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Lafayette Public Road
Intensive Survey
Boulder County
Lafayette, Colorado

Project Number CO-10-016

Cultural Resource Survey 2010-2011

May 2011



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(Cover Photograph: This aerial view of 1940s Lafayette features Public Road prominently in the background. Baseline Road from the west curves to travel south down Public Road past many of the buildings in the north end of the survey area. Spy the twin buildings in the first block to see the one remaining, now the vacant Las Familia Restaurant. The Sportsman's Inn at 101-103 N Public Road, before its facelift, is centrally located in the photo. *Courtesy of the Carnegie Local History Museum, Boulder, CO (273-2-Lafayette3).*)

INTRODUCTION

Lafayette with its approximately 25,000 residents is committed to historic preservation and adopted its preservation Ordinance in 1999 and became a Certified Local Government in 2001. Since 1999, twenty-two properties have been placed on the Local Register of Historic Places, six of which are on the National Register of Historic Places (NRHP) and one on the Colorado State Register of Historic Properties (SRHP). For the past two years, the Board has sent letters to those property owners with buildings or sites that have been identified in one of the four previous Architectural Surveys as eligible for local landmark designation. The letters inform the property owner of their valuable part in Lafayette's history and encourage them to nominate their property for placement on the Lafayette Local Register of Historic Places (LL). In response to this effort, the number of properties on the Local Register has increased from 13 to 22. The Board provides educational support and programs for the Lafayette Historical Society and provides community education outreach programs on the history and preservation of Lafayette. As redevelopment along Public Road occurs as part of the Lafayette Urban Renewal Area efforts, it is important to identify which buildings have historic significance.

The 2010 Lafayette Public Road survey was initiated by the Lafayette Historic Preservation Board and the City of Lafayette to identify and document potential historic properties adjacent to Public Road with the majority located in the area historically identified as West Lafayette. The results of the selective intensive level survey are presented in this report, which include recommendations of eligibility for the NRHP, SRHP, and LL designation. Research during the survey allowed for generalizations about various commercial property types and background history of early- to mid-twentieth-century commercial development in Lafayette, which is presented in the historic context of the report.

Public Road is part of the Lafayette Urban Renewal Area. While the City's Preservation Ordinance does not allow historic districts to be formed within the Urban Renewal Area, it does permit individual properties to be listed on the Local, State, and National Registers. As properties within the Urban Renewal Area attempt to redevelop, it is important that the community and the Historic Preservation Board have a solid understanding of what remains on Public Road and how best to preserve its assets. The results of this survey will reveal properties that are eligible for local landmark designation as well as State and National designation. With this information developers and the City can identify which properties have important historical value. The survey information will also be helpful to the Historic Preservation Board who reviews demolition permits for structures over 50 years old. The Board will be able to easily and quickly determine if the buildings warrant a moratorium on demolition in order to review other options. The owners of those buildings determined to be eligible for landmark designation will be encouraged to nominate their properties for designation. The history of Public Road can be woven into the various community activities along Public Road, such as Art Night Out and music concerts at the plaza. Certified local governments grants

funded in part by History Colorado (Colorado Historical Society) and the City of Lafayette makes this intensive level survey possible.

- Nov 16, 2009 . . . . . Grant Application submitted to Colorado Historical Society
- Feb 2010 . . . . . Notification of Decision/Grant Awarded
- June 2010 . . . . . Execution of Contract with State Historical Fund
- March 2010 . . . . . Send out RFP to six qualified consultants
- June 2010 . . . . . Review all proposals, recommendation to City Council
- June 2010 . . . . . Selected Bunyak Research Associates
- June 2010 . . . . . Consultant begins work. Research and photos
- Sept 2010 . . . . . Submit sample draft survey forms to City for review
- Oct 2010 . . . . . Submit sample draft survey forms to CHS for review
- Jan 2011 . . . . . Submit draft survey report to City for review
- Feb 2011. . . . . Submit draft survey report to CHS for review
- 2 May 2011 . . . . . Presentation to Historic Preservation Board
- 17 May 2011 . . . . . Meeting with City Council & Finalize project

During the Request for Proposal process, the City provided consultants with a list of 29 historic resources based on the findings presented in the *2001 Architectural Survey of West Lafayette Survey Report* and a 2009 reconnaissance survey. The primarily commercial properties were selected due to their associative nature to commerce in the City and Public Road, once a spur of the Lincoln Highway Loop in Colorado, and Colorado State Highway 287. That list guided the project design for this survey.

Dawn Bunyak, historian and principal of Bunyak Research Associates, prepared this report for the City of Lafayette and the Lafayette Historic Preservation Board as part of the fulfillment of a History Colorado, Certified Local Government (CLG) project. Eleanor Minick, public archeologist, assisted Bunyak with the survey, research in libraries, archives, and county offices, and in preparation of the State Office of Archaeology and Historic Preservation (OAHP) architectural inventory forms. Timothy Wilder, an independent Geographical Information Specialist, provided geographical information and prepared USGS maps for the architectural inventory forms. Funding for this project was provided in part by the History Colorado CLG grant program and the City of Lafayette matching grant program. Karen Westover acted as staff liaison to the Lafayette Historic Preservation Board and is the City of Lafayette Planning Manager. History Colorado (OAHP) assistance and project oversight was provided by Dan Corson, Intergovernmental Services Director, and Leslie Giles, Historical & Architectural Survey Coordinator.

On 14 April 2011, Karen Westover, Dawn Bunyak, and Leslie Giles met to discuss the resources and eligibility issues. On 15 April 2011, OAHP staff Leslie Giles and Heather Peterson met to discuss and concurred with eligibility findings. On May 2, Dawn Bunyak made a presentation to the Lafayette Historic Preservation Board to report final survey results. On May 17, Dawn Bunyak made a presentation to the Lafayette City Council to report final survey results. Project was filed with the City of Lafayette and the State and copies distributed to participating parties.

Purpose

The purpose of this survey is to determine eligibility for the historic properties along Public Road in Lafayette, as well as identify any historic districts that might be identified through research. The survey set out to identify the commercial landscape within a defined geographical area that historically has been used by people, or shaped or modified by human activity for the use of commerce and trade along Public Road and Colorado State Highway 287. The results of the intensive level survey are presented in this report, which include recommendations of eligibility for the NRHP, SRHP, and LL. Research and field survey work identified various property types and several historic contexts including, but not limited, to town settlement, urban development, auto commerce, and twentieth-century growth. These topics are developed later in the report.

Current uses for properties on the list are primarily commercial and most are located on the west side of Public Road. The survey project examined the nature and integrity of the properties to determine how these resources provide information about the city's development: Which buildings were important to historic auto-related commerce? What periods of construction are noted? How many of the buildings have been adapted for new uses? How intact are these properties and how many remain? How might they be impacted by impending development or have been impacted to date by development?

The survey sought to identify broader historic influences on these resources in the broader historic contexts identified in earlier studies conducted in Lafayette and Colorado: How have economic and social conditions affected Public Road and its historic resources? Did local, state, or national events and trends impact the survey area?

To evaluate the architectural character of these resources, surveyors considered prominent architectural styles and building types. What construction designs and techniques or materials were used when building? Are any buildings designed by architects or constructed by prominent local builders?

Lastly the survey examined building use. Because part of this area was historically residential, how has the use of the building evolved over the years? How did the character of the area evolve as it moved from residential to commercial? Is there cohesiveness to the area surveyed to constitute a National Register Historic District?

The anticipated results were that a few properties would be recommended as eligible for designation to the local landmark program and a smaller number recommended as eligible for listing in the National Register or State Register.

A survey list of the evaluated properties is provided in the appendix. All documented resources were evaluated using defined local, state, and national criteria. Of the surveyed historic properties, three (3) are recommended as eligible to both the NRHP and SRHP. They are the Peter M. Peltier House (5BL11233) at 107 South Public Road, the Cordelia VanValkenberg House (5BL9452) at 101 East Chester Street, and the residence at 705 South Public Road (5BL11248). Five (5) properties were recommended as only eligible for the SRHP. Four (4) properties were recommended as only eligible for Lafayette Local

Register designation. All properties recommended as eligible to the NRHP and SRHP are also eligible for LL designation. Properties recommended as eligible had to be historically associated with one or more significant aspects of Lafayette's history and/or retain physical integrity to convey its historic appearance. Results of the survey are summarized beginning on page 19.

PROJECT AREA

The general project area is within the City of Lafayette between Baseline Road and Spaulding Street. The general project area can be found on the Lafayette USGS Quadrangle (1994) illustrated in Figure 1. On the Lafayette Quad, Public Road is located in the Prime Meridian, Township 1 South, and Range 69 West. A bound 8 ½ inch by 11 inch copy of the USGS Quad is provided in the appendix.

Lafayette is located northwest of the Denver metropolitan area and east of Boulder in Boulder County. Lafayette's founding and growth can be identified with the coal mining history of Boulder County (1889-1946). It grew in part as a miners' residential community. For more history on the development of Old Town Lafayette, please refer to the 1999 Architectural Survey of Old Town Lafayette Survey report available online (at http://www.cityoflafayette.com/Page.asp?NavID=384). The City incorporated 9 November 1889. The original plat lay on an east-west axis with streets terminating at the Simpson and Cannon Mines on the east and at Public Road on the west. The project study area is historically recognized as located in the West Lafayette subdivision (1893), Miller's First Addition (1904), Mountain View Addition #3 (1907), and Industrial City Addition (1906). Little development took place west of Public Road prior to 1907.

The project area is on the west side of Public Road, except for five lots. The area surveyed includes: the 100-200 blocks North Public Road; 100, 300-400, 700-800 blocks of South Public Road; 100 block of West Cleveland Street; 100 block of East Cleveland Street; and 100 block of East Chester Street. The surveyed resources are illustrated in Figure 2. The period of development for the commercial and residential development within the survey area spans the period between 1890 and 1977.

