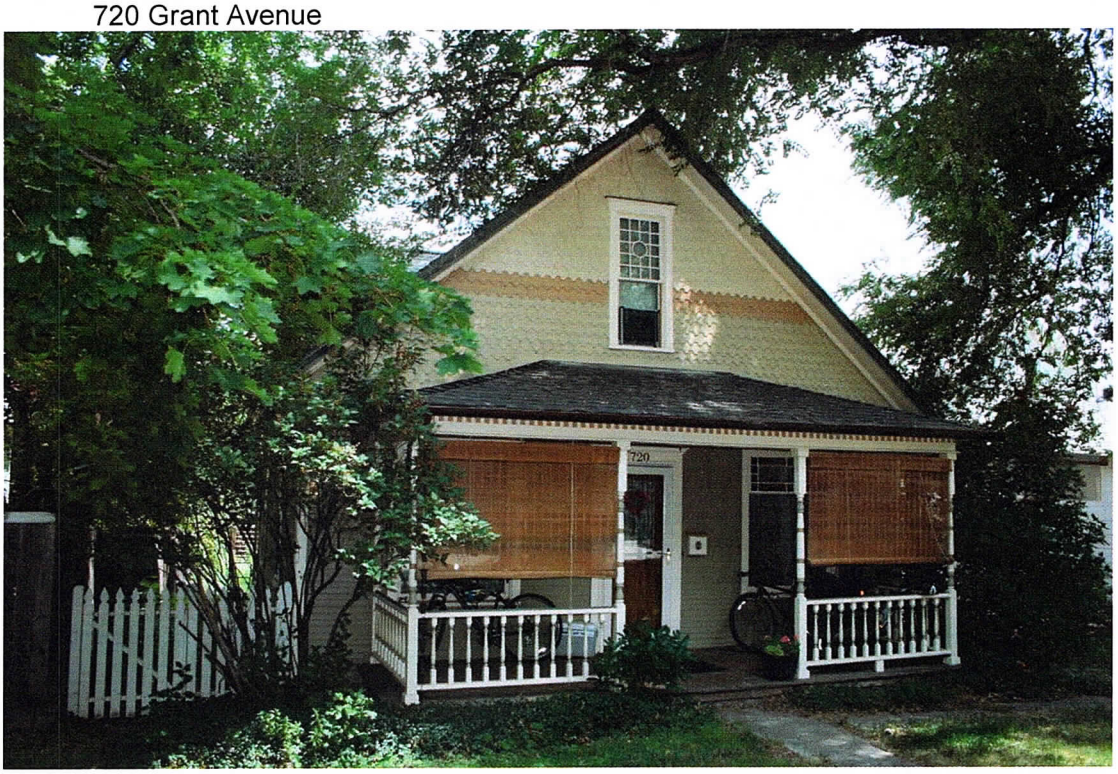
600 Grant Avenue



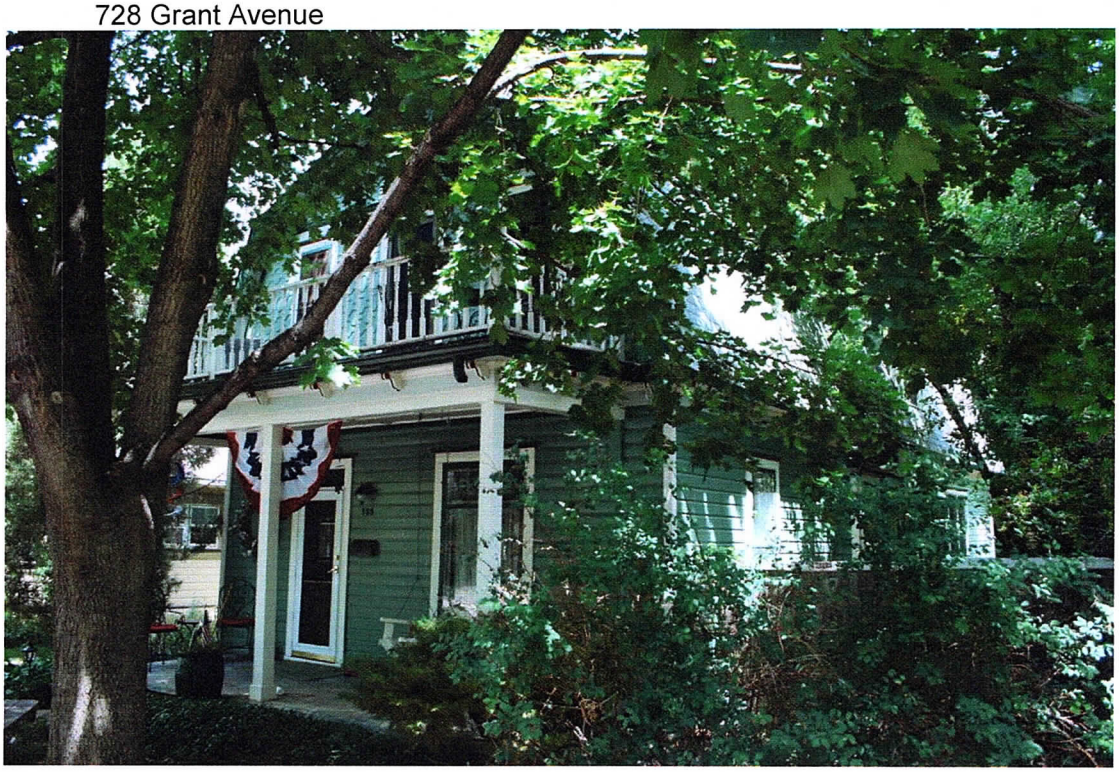
620 Grant Avenue



720 Grant Avenue




728 Grant Avenue



732 Grant Avenue



924 Grant Avenue



1001 Grant Avenue




1017 Grant Avenue



1024 Grant Avenue



1029 Grant Avenue



1101 Grant Avenue



## Jefferson Avenue

560 Jefferson Avenue



925 Jefferson Avenue



1101 Jefferson Avenue



1141 Jefferson Avenue

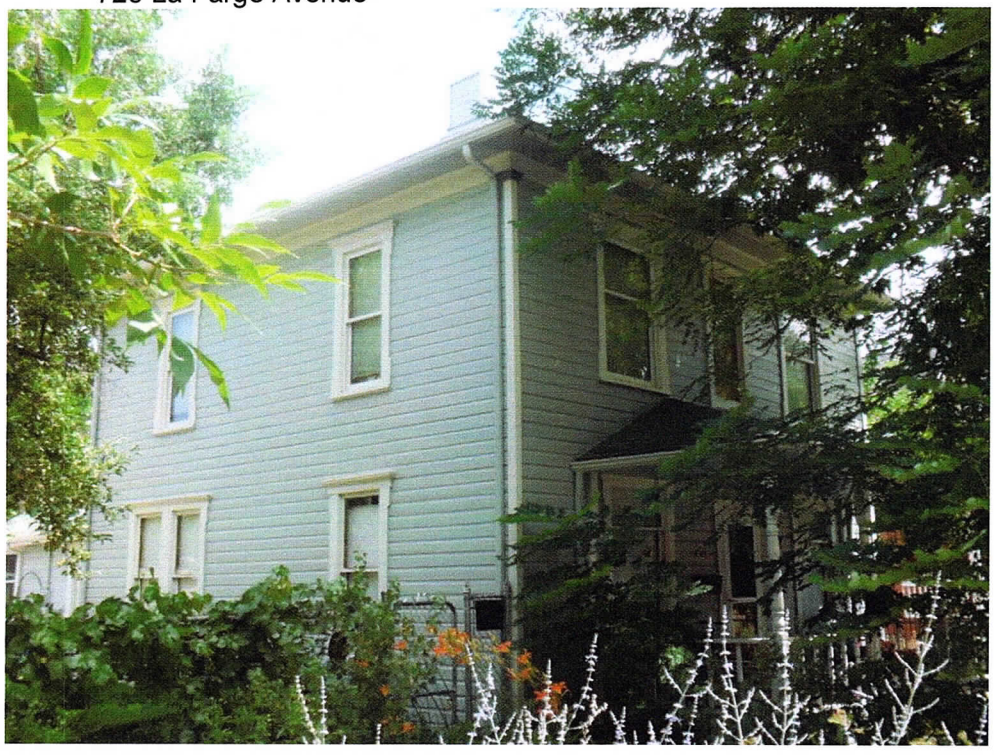


## La Farge Avenue

509 La Farge Avenue



