



## **I-70 Floyd Hill to Veterans Memorial Tunnels**

# Historic Resources Eligibility Report

May 2019





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## List of Acronyms

ADA	Americans with Disabilities Act
APE	Area of Potential Effects
ACHP	Advisory Council on Historic Preservation
BLM	Bureau of Land Management
C-470	Colorado Highway 470
CDOT	Colorado Department of Transportation
EA	Environmental Assessment
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
I-70	Interstate 70
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
OAHP	Office of Archaeology and Historic Preservation
OTIS	Online Transportation Information System
PEIS	Programmatic Environmental Impact Statement
ROD	Record of Decision
SHPO	State Historic Preservation Office





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## 1. Introduction and Purpose of this Report

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The Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA), in cooperation with local communities and other agencies, are conducting the Interstate 70 (I-70) Floyd Hill to Veterans Memorial Tunnels Environmental Assessment (EA) as a Tier 2 National Environmental Policy Act (NEPA) process. This EA is a Tier 2 NEPA process that advances a portion of the program of improvements for the I-70 Mountain Corridor identified in the 2011 Tier 1 Final I-70 Mountain Corridor Programmatic Environmental Impact Statement (PEIS) and approved in the 2011 I-70 Mountain Corridor Record of Decision (ROD).

The purpose of this technical report is to document the existing conditions and context for historic resources within the Project area. This report also includes a summary of the resource analysis and mitigation framework from the PEIS and ROD, and description of applicable laws and regulations. This report studies the eligibility of historic resources as part of the Tier 2 analysis of the Project; effects analysis will be completed under separate cover.

The project was reviewed for compliance with Section 106 (36 CFR Part 800) of the NHPA by Ashley L. Bushey, Architectural Historian with Pinyon Environmental, Inc. (Pinyon). Historic survey and corridor research were completed by Jon Grams, Pinyon Historian, and Thomas J. Wilson, Pinyon Architectural Historian. This report was written by Ms. Bushey, Mr. Grams, and Pinyon Historian Sean M. Fallon. All Pinyon Historians meet or exceed the Secretary of the Interior's Professional Qualifications Standards in the areas of History and/or Architectural History. This project was completed under the direction of CDOT Senior Historian, Lisa Schoch.





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## 2. Applicable Laws, Regulations, and Guidance

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The Floyd Hill to Veterans Memorial Tunnels EA is a Tier 2 NEPA process. This EA advances a portion of the program of improvements for the I-70 Mountain Corridor identified in the 2011 Tier 1 Final I-70 PEIS and approved in the 2011 I-70 Mountain Corridor ROD. Because this undertaking is part of the NEPA process, the project is subject to the following laws, regulations and guidance due to its federal nexus through FHWA.

### 2.1. Federal Laws

#### National Historic Preservation Act Section 106 [36 CFR Part 800]

The Project will be subject to review for compliance under the National Historic Preservation Act (NHPA). The NHPA was passed in 1966, and contains a set of regulations commonly referred to as Section 106. Section 106 [36 CFR Part 800] requires consideration of the effects to cultural resources created by projects receiving funds, permits, licenses, or approvals from federal agencies. The Section 106 compliance process requires consultation with the State Historic Preservation Office (SHPO) and the involvement of consulting parties in determining effects to historic resources. Consulting parties may include local governments, historic preservation commissions, non-profit organizations with an interest in historic preservation, and the public. The Section 106 process requires federal agencies to avoid and minimize potential effects to historic resources; when avoidance or minimization are not possible, the agency will be required to mitigate impacts to historic resources.

#### Department of Transportation Act Section 4(f) [23 CFR Part 774]

The project will also be subject to review and compliance with the Department of Transportation Act, passed in 1966, and contains a regulation referred to as *Section 4(f)* [23 CFR Part 774]. Section 4(f) requires agencies under the authority of the Department of Transportation (DOT) to avoid the *use* of Section 4(f) resources, including historic sites listed on or eligible for the National Register of Historic Places (NRHP). The use of a Section 4(f) resource is only permitted if no feasible and prudent alternative to the use can be identified.