The 100 to 200 blocks of North Public Road are commercial blocks that face the former highway. Some of the oldest buildings are in these blocks. The remaining late nineteenth-century two-story, frame buildings are no longer recognizable due to considerable modifications. Early twentieth-century auto-related commerce in the form of gas stations, service stations, car dealerships, and motels sprang up at the crossroads of Baseline and Public Roads in the place of older buildings or in empty lots. The 100 block of South Public Road also faces the street with commercial and residential properties. At Cleveland Street, the residential lots are parallel with the main thoroughfare until the 300 block of South Public Road where residences face the street. The houses and lots along this southern section of Public Road are larger and remained rural in nature for a much longer period of time than the northern area of Public Road. The residential areas in the project area are primarily small hipped-roof boxes or side-gabled dwellings with a smaller number of larger vernacular residences. Many of the former residences located along Public Road are now commercial offices and businesses.

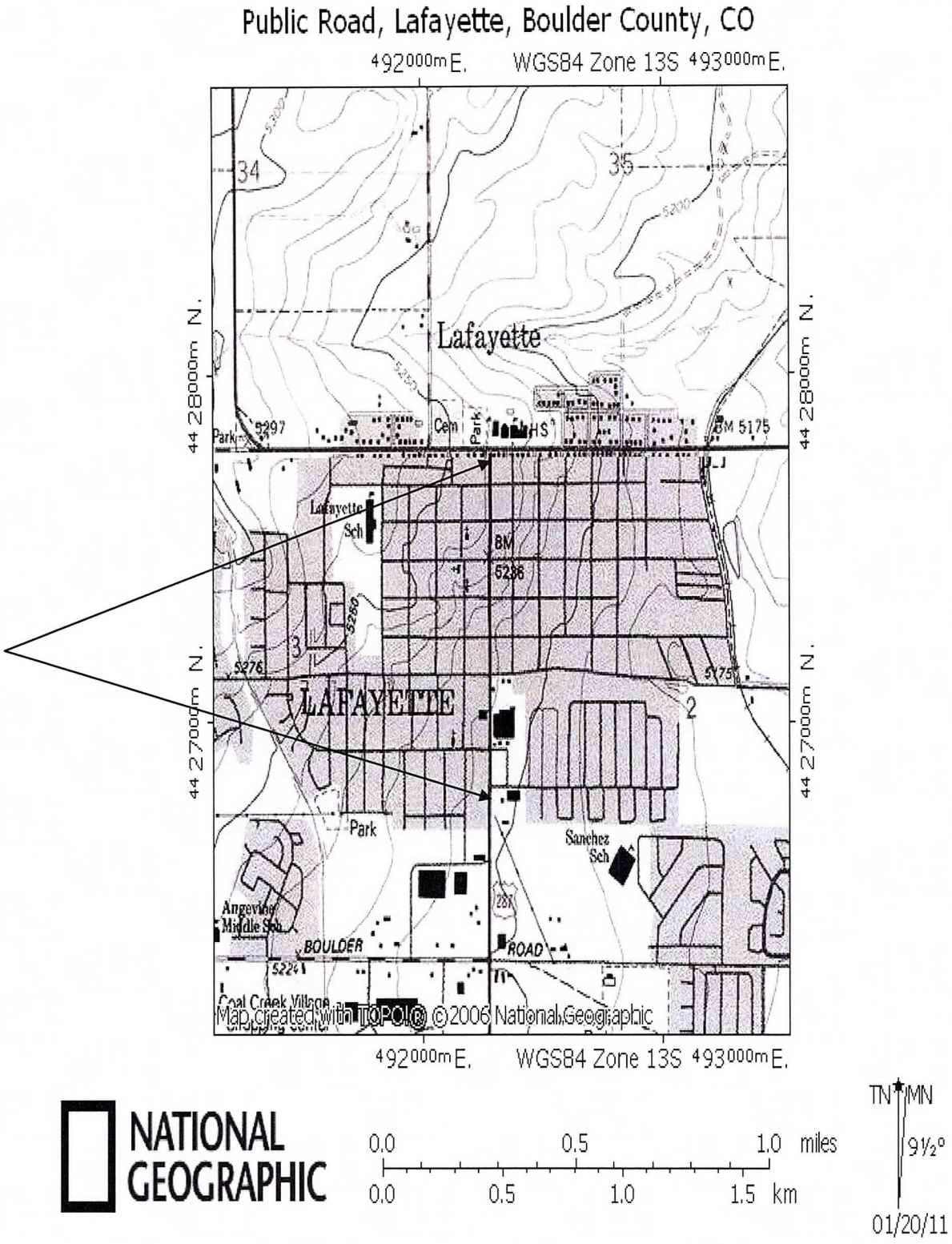


Figure 1. Project Study Area, 2011. Approximate north-south boundaries are between Baseline Road and Spaulding Street along Public Road between the arrows. (A bound 8 ½ x 11 copy of the USGS map is in the appendix.)

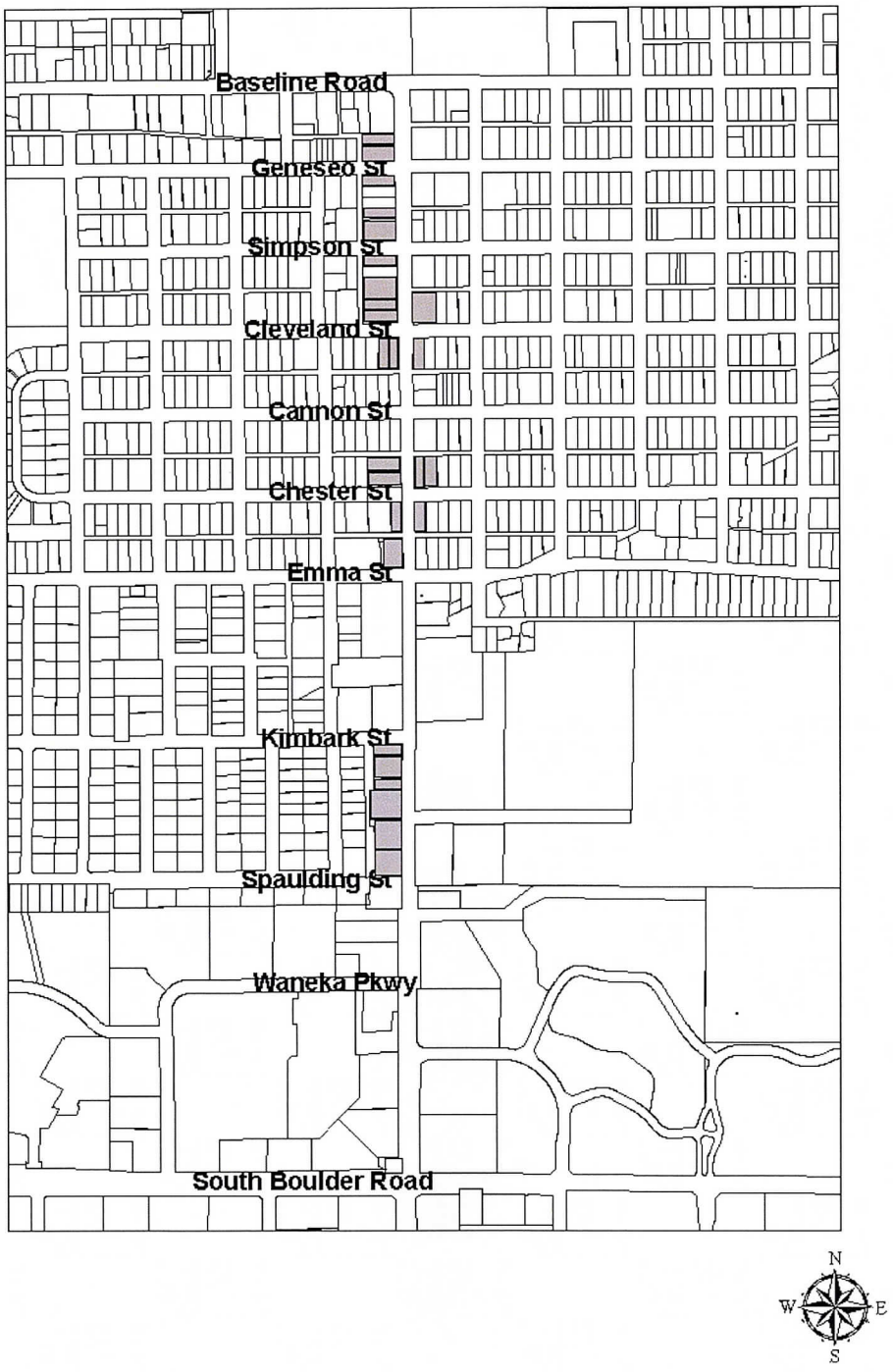


Figure 2. Principal Survey Area in Lafayette highlighted in grey. ***Courtesy of the City of Lafayette Planning Office.***

RESEARCH DESIGN

The objective of this survey is to determine if there are: 1) historically significant properties or historic districts within the study area that are over 50 years of age and are listed or eligible for listing in the NRHP, SRHP and/or designated Local Landmarks and 2) if there are any potentially historically significant properties or historic districts within the study area that have not been identified in earlier surveys. The survey is intended to identify and assess the individual merit of each property for possible NRHP, SRHP, and/or Local Landmark designations. The results of a Compass Database file search, the OAHP online database, found that only one resource had been previously recorded: 5BL9452 Cgangas House at 101 E Chester Street.