728 La Farge Avenue



804 La Farge Avenue




808 La Farge Avenue



813 La Farge Avenue



822 La Farge Avenue



917 La Farge Avenue



928 La Farge Avenue



## Lincoln Avenue

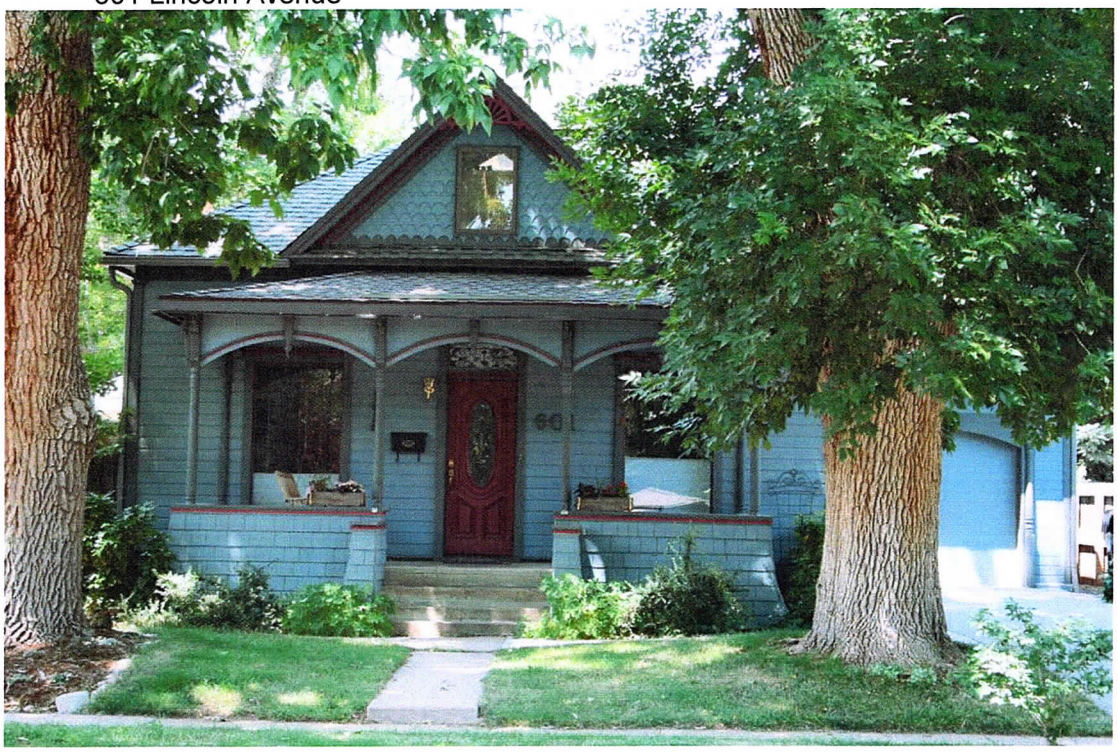
548 Lincoln Avenue



600 Lincoln Avenue



601 Lincoln Avenue



624 Lincoln Avenue



625 Lincoln Avenue



637 Lincoln Avenue



725 Lincoln Avenue



741 Lincoln Avenue



829 Lincoln Avenue



904 Lincoln Avenue



912 Lincoln Avenue



925 Lincoln Avenue