### 2.2. State Laws

#### Colorado Register of Historic Places Act [24 CRS 80.1]

The Colorado Register of Historic Places Act was passed with the intent to preserve the cultural and historic places in the state for the "education and enjoyment of the residents of this state, present and future." The Colorado Register of Historic Places Act primarily creates the State Register of Historic Places, similar to the NRHP, and a framework for nominating sites to this list. The Colorado Register of Historic Places Act also includes a stipulation for review of proposed actions by state agencies. This stipulation is generally satisfied within the context of Section 106 review for projects requiring compliance under Section 106.

### 2.3. Policy and Guidance

#### I-70 Mountain Corridor Section 106 Programmatic Agreement (2008)

The project is subject to the *Programmatic Agreement among Federal Highway Administration, United States Department of Agriculture, Forest Service, Rocky Mountain Region, Department of the Interior, Bureau of Land Management, Glenwood Springs Field Office, Advisory Council on Historic Preservation, Colorado State Historic Preservation Officer, and Colorado Department of Transportation, regarding implementation of the Interstate 70 Mountain Corridor Project*. This document outlines the process for each Tier 2 undertaking including resolution of Adverse Effects and mitigation treatment measures. The document was coordinated with other agreements and plans within the Mountain Corridor and included public participation.

#### Advisory Council on Historic Preservation Exemption Regarding Historic Preservation Review Process for Effects to the Interstate System

Because the work includes an interstate corridor, the 2005 Advisory Council on Historic Preservation (ACHP) *Exemption Regarding Historic Preservation Review Process for Effects to the Interstate System* (ACHP Interstate Exemption) may be



applicable to potentially historic resources within the Interstate System. The ACHP Interstate Exemption defines the “Interstate Highway System” as “. . . the facilities within the rights-of-way of those highways carrying the official Interstate System shield, including but not limited to the road bed, engineering features, bridges, tunnels, rest stops, interchanges, off-ramps, and on-ramps.”

The ACHP Interstate Exemption excludes the Interstate Highway System from review under Section 106. FHWA identified several exceptions to the ACHP Interstate Exemption within each state, which remain subject to review under Section 106. In Colorado, these exceptions are:

- Glenwood Canyon (I-70 Milepost 118.5 – 130.3)
- Eisenhower-Johnson Memorial Tunnels (I-70 Milepost 213.7)
- Vail Pass (I-70 Milepost 180.0 – 195.2)
- Genesee Park Interchange (I-70 Milepost 253.5)
- Twin Tunnels (I-70 Milepost 242.2)<sup>1</sup>
- Arkansas River Bridge (I-25 Milepost 97.6)
- Speer Boulevard Underpasses (I-25 Milepost 211.5)
- 23<sup>rd</sup> Avenue Underpass (I-25 Milepost 211.2)

### **I-70 Mountain Corridor Guidance**

As part of the commitments from the I-70 Mountain Corridor PEIS, ROD, and Section 106 Programmatic Agreement, CDOT completed several corridor-specific guidance documents that are relevant to the Section 106 process for Tier 2 processes: Design Criteria, Aesthetic Guidance, Interpretive Plan, and Historic Context. These documents are described below.

#### *I-70 Mountain Corridor Design Criteria and Aesthetic Guidance*

CDOT developed the I-70 Mountain Corridor Design Criteria (2011) and Aesthetic Guidance (2011) documents to provide principles and guidelines for individual projects within the corridor. The guidance documents outline objectives and strategies for project design and construction that honor the core values of the Mountain Corridor, including preserving historic and scenic elements within the corridor. The Aesthetic Guidance was updated in 2015 to reflect lessons learned from Tier 2 projects completed after the ROD.

#### *I-70 Mountain Corridor Interpretive Plan, November 2013*

The interpretation plan guides interpretive activities and mitigation identified for projects developed through Tier 2 NEPA processes on the corridor. The Interpretive Plan is the framework for consistent and timeless efforts focused on understanding, appreciating, and honoring the historic and other unique features of the I-70 Mountain Corridor. The location of the former Twin Tunnels is within the Area of Potential Effects (APE) for this project. The Twin Tunnels were reconstructed in 2015 and have not been formally re-evaluated for eligibility to the NRHP since that time. This project completed a re-evaluation of NRHP eligibility for this resource, addressed in Section 8 of this report.

#### *I-70 Mountain Corridor Historic Context, June 2014*

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<sup>1</sup> The location of the former Twin Tunnels is within the APE for this project. The Twin Tunnels were reconstructed in 2015 and have not been formally re-evaluated for eligibility to the NRHP since that time. This project completed a re-evaluation of NRHP eligibility for this resource, addressed in Section 8 of this report.