Four prior surveys and studies have been conducted in Lafayette, they are:

- Architectural Survey of Old Town Lafayette Survey Report, 1999, by Cathleen Norman
- Architectural Survey of West Lafayette Survey Report, 2001, by Cathleen Norman
- Lafayette Commercial & Agricultural Properties Intensive Survey Report, 2008, by Cathleen Norman
- Public Road Lafayette Colorado: The Past 120 Years, 2009, Karen Westover

All are accessible online at the city's website (http://www.cityoflafayette.com). A review of these preliminary reports by the survey team suggested the project area's West Lafayette properties would be associated with historic contexts identified in earlier studies that include early West Lafayette development (1907-44) and transportation and auto-related commerce (1860-Present).

METHODOLOGY

In a comprehensive survey, all historic resources within a study area are recorded, regardless of age, location, size, condition or association. In this case, the City and its historic preservation board specifically identified 29 buildings to be surveyed by a historic preservation consultant. Therefore the consultants surveyed those specific buildings providing detailed architectural and historical information for only those resources. The survey documented:

- Boundaries of the survey area
- Kinds of properties present in the survey area
- Method of recording specific resources
- Assessment of individual eligibility for local, state, and national designation
- Assessment of eligible historic districts for local, state, and national designation
- Recommendations for additional survey activity.

The selective intensive level survey was conducted in June 2010 and January 2011. Research, computer work, form preparation, quality review by Historic Colorado OAHP and the City, and revisions took place between July 2010 and May 2011. All products were submitted to the city in paper and electronic form. The project concluded with a

presentation to Historic Preservation Board on 2 May 2011 and a public presentation on 17 May 2011.

Field survey and Photography

Surveyors conducted an on-site analysis of each historic resource to assess its present condition, integrity, architectural styles or types, construction date, architectural features, and any obvious alterations and/or additions. In the field, they recorded data on the firm's architectural review form for each property. During the survey, the surveyor identified elements—landscape features, historic buildings, concentration of resources, transportation networks, and modern development—within the landscape that either enhanced or detracted from the property's character. At the same time, they took digital photographs of all four elevations of the buildings, structures, and objects found at each site. Survey photographs were shot from the public right-of-way. For several properties, the surveyor did not have access. Therefore, a thorough inspection of all buildings was not possible and dense vegetation or high fences made it difficult to obtain photographs of all angles of the property. No interiors were assessed or documented. Two sets of 4" x 6" black and white glossy prints were provided to the client. Each print was affixed with an archival label providing: State identification number, property name, property address, photographer name, date of photograph, elevations or angle of shot, and CLG grant number. Photos were placed in archival sleeves. The survey team did not assess the archaeological potential for the project area.

Geographical Information and USGS Maps

Geographical Information specialist Timothy Wilder acquired geographical information and prepared the digital 7.5 Minute USGS maps for the architectural inventory forms. Wilder used a number of online tools for determining UTM coordinates for a specific property. USGS maps in urban centers do not always identify each building; therefore the online tools allow the specialist the ability to identify the exact parcel center.[1] Because the online industry standard is NAD83, the specialist converted each coordinate to the state standard NAD27. When calculating township, range, and section, 160-acre sections in our mountainous state are not truly square but often askew or distorted, the consultant used the lower right hand corner tic to align tool for each calculation for the measurements required on the standard OAHP Architectural Inventory Form 1403.

Historical Research

The consultants conducted research at the Carnegie Local History Center in Boulder, the Lafayette Public Library, the Denver Public Library, and through online resources. Available materials included Sanborn Fire Insurance Maps, historic photographs, county and city histories, oral history narratives (transcribed only), and newspaper clippings. The Lafayette Historical Society's publications were of enormous assistance and can be found listed in the bibliography. Boulder County records including real estate appraiser cards, county tax assessor records, and grantor/grantee records provided a ready source of information on construction, construction history, and ownership. Aerial photographs of

[1] On line Geographical Information Systems sources used for identifying UTMs for this project include: http://www.carolinaherpatlas.org/utmfinder/gmap/utmfinder_gmap.aspx; http://www.pages.globetrotter.net/roule/utmgoogle.htm; and www.ngs.noaa.gov/cgi-bin/nadcon.prl.

properties available on the county tax assessor website and through the online data site, *Google Earth,* were used to establish footprints for site maps. Title searches are helpful in providing property information, but can be time consuming. Because early city directories are available, the surveyors referred to them as a source. Lafayette City Directories did not begin to list addresses for properties until 1926, even then years are sporadic. At the Carnegie Local History Library, the directories are only available through 1959, but were found through 1978-79 at the Lafayette Public Library. After that time period, it was not feasible to track property addresses as communities were no longer separated in city and phone directories. Because the house at 101 East Chester Street, the Cgangas house (5BL9452), appeared NRHP eligible, a limited title search was conducted to determine the original owner and builder of the house, Caroline VanVelkenberg and McAllister Lumber & Supply Company.

Documentation

After the field survey and historical research were completed, Bunyak and Minick prepared individual property forms, Colorado Cultural Resource Survey *Architectural Inventory Form 1403 (amended 2010),* according to the guidelines as drafted in OAHP's *Colorado Cultural Resources Survey Manual (revised 2007).* Although the Cgangas house (5BL9452) was a re-evaluation, an entirely new form was prepared because of the paucity of information on the initial submission. The forms include digital and labeled black-and-white format photographs in archival sleeves, copies of real estate appraisal cards, and site maps (not to scale, but representative of the site). Wilder prepared the digital USGS maps for each resource to attach to the inventory forms. Bunyak prepared this report according to the survey manual guidelines. Maps used in the report were created with *National Geographic TOPO!* and with the assistance of the City of Lafayette Planning Office. Copies of this report and survey forms were submitted to be stored at History Colorado and the City of Lafayette.

HISTORICAL CONTEXTS

A number of fine histories have been written about Old Town Lafayette by the historical society and in previous historic resource surveys. This survey report builds on the *2001 Architectural Survey of West Lafayette Survey Report* and 2009 reconnaissance survey of Public Road. Themes and historic contexts identified in these survey reports include:

- Pre-settlement & Settlement
- Agricultural Era (1860-Present)
- Town Building Era (1889-Present)
    - Community Planning and Development (1889-Present)
    - Early West Lafayette Development (1907-44)
    - Auto Commerce
    - Twentieth-Century Growth (1940-Present)
- Coal Mining Era (1887-1946)
    - Labor Unions (1889-1946)
- Transportation Era (1860-Present)
    - Lincoln Highway & Colorado State Highway 287

This section of the report endeavors to build upon previous surveys and introduce new sub-categories within these historic contexts that were found associated with the properties in the 2010-11 study area. The historic contexts may not necessarily be discussed in the above outlined order, but each section is identified by category.

Town Building Era

Early West Lafayette Development

The study area is along Public Road, which runs north-south to form the west boundary of Old Town Lafayette. As Public Road's identity shifted from county road to state highway back to a city street, the platting structure of the early subdivisions and additions influenced the commercial and residential landscape of the road. The road, for the most part, lacks a linear corridor of storefronts common to Main Streets. This is due in part because the Main Street commercial district of Old Town Lafayette was actually on Simpson Street.

During the Lafayette town building era, of the original townsite and four subdivisions and/or additions aligned along the county road between 1889 and 1907. There are four within the project study area: West Lafayette (1893), Miller's First Addition (1904), Mountain View Addition #3 (1907), and Industrial City Addition (1906). The West Lafayette subdivision lots face Public Road. The next addition to the south of West Lafayette is Miller's First Addition, where lots parallel Public Road. This area is primarily residential. To the south, in Mountain View Addition #3, the lots run in both directions (north-south and east-west). However, businesses generally tend to align the façade of their buildings with Public Road, while residences faced the side streets. From Emma Street south, the lots and buildings face onto Public Road. Historically, the majority of the commercial activity on Public Road centered between Baseline Road and Cannon Street at the north end of Public Road.

While new additions expanded the boundaries of Old Town Lafayette to the west and south, dividing lines between the new and old were drawn. A deed restriction in Old Town Lafayette prohibited the making or sale of alcoholic beverages. Whether it was to defy this liquor restriction or create a business corridor along the county road, in 1893, a collective filed a land patent in Boulder County for the West Lafayette subdivision. It allowed the sale of liquor licenses and sale and distribution of liquor.

West Lafayette developed slowly. In Figures 3 and 4, sections of the Sanborn Fire Insurance maps provide illustrations of the development in West Lafayette at the turn of the century. On both the 1900 and 1908 maps, only a small district located along the County Road or Public Road between Geneseo and Cannon Streets is recorded. At that time, the lots are identified as the 220 to 240 blocks of County Road. This same segment of the public road later became the 100 block of North Public Road and the 100 block of South Public Road. In 1900, only nine buildings had developed in the area along the public road. It is still primarily residential; however, three saloons are located north of the residences.

By 1908, 16 buildings have been constructed in the two block area. The five northern most buildings are identified as saloons with the larger residential area south of saloon business district. The Elkhorn at 239 County Road (now 101 S Public Road, 5BL11232) offered meals in an attached restaurant. The saloon next door at 238 County Road provided lodging in its second story rooms.