1025 Lincoln Avenue



1140 Lincoln Avenue



## Main Street

545 Main Street




556 Main Street



600 Main Street




640 Main Street



740 Main Street




901 Main Street



909 Main Street



913 Main Street



1000 Main Street



1016 Main Street



1021 Main Street



1029 Main Street



1032 Main Street



1040 Main Street



1101 Main Street



1109 Main Street



## McKinley Avenue

600 McKinley Avenue



612 McKinley Avenue



624 McKinley Avenue



701 McKinley Avenue



741 McKinley Avenue




832 McKinley Avenue



839 McKinley Avenue



905 McKinley Avenue



945 McKinley Avenue



## Pine Street

301 Pine Street



624 Pine Street



720 Pine Street



722 Pine Street



801 Pine Street



935 Pine Street



1105 Pine Street



## Spruce Street

500 Spruce Street



712 Spruce Street



801 Spruce Street

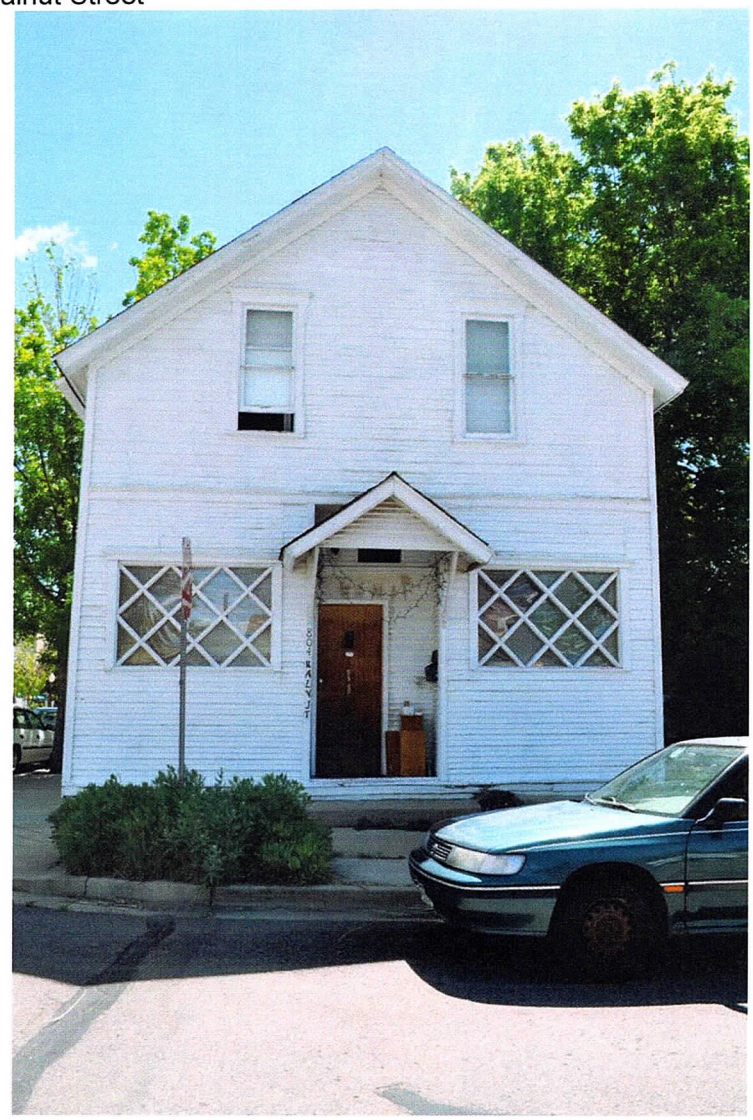


901 Spruce Street



**Walnut Street**

804 Walnut Street



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