The Historic Context document is a comprehensive historic context and guidelines for evaluating NRHP significance of resources in the corridor. It is divided into seven broad historic themes: mining industry, timber industry, agriculture, electric power, railroad transportation, road transportation, and tourism and recreation. All of these themes are represented within the Project area.

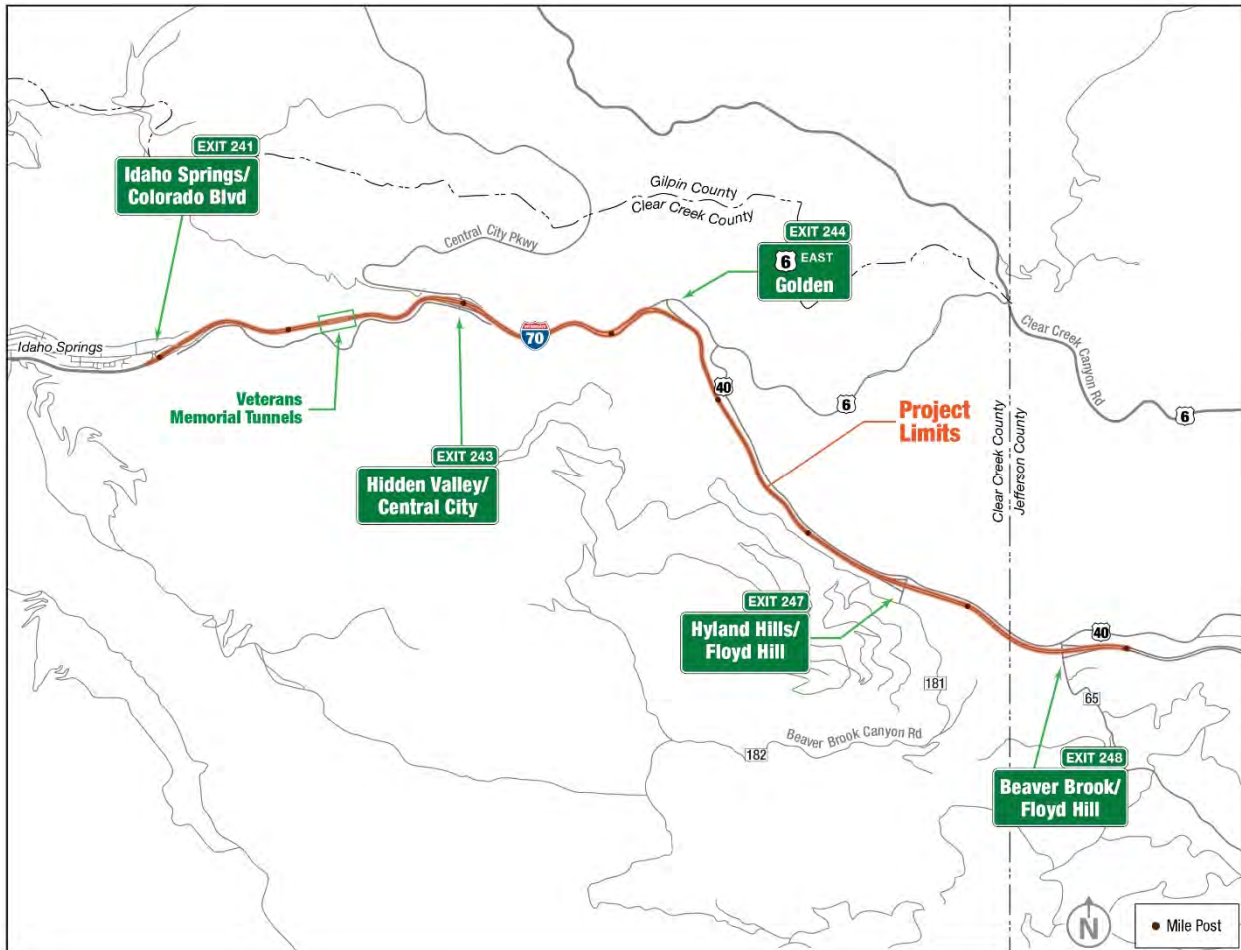
### 3. Project Description

The purpose of the I-70 Floyd Hill to Veterans Memorial Tunnels Project (Project) is to improve travel time reliability, safety, and mobility, and address the deficient infrastructure on westbound I-70 through the Floyd Hill area of I-70. The Proposed Action addresses specific highway improvements defined in the ROD, including providing three-lane capacity for westbound I-70 from Floyd Hill to the Veterans Memorial Tunnels; a multimodal trail and frontage road between U.S. Highway 6 (US 6) and Idaho Springs; and physical and/or operational improvements to four interchanges—the Floyd Hill/Beaver Brook exit (Exit 248) near the top of Floyd Hill; the Floyd Hill/Hyland Hills exit (Exit 247); the junction with US 6 (Exit 244) near the base of Floyd Hill; and the Hidden Valley/Central City exit (Exit 243). The project would also improve curves through the corridor, consistent with the recommended 55 miles per hour (mph) design speed from the 2016 *I-70 Mountain Corridor Design Speed Study*.

#### 3.1. Project Location

The project is located on I-70 between milepost (MP) 248 (just east of the Floyd Hill/Beaver Brook interchange) and Exit 241 (Idaho Springs/Colorado Boulevard, west of the Veterans Memorial Tunnels). It is mostly located within Clear Creek County with the eastern end located within Jefferson County. See Exhibit 1.

Exhibit 1. Project Location



### 3.2. Proposed Action

The major elements included in the Proposed Action include:

- Adding a third westbound travel lane to the two-lane section of I-70 from the current three- to two-lane drop (approximately MP 246) through the Veterans Memorial Tunnels
- Constructing a new frontage road between US 6 and the Hidden Valley Interchange
- Improving interchanges and intersections throughout the project area
- Improving design speeds and stopping sight distance on horizontal curves
- Improving the multimodal trail (Clear Creek Greenway) between US 6 and the Veterans Memorial Tunnels
- Reducing animal-vehicle conflicts and improving wildlife connectivity with new and/or improved wildlife overpasses or underpasses

A detailed description of the Proposed Action and other design concepts considered can be found in the *I-70 Floyd Hill to Veterans Memorial Tunnels: Alternatives Analysis Technical Report*.