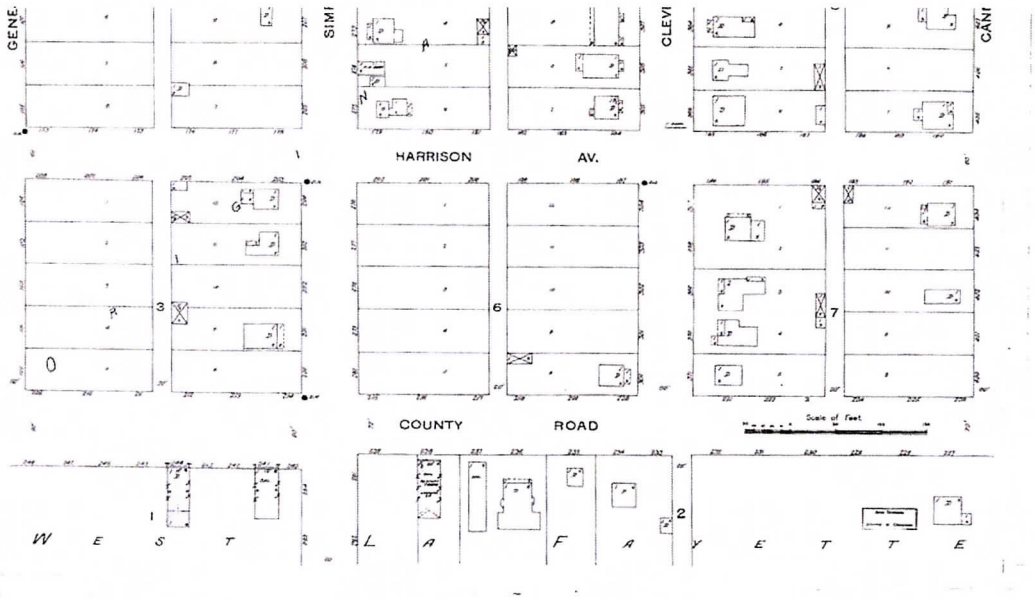


Figure 3. This section of the 1900 Sanborn Fire Insurance Maps illustrates the limited development in Old Town Lafayette to the top of the figure and West Lafayette at the bottom. County Road runs north-south. North is to the left. Dwellings are identified with a D and saloons with Sal. ***Courtesy of the Denver Public Library, Western History Collection, online Sanborn Database Collection.***

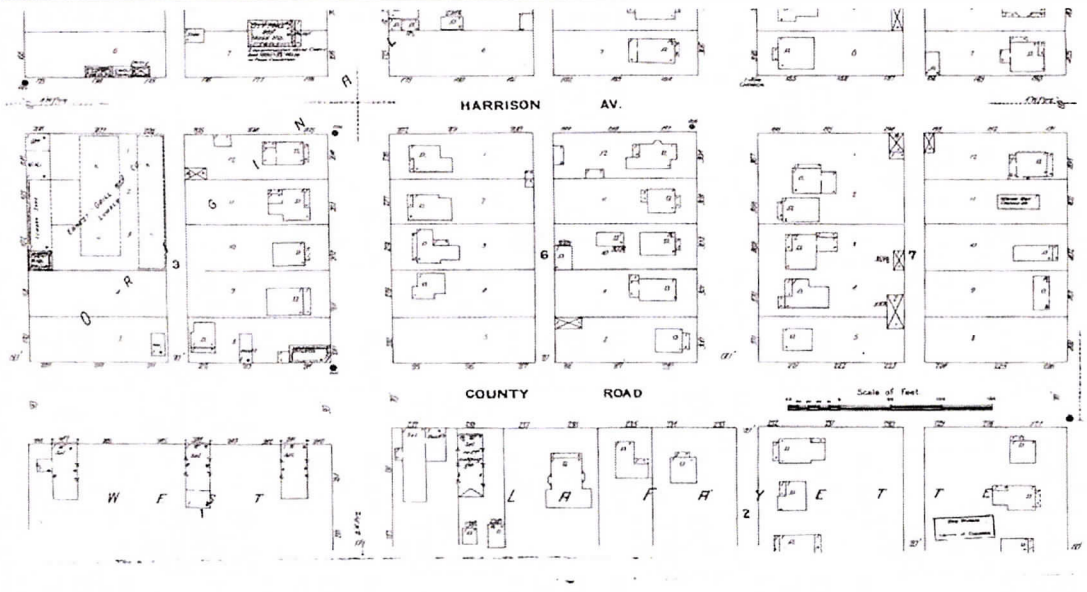


Figure 4. A similar cross-section of the 1908 Sanborn Fire Insurance Maps illustrates increasing development in both additions. On this map, the saloon next to the residence at 236 County Road on the 1900 map has been moved to the corner to become 239 County Road on the 1908 map. Today the saloon is 101 S Public Rd (5BL11232). ***Courtesy of the Denver Public Library, Western History Collection, online Sanborn Database Collection.***

Development of Saloon Commerce in West Lafayette

Between 1920 and 1933, Prohibition set "high ideals of creating a more sober and more productive America."[2] Congress approved the Eighteenth Amendment to the United States Constitution on 16 January 1919, which went into effect the following year. The amendment prohibited the manufacture, sale, or transportation of liquor, including importation or exportation, from the United States and its territories. Many attribute growing criminal violence and the proliferation of mobsters and their gangs to this amendment. To fill the void, mobsters manufactured and transported boot-leg liquor, even running transportation networks between the U.S. and Canada. In historian and author Dick Kreck's opinion, Prohibition set off a thirteen-year period of "lawlessness" and "violence" in Colorado. But Coloradoans fought the temperance battle in the newspapers and state legislature before 1919.

Colorado became a dry state in 1915. In the November elections of 1914, Coloradoans voted to close the state's saloons, hotels, restaurants, breweries, and drugstores that sold liquor. The Anti-Saloon League, the Woman's Christian Temperance Union, religious leaders, and others organized to push through this legislation. Anti-immigration and anti-labor proponents supported the measure as fear rose around increasing numbers of immigrant laborers, unionization clashes, and miners' strikes.[3] Lafayette's immigrant and ethnic mining populations were subject to such suspicions as well.

[2] Dick Kreck, *Smalldone: The Untold Story of an American Crime Family* (Golden, Colorado: Fulcrum Publishing, 2009) 39.
[3] Kreck, *Smalldone*, 40.

Lafayette served as the northern headquarters for unionization efforts and the "Long Strike of 1910-14." The United Mine Workers of America (UMW) courted miners in the Lafayette fields by sending famed organizers John Lawson and Mother Jones to mining camps to encourage organizers' unionization efforts. UMW secretary-treasurer Edward Doyle resided in Lafayette during the strike. The organization actively operated in and supported the community.[4]

Despite approval of the state prohibition amendment, loopholes allowed the purchase of liquor for religious and medicinal purposes, and importation from wet states into dry Colorado for personal use. Denver did not become dry until 1 January 1916. Forces in Denver fought to use the "Home Rule" prerogative of the city to stay wet, but in the end lost.[5] Denver became a dry city. By 1918, the state legislature tightened the law banning any kind of alcohol.[6] Former saloons became lunch counters, sandwich shops, cafes, and drugstores.

Even before national and state laws were enacted, towns like Lafayette and Greeley prohibited the sale of alcohol within city limits. Lafayette founder and real estate developer Mary Miller included an anti-liquor clause in all land deeds in her plat of the original townsite, properties east of Public Road. The deed stipulated that no sale, making, or consumption of alcohol could take place on the premises of any property in Old Town. As a result, saloonkeepers opened saloons and taverns on the west side of the street.[7]

To Miller's chagrin, three saloons openly operated on the west side in 1900 with two more joining them in 1908.[8] One of those saloons was the Peltier liquor establishment. Circa 1896, Peltier opened the Elkhorn Saloon at 237 County Road, next door to his house (now 107 South Public Road, 5BL11233). Due to the noise, Peltier moved the saloon building to the corner, which is now part of the building at 101 South Public Road (5BL11232). In 1890, Peltier engaged his brother Henry to run the saloon. Miller's battle for temperance continued when she included a prohibition clause in two subsequent additions to Old Town developed in 1904 and 1907.[9] With first the state, and later the nation instituting prohibition, the Public Road saloons closed. In 1920, Peltier sold his property. Many former saloons became restaurants or boarding houses.

In response to Prohibition, Denver and Pueblo mobsters supplied much of Colorado with hard liquor, while many smaller operators and citizens produced their own "mash" in

[4] Cathleen Norman, "1999 Architectural Survey of Old Town Lafayette Survey Report," prepared for the City of Lafayette, 1999, 12-14.
[5] Carl Abbot, Stephen J. Leonard, and David McComb, *Colorado: A History of the Centennial State* (Niwot, Colorado: University Press of Colorado, 1994) 273.
[6] Kreck, *Smalldone*, 41.
[7] Norman, "1999 Architectural Survey," 17.
[8] 1900 and 1908 Sanborn Fire Insurance Maps. Please note that a 2001 survey incorrectly lists the number of saloons found on these maps.
[9] Cathleen Norman, "2001 Architectural Survey of West Lafayette Survey Report," prepared for the City of Lafayette, 2001, 6.

stills or wines at home. A locally produced mash or moonshine used Colorado-grown sugar beets. In 1925 a local deputy sheriff was captured after a gun fight at his still house three miles southeast of Lafayette.[10]

Prohibition ended in 1933, both at the national and state level, with the Twenty-first Amendment to the Constitution. By early 1932, 3.2 beers appeared on the market. Coors brewery in Golden once again produced beer and saloons opened all across the state.[11]

At the same time, the re-opened "saloons" became "modern" taverns, bars, cafes, and nightclubs. The negative connotation of the saloon shifted from male-only establishments to a gentrified atmosphere that provided not only alcohol, but meals as well. Bar stools appeared in front of bars that once allowed standing room only. Female patrons gathered around tables and chairs to imbibe an alcoholic beverage over dinner. The Sportsman's Inn and other Public Road taverns offered drinks, but many expanded their establishments to include a café or restaurant. Ralph Kemp's drugstore and soda fountain (5BL11231), next door to the Sportsman's Inn (5BL11231), offered a hangout for children. After the repeal of Prohibition, the two-block commercial corridor in West Lafayette continued to be the "wet zone" in Lafayette until the mid-1980s when an east-side Public Road establishment obtained a liquor license.[12]

The former liquor establishments, in nineteenth-century buildings, have undergone profound changes leaving few if any of the businesses recognizable as to their origianl appearance. Peltier's Elkhorn Saloon (1900) is unrecognizable at 101 South Public Road (5BL11232) with only a peak of the front-gable roof visible from the street. No one would recognize the 1930 bar, at one time the "Entertainer" bar, for the Farmers Insurance Group building at 111 North Public Road (5BL11229). In the photographs in Figure 5, the dramatic alterations of the early nineteenth-century, frame-construction saloon at 201 North Public Road (5BL11228) illustrates the transformation of many of the oldest buildings in the project survey area.

[10] "1925 Stillhouse Raid," in *Lafayette, Colorado, History: Treeless Plain to Thriving City, Centennial History, 1889-1989*, James D. Hutchison, editor (Dallas, Texas: Curtis Media Corporation, 1990): 25, and *Boulder Camera* 26 September 1925.
[11] Kreck, *Smalldone*, 50.
[12] Westover, "Public Road," 3.

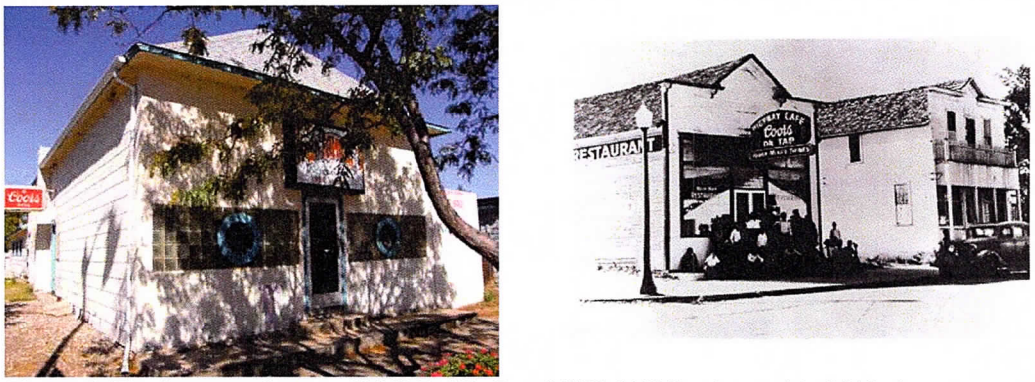


Figure 5. The former saloon at 201 N Public Road (5BL11228), pictured in 2010, does not resemble the former nineteenth-century, frame construction with false front of the 1908 building with prominently displayed Coors sign due to a new roof-line, new window configuration, stucco, wood shingles, and concrete block additions applied over the decades (date of photo circa 1910s-20s, *Courtesy City of Lafayette*).

The Sportsman's Inn building (5BL11231) at 101-103 North Public Road is the result of generations of expansion. The first or core of the building was built in 1900 and by 1937 the Sanborn Fire Insurance maps illustrate the three-section building extant today. A mid-1950s to 1960s "modernization" hides the façade of the former 1900 and 1930s building. Nevertheless, this building continues its long association with the sale of liquor and food to the citizens of Lafayette and its environs. In 1947, a building was moved on the lot at 105 North Public Road (5BL11230) to open Deluxe Liquors, now the Highlander Smokeshop. Fire insurance maps reveal a saloon once operated at this location, but the present building is not that building.

Twentieth Century Growth

By 1937, the fire insurance maps for the project study area shows that the development along the county road, now identified as Public Road on the map, increased dramatically since the 1908 recording. The project study area is now represented in three sections pieced together on to two maps. The area north of Geneseo Street is identified as an "Out Lot 1" and lots 201 and 203 North Public at the corner of West Base Line and North Public Roads. The area between the 100 block of North Public Road south to the 400 block of South Public Road included in the project study area shows that the commercial development has progressed in the 100 blocks of North and South Public Road, but has also appeared in the 400 block of South Public Road with two stores, a restaurant, filling station, and auto repair business. Between the two commercial districts on the west side of Public Road it is residential. The 700 to 800 blocks of South Public Road in the project study area are identified as residences on the insurance map.

A 1940s aerial photograph of Lafayette, as seen on the cover of this report, presents a bird's eye view of a portion of the commercial district in Old Town Lafayette, as well as a glimpse of the residential and commercial development on the west side of Public Road. Visible on the picture are the 100 blocks of South Public Road and 100-200 blocks of North Public Road to West Baseline Road. The area between 105 and 111 North Public is vacant. The buildings at 201 and 203 North Public are visible with a filling station at the corner on the 1937 Out Lot 1.

Recent study into the history of Public Road suggests that commercial development may have begun a shift from Simpson Street in the Old Town to Public Road beginning in the 1930s, but at least by the 1950s. Mid-century city directories reveal a number of filling and service stations, motels, restaurants, and bars and taverns, on Public Road and US287, a shift from Old Town Lafayette to the busy highway. Merchants remodeled turn-of-the-century buildings, even moving buildings onto or around lots.

Within the study area, construction projects included one house in 1940 in the 800 block of South Public Road, two retail buildings in 1947, and three retail buildings in 1951: Starkey Plumbing & Heating (5BL11241), a new Highway Drugstore at 111 South Public Road (5BL 11236), and a second rental building (5BL11253) adjacent to Blankenship Lunch (5BL11239), now Jimmy's Luncheon. At the north end of Public Road a new liquor store opened and a motor court.

At the south end of Public Road, a new drugstore opened at 111 South Public (5BL11236) and Starkey Plumbing and Heating (5BL11241) opened in 1951. The Highway Drugstore moved out of its former location next to the Sportsman's Inn (5BL11231) into a new double-unit commercial building. The plumbing and heating store opened at 307 South Public Road. These two building types are representative of the mid-twentieth-century architectural type used for retail space. Characteristics generally featured single-story plans; large, clear-glass pane facades; multi-use of brick and concrete-block materials; and buildings situated on lots immediately adjacent to the sidewalk, curb, and street. Development after the post-war period was negligible in the study area and consisted more of alterations and modernization.

Auto-Related Commerce

In place of saloons, auto-related businesses opened along Public Road, paved by 1924 as a segment of the Cheyenne-to-Denver highway or US287. Blankenship Lunch (5BL11239), a drive-in restaurant, opened in 1932 on South Public Road to serve lunches and coffee to tired and hungry truck drivers passing through Lafayette on their routes. With the automobile age, "motor trucking" developed as a new industry where trucks and trucking companies delivered goods from gasoline to food to businesses along the nation's highways and byways, much like the early teamsters hauling goods by horse and oxen teams in the previous century. At 111 North Public Road (5BL11229), a businessman constructed a small, concrete-block building in 1930 where a former saloon once stood; later this building too became a café and bar. These were the only two modern buildings built in the project area in the 1930s.

The motor court, Modern Motel (5BL11227), is located at 205 North Public Road on the historic route heading north to the Lincoln Highway and Rocky Mountain National Park. Post-war consumption, leisure industries, and growing auto-tourism prompted the growth of motor courts not only in Lafayette, but across Colorado and the United States. State tourism offices, even the federal government, published guides on how to enter the motel industry. Many returning veterans and mom-pop motels opened during the 1940s and 1950s.

Otto H. and Effie A. Jahnke built a modern motel in Lafayette in 1947 celebrating its grand opening in 1948. The motel, as many built during this period, provided a clean bed and restful night for rising numbers of auto tourists with disposable income hitting the road after the end of World War II. The corner of Baseline and Public roads and the blocks south of it offered any number of services to passing motorists that included bars, restaurants, car dealerships, and filling and service stations. During this period, the auto court consisting of several single cabins for rent evolved into the motor court that included a string of rooms under one roof line. Larger motor courts offered rooms clustered around living areas that included a pool area, the court office, and restaurant/coffee shops. In the West, western themes prevailed with fanciful names like El Palomino, logs and rough-hewn wood plank construction, a plethora of staged wagon wheels, even imitation teepees. Due to the narrow, long lot on Public Road, the Modern Motel did not feature multiple living areas.

In 1960, the average life span of a motel was reportedly nine years. Many of these post-war motels lack architectural integrity due in part to cyclical ownership and frequent renovations to modernize or embrace new fads and fashions. These early motels, like the Modern Motel, did well until the introduction of chain motels. Competition and the modern interstate era led to the early motor courts' fall into seediness. With the birth of the interstate highway system, traffic sped by on ribbons of highways stopping at new interchanges to spend the night. The small mom-pop motels on state highways fell into disrepair and neglect or found new life as short-term rental units.

Modernizing Public Road

Main Streets across America changed dramatically mid-century as new buildings were built and older store fronts modernized to keep up with the times. Companies that produced glass and aluminum store fronts promoted renovation through competitions to design the "Store Front of Tomorrow."[13] Modernization in many cases meant constructing a slipcover for the façade of a building.[14] The principal design characteristics of the open front or visual front included large display windows, nonsymmetrical and angular plans (even angular projections), projecting flat canopies, floating elements (often signs), and a picture-frame theme.[15] Construction materials included clear, polished plate glass and façade enframement of brick, stone, or tile. Textured surfaces were created through the use of metal sleeves and canopies, multiple colored brick (often stacked bond pattern), and use of regional stone. Characteristics of this modernization effort in Lafayette can be seen at 101-103 North Public Road (5BL11231, built 1900) with its rough-faced stone (regional Lyon sandstone), plate-glass and recessed entry ways, and metal sheet upper facade. These makeovers were not complete architectural solutions, but offered many merchants cost-effective transformations to show they were up-to-date.

[13] Illinois Historic Preservation Agency, "Storefronts of Tomorrow: American Storefront Design from 1940 to 1970," prepared by Mike Jackson, AIA, 2000, 2-58.
[14] "How to Work with Storefronts of the Mid-Twentieth Century," 11.
[15] "Storefronts of Tomorrow," 2-58.

During this transition from sparsely populated area along the county road at the fringe of Lafayette to a major commercial corridor in town, Public Road underwent a gradual evolution of its own. The infrastructure and street system in Lafayette developed as the town did.

Transportation

Public Road: From County Road to Colorado State Highway 287

The hard-packed dirt surface on the county road, later called Public Road, turned to mud during the wet seasons. The city assumed the duty of constructing and maintaining streets within their boundaries. City crews graded the dirt surface when necessary and spread a red ash on main thoroughfares.[16] Streets in Old Town Lafayette sported a wood-plank sidewalk in front of retail businesses so customers did not have to walk on dusty or muddy streets. The city could ill afford to provide a sidewalk system for all its streets in this growing community, so individual homeowners made improvements laying Lyon sandstone slabs or planks along their property lines. At street corners, the city laid stone slabs to act as storm sewers at cross points, but also to provide a crossing for foot traffic. In West Lafayette, the situation was exacerbated with laterals from the Goodhue ditch running along the county road. The merchants and residents that filled the northern blocks on the west side of Public Road laid stone slabs across the ditch to the doors of their establishment or home. By 1910 some businesses laid concrete sidewalks, but the public road remained unpaved.[17]

With the establishment of the Lincoln Highway in 1913, the nation's first transcontinental roadway, motoring and motor tourism grew. Coloradoans attempted to tie into the new roadway system and this new market of tourism by funding construction of the "Colorado loop" from Denver to Wyoming. The Denver-to-Wyoming route, later US287, through Lafayette incorporated the county road or Public Road. Political pressure may have played a role in "dropping" the Colorado loop from the official national highway maps and brochures in 1914. The Colorado loop was the only deviation along the main route from its origins in New York City to its end point in San Francisco.[18] Nevertheless, merchants along the "loop route" continued to promote the north-south route as the "Lincoln Highway" in merchandising and advertising into the 1930s.[19]

With the Federal Aid Road Acts of 1916 and 1921, federal funds allowed the building of a national network of primary, hard-surfaced, two-lane highways.[20] The first Colorado State Highway "paving" project in Lafayette took place in 1923 when Public Road and Baseline Road west of the intersection was "paved" with a layer of oil on a dirt base.[21] In 1925 the Federal Department of Highways assigned numerical designations, odd numbers for north-south roads, and even numbers to east-west roads.[22] The Denver-to-Wyoming

[16] Anne Cramer, "The Sidewalks of Lafayette," in the *Lafayette News*, 24 September 1980, 10.
[17] Ibid.
[18] Karen Westover, "Public Road Lafayette Colorado: The Past 120 Years," April 2009.
[19] Cathleen Norman, "Lafayette 2008 Commercial and Agricultural Properties Survey, 24 June 2008, 14.
[20] Chester H. Liebs, *Main Street to Miracle Mile*: American Roadside Architecture (Baltimore: The John Hopkins University Press, 1985, 1995) 19.
[21] Cramer, "Sidewalks."
[22] Liebs, 19.

route became US287. After the Great Depression, the Works Projects Administration sent historians, journalists, writers, and photographers across the nation as part of the Federal Writer's Project to research and produce state tour guides to promote auto tourism. The 1941 Colorado guide, *The WPA Guide to 1930s Colorado* (republished in 1987), states the "oil-processed road" paralleled the Colorado and Southern Railway and the Front Range of the Rocky Mountains. The writer describes Lafayette as a coal town "reflecting the declining prosperity of that industry" and identifies it as the center of agitation during the Labor Strike of 1927.[23]

Congestion on Public Road lessened when the Denver-Boulder Turnpike opened in 1952. In 1956 with the most recent Federal Aid Highway Act, the Colorado State Highway system incorporated Public Road into Highway 287 or US287. In the 1950s, city officials began a campaign to improve the town infrastructure including the sewer, sidewalk, and street systems. In August 1958, the City Council employed Greeley's Hoskins and Associates to survey for curbing, gutters, and street paving, after a bond issue passed to fund the paving project.[24] Several special improvement districts were established to fund additional street, avenue, and alley improvements.[25] City sidewalk and street improvements continued into the 1960s. Research did not reveal the exact year Public Road was paved with asphalt, but it more than likely occurred when it officially became part of US287. Local histories state that the rest of the city streets were paved by 1972. In 1996, the Colorado Department of Transportation completed the US287 by-pass that shifted through traffic from Old Town west of the city.

Today the area along Public Road is principally commercial with many former residential lots rezoned as commercial properties. With completion of the US287 by-pass, quiet has returned to Public Road, but it also means that the Public Road business district has had to find creative ways of attracting motorists to detour off the highway to patronize their businesses. Urban renewal efforts on Public Road have worked to beautify the street. Efforts have been made by business owners and the city to recognize local buildings of historical interest with plaques.

SURVEY RESULTS

Fieldwork and Research Findings

Today Public Road is a busy commercial area in Lafayette. Current uses for the 29 historic properties are primarily commercial with most located on the west side of Public Road. Between June 2010 and January 2011, Bunyak Research Associates conducted a selective intensive-level survey of 29 buildings and properties along Public Road. During that time, historical research was conducted in local and county institutions. Preliminary studies identified several historic themes including settlement, town building era or urban development, auto commerce, and twentieth-century growth. Further research identified several new sub-categories under the broader themes such as, Development of Saloon

[23] Work Projects Administration, *The WPA Guide to 1930s Colorado* (Lawrence, Kansas: University Press of Kansas, 1941, 1987) 383.
[24] Lafayette Historical Society, *Lafayette, Colorado, History: Treeless Plain to Thriving City, Centennial History, 1889-1989,* James D. Hutchison, editor (Dallas, Texas: Curtis Media Corporation, 1990) 49.
[25] Ibid, 50.

Commerce in West Lafayette and Modernizing Public Road under the Town Building Era. Under the broader theme of Transportation identified in earlier studies, the survey was able to develop the history of Public Road from county road to busy highway.

The survey examined the nature and integrity of the properties to define the periods of construction, current and historic uses, architectural integrity, how they provide information on the development of Public Road (from primarily residential to commercial).

Table 1. Periods of Construction For Public Road Survey Area.

Period Built	No. of Bldgs
1890s	3
1900s	12
1910s	1
1920s	3
1930s	2
1940s	3
1950s	3
1960s	1
1970s	1

The periods of development reflected in the buildings surveyed are divided mainly between the early- and mid-twentieth century. Table 1 illustrates the periods covered by decades and the number of buildings identified for this survey constructed during those periods. The buildings identified in the table are the main or principal structure built on the lot. Of the 29 historic properties surveyed, the majority (15) were built between 1890 and 1910. Only seven were constructed during the post-World War II era. It appears national and state events did not impact development along Public Road, but may have impacted growth within the city itself.

For the most part, the early-twentieth-century buildings, especially commercial properties, have been dramatically altered and no longer reflect their period of construction and/or historic use. These are primarily located in the 100-200 blocks of North Public Road and 100 block of South Public Road. Some alterations include a "modernization" effort along Public Road during the late 1950s or early 1960s. While this effort in many cases negatively affects the historic integrity of several early-twentieth-century buildings for the NRHP, the consultant contends that these modernized buildings reflect important developments in style, design, economics, and technology that swept a consumer-oriented America mid-century and reflect that change in Lafayette.[26] No prominent architect or local builder was identified with the construction of these buildings.

Although the residential areas along Public Road have not undergone significant changes, those residences immediately adjacent to Public Road have become professional offices and businesses. Many of the residential buildings are hipped-roof boxes and small, side- or front-gable buildings. No prominent architect or local builder was identified with the construction of these buildings. Two are larger, two-story vernacular style buildings. Fifteen of the buildings in the survey of 29 were historically residential buildings, only two remain private domiciles, a third is an apartment house, and a fourth is vacant and boarded up. Business owners utilizing former residential units have generally respected

[26] Illinois Historic Preservation Agency, "How to Work with Storefronts of the Mid-Twentieth Century," prepared by Carol J. Dyson, AIA, April 2008, 3.

the historic use of the building even taking efforts to preserve and retain the building's period of construction and architectural character.

World War II and post-war construction is distributed throughout the corridor. In some cases, buildings were moved, razed, or construction took place on empty lots. They include a motor court, retail space mainly in the open front style common in the 1950s, a modern car wash, and a duplex rental property. Future development within the study area may include razing older buildings for new construction, but at this time it appears that no new or impending development is planned.

Evaluations

The ***Lafayette Public Road Selective Intensive Survey*** found three (3) historic resources eligible for the National Register of Historic Places, five (5) for the Colorado State Register of Historic Properties, and four (4) historic resources only eligible for the Lafayette Local Register. The four (4) recommended as only eligible for local landmark designation are: Highway Drugstore/Sportsman's Inn (5BL11231), Elkhorn Saloon/Anspach Jewelry (5BL11232), Blankenship Lunch (5BL11239), and Highway Drugstore at 111 S Public Road (5BL11236). All properties were evaluated for eligibility using national, state, and local criteria. For a complete listing of the properties surveyed and eligibility findings, refer to Table A-1 and A-2 in the appendix.

NRHP Integrity & Significance

All properties were evaluated for significance by applying specific qualification criteria. They were evaluated for integrity and/or significance, as well as eligibility, using the National Register Bulletin, "How to Apply the National Register Criteria for Evaluation." Cultural resources must be over 50 years old, possess sufficient integrity, and meet one or more of the NRHP evaluation criteria for eligibility. When evaluated within its historic context, a property must be shown to be significant for one or more of the four criteria:

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

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

Criterion C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent a work of a master, or that possesses high artistic value; or

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

Integrity is the ability of a property to reflect its historic attributes or associations. The NRHP identifies seven aspects for determining integrity: location, design, materials, workmanship, setting, feeling, association. Not all characteristics have to be identifiable when determining eligibility of a resource, but enough should be present to identify historical significance and characteristics that shaped the overall property during its historic period. Evaluation of integrity was based upon available historic photographs and

field examination. No original plans were found. Thus all resources were evaluated for their individual eligibility to the National Register based on their significance and integrity.

SRHP Integrity & Significance

All properties were evaluated for integrity, significance, and eligibility, using the State Register Bulletin 960, "How to Apply the Nomination Criteria for the Colorado State Register of Historic Properties." Properties that are listed on the NRHP are automatically placed on the State Register. Properties may also be nominated separately to the State Register without inclusion in the National Register. SRHP evaluation criteria include the NRHP criteria A-D outlined above with the inclusion of,

Criterion E. The property contains the possibility of important discoveries related to prehistory or history.

All resources were evaluated for their individual eligibility to the Colorado State Register based on their significance and integrity.

Lafayette Local Landmark Integrity & Significance

Each resource was evaluated not only for NRHP and SRHP eligibility, but for Lafayette Local Register of Historic Places as well. The criteria which are listed below describe how properties are significant for their association with important events or persons, for importance in design or construction, or their information potential:

Criterion A. Architectural. The property has distinctive characteristics of a type, period, method of construction or artisan.

Criterion B. Social/Historic. The property is associated with events or persons that have made a significant contribution to history.

Criterion C. Geographic. The property has geographic importance.

Criterion D. Archeological/Subsurface. The property has demonstrable potential of important discoveries related to history or prehistory.

Historic resources recommended for local landmark designation are further subdivided into 13 levels of significance outlined in the city's historic preservation code and identified on each architectural inventory form.

Historic District Evaluation

The survey did not identify any historic districts. As this was a selective survey, a complete evaluation for historic district potential was not possible. Some resources were located in areas without a sufficient concentration of other historic buildings which retained a high degree of integrity. Other factors contributed to this conclusion, namely--the residential and commercial interplay within the area surveyed; various periods of development; lack of single geographic area with contiguous property types or styles

representing a period of development or historical significance; and lack of historic physical integrity due to alterations, fires, new construction, and/or razing that disrupted the cohesiveness of any potential district boundaries along Public Road. One sub-category, Development of Saloon Commerce, may have provided a historical significance and period to identify a district. However, razing and major alterations to the buildings did not provide enough of a single geographic area of contiguous historic properties or enough remaining examples with a high degree of integrity. Only two representative examples of the early saloons remain and those buildings have undergone major alterations.

Findings

National Register Eligible Properties

The historic properties identified as eligible to both the National Register and State Register includes three nineteenth-century residences prominently situated on Public Road. The small side- and front-gable roof and hipped-roof box house forms are common to Lafayette and West Lafayette. Two of the recommendations exemplify the hipped-roof box form, while the other is an example of a less familiar building style found in the city.



(5BL11233) *Peter M. Peltier House,* 107 S Public Road, Lafayette

The property at 107 South Public Road is historically significant under NRHP Criterion A for its association with early-twentieth-century community development in the West Lafayette subdivision of Lafayette, Colorado. The West Lafayette subdivision platted in 1893 developed slowly with the Peltier house as one of its earliest residences. In addition, the building is historically significant under NRHP Criterion C for its late nineteenth-century design and construction as a modified hipped-roof box. The building exhibits distinctive characteristics identified as the hipped-roof including, wood-frame construction and single story on a square footprint. The builder of this house expanded on this simple form to elevate the simplicity of design to a more sophisticated level by adding a pair of bow windows; rear, rectangular-shape bedroom wing; and a full-façade covered porch with decorative fenestration.

For Lafayette Local Landmark eligibility, the Peltier house is eligible for Criterion A its architectural significance as described above, as well as Criterion B for 1) its association with Peter Peltier, a local investor and entrepreneur in the late nineteenth and early twentieth century and 2) the house's association with the early development of the West Lafayette subdivision as described above.



(5BL9452) *Cordelia VanVelkenberg House,* 101 E Chester Street, Lafayette

The house at 101 E Chester Street is eligible under NRHP Criterion C as a good example of the I-House type, a building type defined by its layout, two-rooms wide and one-room deep, separated by a central passage. Nevertheless, homeowners, as in this case, often added stylistic details to make them appear more fashionable and functional, which include: ornamental porches, chimneys, and extensions (kitchen wings, porches). This is one of only a limited number of I-house examples extant in Lafayette, Colorado.

At the local landmark level, the VanVelkenberg house is eligible for Criterion A for its architectural significance as a good example of the I-House type and Criterion B for its association for its historic association with the State Legislator James Graham Junior, who served three terms with the State Legislator in the 1930s during a historic period in the State's history in rebuilding the State's economy after the Great Depression and the Dust Bowl Era. Graham also served two terms as the Mayor of Lafayette. In addition, under Criterion B, the house has become a geographic or visual feature of the community on South Public Road enhancing a sense of identity of the historic community in the plaza area.



705 S Public Road (5BL11248)

This house is eligible under NRHP Criterion C as a good example of a Hipped-Roof Box building type constructed at the turn of the twentieth century in Lafayette. Character defining features of this type of building are identified as the hipped-roof, wood-frame construction, and single story on a square footprint.

At the local landmark level, this house is eligible under Criterion A for architecture as a good example of a Hipped-Roof Box.

State Register of Historic Properties

The five (5) historic resources identified as eligible to the State Register, and therefore the Lafayette Local Landmark program, represent a cross-section of commercial and residential properties from the nineteenth century into the mid-twentieth century.



***Modern Motel*, 205 N Public Road (5BL11227), Criteria A**

The motel is locally significant for its association with early commerce and trade along US287 and Public Road in the late 1940s into the mid-1950s as situated in a small business center along the highway. The business center saw a number of filling stations, service stations, motels, bars and restaurants providing services to motorists along Public and Baseline Road.

At the local landmark level, the motel is eligible under Criterion A for architecture. It is representative of the simple mid-twentieth-century motels found in the Lafayette area. Characteristics identified with this style include, wood-frame construction, one-story height, a rectangular footprint, flat roof, and a narrow lot. In addition, it is eligible under Criterion B for its association with socio- and economic development of Lafayette and auto commerce on Public Road.



***Former Saloon/Parr Pharmacy*, 201 N Public Road (5BL1122 b8), Criterion A**

The former saloon, although it no longer retains architectural integrity, historically has long been a saloon or tavern associated with commerce and trade in West Lafayette subdivision and on Public Road. It is located in the historically "wet" area of West Lafayette, unlike the historically dry Old Town Lafayette instituted by town founder Mary Miller.

At the local landmark level, the former saloon is eligible for Criteria B and C for its association with saloon trade in early West Lafayette, socio- and economic development of West Lafayette, and auto commerce on Public Road.



***Deluxe Liquors*, 105 N Public Road (5BL11230), Criteria A**

This building is associated with the liquor trade in West Lafayette subdivision and commerce on Public Road. It is situated in that business center along the highway where a number of businesses provided goods and services to motorists on Public Road. It is located in the historically "wet" area of West Lafayette, unlike the historically dry Old Town Lafayette instituted by town founder Mary Miller.

At the local landmark level, this building is eligible for Criterion A, Architecture, as an example of the simple style of construction found in the 1940s post-war period. It is eligible under Criterion B for its association with saloon trade in early West Lafayette and auto commerce on Public Road.



100 W Cleveland St (5BL11237), Criteria C

The house is eligible for the State Register under Criterion C for Architecture as a good example of a modest Craftsman-style house. Characteristics of this style are apparent in the moderate-pitched gable roof, wide overhangs with exposed roof-rafters and wood structure, and porch with tapered square column supports. At the local landmark level, it is also eligible for Criterion A, Architecture, as an example of a modest Craftsman-style house.



***Starkey Plumbing & Heating*, 307 S Public Road (5BL11241), Criteria A**

The plumbing and heating store is eligible under NRHP Criterion A for its association with the socio- and economic development of mid-century Lafayette and the Maytag Company. At the local landmark level, the store is eligible under Criterion A, Architecture, as a mid-1950s commercial type, as well as Criterion B for its association with the socio- and economic development of mid-century Lafayette. This appliance business has been in operation at this location for over sixty years.

Lafayette Landmark Eligible Properties

It is recommended that the following resources be considered eligible for local landmark status despite the fact that they are not NRHP or SRHP eligible. All of the NRHP and SRHP eligible historic sites identified through this survey should also be considered eligible for local landmark designation. All historic resources were evaluated for landmark designation, but a considerable number lack historic integrity, historical association, and/or historical significance to warrant eligibility. Pictures and descriptions provided below are for local landmark that have not been highlighted above.



***Highway Drugstore/Sportsman's Inn,* 101-103 N Public Road (5BL11231), Criteria A, B, C**

Under Criterion A—Architecture--the building is representative of an architectural period in Lafayette and across the nation during the mid-1960s called the "Open Front" generation of modernization for commercial properties. Characteristics of this modernization include enframement of store fronts with rough-faced stone to achieve a relaxed, casual effect; large, clear panes; and transom or upper façade applications of metal sheets. In addition, under Criteria B and C, the building, as home to the Sportsman's Inn for almost 70 years, it exemplifies the social, economic, and saloon heritage of West Lafayette, as well as providing a sense of identity of community.



***Elkhorn Saloon/Anspach Jewelry,* 101 S Public Road (5BL11232), Criteria B & C**

Although the physical of integrity of this building has been compromised due to alterations, this property has significance under Criteria B and C for its association with the early liquor trade and saloons of West Lafayette Subdivision from 1900-1920 when it was the Elkhorn Saloon owned by Peter Peltier and second for its association with the Anspach family jewelers who have been in operation at this site since 1955 to the present, as well as its role in the development of commerce in the West Lafayette subdivision.



***Highway Drug Store*, 111 S Public Road (5BL11236), Criteria A & B**

Under Criterion A—architecture--the single-story commercial building is representative of the mid-twentieth-century commercial architectural type found in the business area along Public Road. Characteristics include single-story; large, clear panes; multi-use of metal, brick, and concrete block materials. The retail space, located in a business center area, is locally significant under Criterion B for its association with mid-century commerce and trade along US287 and Public Road into the modern era. Former retail businesses in the block include a drug store, post office, graphic business, and an ethnic grocery.



***Blankenship Lunch*, 100 E Cleveland Street (5BL11239), Criterion B**

As a 1930s drive-in restaurant, Blankenship Lunch, is locally significant for its association with early automobile commerce and trade along US287 and Public Road. The small business center saw a number of gas, service stations, restaurants, taverns, and businesses providing goods and services to motorists on Public Road and the highway.

It is important to remember that this survey focused primarily on resources along Public Road. A few of these buildings may be eligible as contributing to potential local historic districts. Since this was a selective survey, every building within any single block was not inventoried. Suggestions in future surveys for potential local historic districts based on a collection of buildings which contain enough unifying elements to contribute to a historic sense of time and place might include one or more of the buildings from this survey.

Recommendations

Preservation efforts, in cities like Lafayette, focus on planned community development to protect diminishing historic resources. Therefore, it is recommended that this survey information be incorporated into local planning and economic development plans. Preservation should include preserving setting or landscape as well as the built environment. Therefore, creating preservation/infill design guidelines would protect the historic character of the commercial area. The introduction of modern elements or the alteration and evolution of original buildings is inevitable. However, guidelines would lessen the introduction of modern elements that might threaten resources or their eligibility. New construction and incompatible land uses should be avoided. A third effort would be to develop public education programs to encourage better stewardship of

historic resources. Encourage students to learn more about Lafayette history and architecture through writing projects.

Additional survey and research is recommended for a comprehensive intensive-level survey of Public Road, both east and west sides. The results may assist the city staff in identifying potential commercial districts outside the scope of this project. The selective nature of this project did not allow such considerations.

Recommend encouraging property owners to submit applications for designation. By obtaining NRHP, SRHP, or Local Landmark designation, the City can apply for funds through grants to assist them with upkeep of a publicly-owned property. Private owners of historic properties may qualify for historic preservation tax credits. Additional survey and research is warranted for the two eligible historic properties to prepare National Register applications. Follow-up meetings could be conducted with owners interested in finding out more about the benefits of local or National Register designation.

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APPENDIX

Lafayette List of Public Road Properties

1. 205 N. Public Road
2. 201 N. Public Road
3. 111 N. Public Road
4. 101 N. Public Road
5. 103 N. Public Road
6. 105 N. Public Road
7. 101 S. Public Road
8. 107 S. Public Road
9. 109 S. Public Road
10. 111 S. Public Road
11. 102 W. Cleveland Street
12. 100 W. Cleveland Street
13. 307 S. Public Road
14. 309 S. Public Road
15. 401 S. Public Road
16. 409 S. Public Road
17. 100 E. Cleveland Street
18. 100 ½ E. Cleveland Street
19. 101 E. Cleveland Street
20. 103 E. Chester Street
21. 100 E. Chester Street
22. 101 E. Chester Street
23. 101 ½ E. Chester Street
24. 701 S. Public Road
25. 705 S. Public Road
26. 707 S. Public Road
27. 711 S. Public Road
28. 801 S. Public Road
29. 805 S. Public Road

Smith #	Address	Historic Name	Built	Current Name	NRHP/ SRHP (Criteria)	Local (Criteria)
5BL9452	101 E Chester St	Cordelia VanValkenberg House	1896	Vacant	FE (C)	FE (A,B)
5BL11227	205 N Public Road	Modern Motel	1947	Lafayette Apartments	NE/FE (A)	FE (B)
5BL11228	201 N Public Road	Former Saloon, Parr Pharmacy	1908	La Familia Mexican Restaurant	NE/FE (A)	FE (B,C)
5BL11229	111 N Public Road	Unknown Commercial	1930	Farmers' Insurance Group	NE	NE
5BL11230	105 N Public Road	Deluxe Liquors	1947	Highlander Smokeshop	NE/FE (A)	FE (A,B)
5BL11231	101-103 N Public Road	Highway Drug/ Sportsman's Inn	1900	Finishing Touch Upholstery/ Sportsman's Inn	NE	FE (A,B,C)
5BL11232	101 S Public Road	Elkhorn Saloon, Anspach Jewelers	1900	Anspach Jewelers/Scizzors	NE	FE (B,C)
5BL11233	107 S Public Road	Peter M. Peltier House	1896-99	Metro Brokers Realty	FE (A, C)	FE (A,B)
5BL11234	101 E Cleveland St	Residence	1892	Efrain's Mexican Restaurant	NE	NE
5BL11235	109 S Public Road	Lafayette Shoe Hospital	1903/1977	Vacant	NE	NE
5BL11236	111 S Public Road	Highway Drugstore	1951	Las Montañas/Vacant	NE	FE (A, B)
5BL11237	100 W Cleveland St	Residence	1908	Professional Building	NE/FE (C)	FE (A)
5BL11238	102 W Cleveland St	Residence	1908	Grabow Residence	NE	NE
5BL11239	100 E Cleveland	Blankenship Lunch	1932	Positive Image Salon	NE	FE (B)
5BL11241	307 S Public Road	Starkey P&H	1951	Maytag Store	NE/FE (A)	FE (A, B)
5BL11242	309 S Public Road	Starkey House	1910	City Building	NE	NE
5BL11243	401 S Public Road	Filling Station/Restaurant/Store	1921-1929	Gifts, Art, and Sweets Mall	NE	NE
5BL11244	409 S Public Road	Barlow Car Wash	1964	Nobel Block	NE	NE
5BL11245	100 E Chester St	Residence	1920	Allstate Insurance/Scarlet Rose	NE	NE
5BL11246	103 E Chester St	Abernathy House	1900	Apartment Building	NE	NE
5BL11247	701 S Public Road	Residence	1907-20	Vacant House	Needs Data	NE
5BL11248	705 S Public Road	Residence	1908	Legal Building	FE (C)	FE (A)
5BL11249	707 S Public Road	Residence	1908	Two Pears	NE	NE
5BL11250	711 S Public Road	Barber	1972	Barber	NE	NE
5BL11251	801 S Public Road	Residence	1940	Residence	NE	NE
5BL11252	805 S Public Road	Residence	1905	Veterinarian	NE	NE
5BL11253	100 ½ E Cleveland St	Fisher Duplex	1955	Retail Space	NE	NE
5BL11254	101 ½ E Chester St	Garage	1908	Retail Space	NE	NE
5BL11255	402 S Public Rd	Garage	1920	Scarlet Rose	NE	NE

Table A.1 Lafayette Properties Surveyed & Findings, By Smithsonian Trinomial Number.

Table A.2 Lafayette Properties Surveyed & Findings, By Address in Numerical Order.

Address	Historic Name	Current Name	Smith #	Built	NRHP/SRHP (Criteria)	Local (Criteria)
100 E Chester St	Residence	Allstate Insurance/Scarlet Rose	5BL11245	1920	NE	NE
100 E Cleveland	Blankenship Lunch	Positive Image Salon	5BL11239	1932	NE	FE (B)
100½ E Cleveland St	Fisher Duplex	Retail Space	5BL11253	1955	NE	NE
100 W Cleveland St	Residence	Professional Building	5BL11237	1908	NE/FE (C)	FE (A)
101 E Chester St	Cordelia VanValkenberg House	Vacant	5BL9452	1896	FE (C)	FE (A,B)
101½ E Chester St	Garage	Retail Space	5BL11254	1908	NE	NE
101 E Cleveland St	Residence	Efrain's Mexican Restaurant	5BL11234	1892	NE	NE
101 S Public Road	Elkhorn Saloon, Anspach Jewelers	Anspach Jewelers/Scizzors	5BL11232	1900	NE	FE (B,C)
101-103 N Public Road	Highway Drug/ Sportsman's Inn	Finishing Touch Upholstery/ Sportsman's Inn	5BL11231	1900	NE	FE (A,B,C)
102 W Cleveland St	Residence	Grabow Residence	5BL11238	1908	NE	NE
103 E Chester St	Abernathy House	Apartment Building	5BL11246	1900	NE	NE
105 N Public Road	Deluxe Liquors	Highlander Smokeshop	5BL11230	1947	NE/FE (A)	FE (A,B)
107 S Public Road	Peter M. Peltier House	Metro Brokers Realty	5BL11233	1896-99	FE (A, C)	FE (A, B)
109 S Public Road	Lafayette Shoe Hospital	Vacant	5BL11235	1903/1977	NE	NE
111 N Public Road	Unknown Commercial	Farmers' Insurance Group	5BL11229	1930	NE	NE
111 S Public Road	Highway Drugstore	Las Montañas/Vacant	5BL11236	1951	NE	FE (A,B)
201 N Public Road	Former Saloon, Parr Pharmacy	La Familia Mexican	5BL11228	1908	NE/FE (A)	FE (B,C)
205 N Public Road	Modern Motel	Lafayette Apartments	5BL11227	1947	NE/FE (A)	FE (B)
307 S Public Road	Starkey P&H	Maytag Store	5BL11241	1951	NE/FE (A)	FE (A, B)
309 S Public Road	Starkey House	City Building	5BL11242	1910	NE	NE
401 S Public Road	Filling Station/Restaurant/Store	Gifts, Art, and Sweets Mall	5BL11243	1921-1929	NE	NE
402 S Public Rd	Garage	Scarlet Rose	5BL11255	1920	NE	NE
409 S Public Road	Barlow Car Wash	Nobel Block	5BL11244	1964	NE	NE
701 S Public Road	Residence	Vacant House	5BL11247	1907-20	Needs Data	NE
705 S Public Road	Residence	Legal Building	5BL11248	1908	FE (C)	FE (A)
707 S Public Road	Residence	Two Pears	5BL11249	1908	NE	NE
711 S Public Road	Barber	Barber	5BL11250	1972	NE	NE
801 S Public Road	Residence	Residence	5BL11251	1940	NE	NE
805 S Public Road	Residence	Veterinarian	5BL11252	1905	NE	NE

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Lafayette Quad (1994)
T1S R69W