### 3.3. Area of Potential Effects (APE)

The APE developed for this Tier 2 evaluation defines the areas where the project may directly or indirectly affect historic or potentially historic resources. CDOT coordinated with the Issue Task Force (ITF) in defining the APE for this Project and considered use of the ridgeline to ridgeline viewshed APE, as was considered in the Tier 1 PEIS. For this Tier 2 evaluation, a narrower APE was applied for the following reasons. First, the topography in the area surrounding the proposed project area is steep and forested and traverses predominantly rural areas, encompassing the canyon viewscape. Second, the project area intersects the communities of Idaho Springs and Floyd Hill. In Idaho Springs, the APE was not expanded beyond the Idaho Springs/Colorado Boulevard exit because the project effects are minimal past the Veterans Memorial Tunnels, and there was no identified historic district potential in this eastern edge of Idaho Springs. In the Floyd Hill area, the APE was expanded to include consideration of district potential for the mountain subdivisions adjacent to the Project, though distant and heavily forested. As project details are not currently known, the APE is subject to change to account for potential indirect visual and noise effects.

Therefore, the APE includes the highway, project study area and the limits of historic, potentially historic, and linear resources and districts. Previously recorded historic resources were identified through a file search of the COMPASS database maintained by the Colorado Office of Archaeology and Historic Preservation (OAHP). Potentially historic resources were identified through records of the Clear Creek County Assessor and Jefferson County Assessor, as well as topographic maps, aerial images, and field inspection. The APE is subject to change based on additional project design information.

A preliminary APE, referred to as APE-1, was denoted for the project. APE-1 includes the study area as provided by the project and bumps out around the historic resource boundary to include known historic resources identified through the COMPASS search. The APE-1 line also bumps out around parcels identified by the Clear Creek and Jefferson County Assessors as containing resources (improvements) constructed in 1973 or earlier.

After a meeting of consulting parties held in April 2018, requested changes to the APE resulted in APE-2. APE-2 included bump outs for all properties constructed through 1975. This included several properties in the subdivisions of Saddleback Ridge and Hyland Hills. These subdivisions were evaluated as potentially historic districts.





Exhibit 2a. APE-2 Map

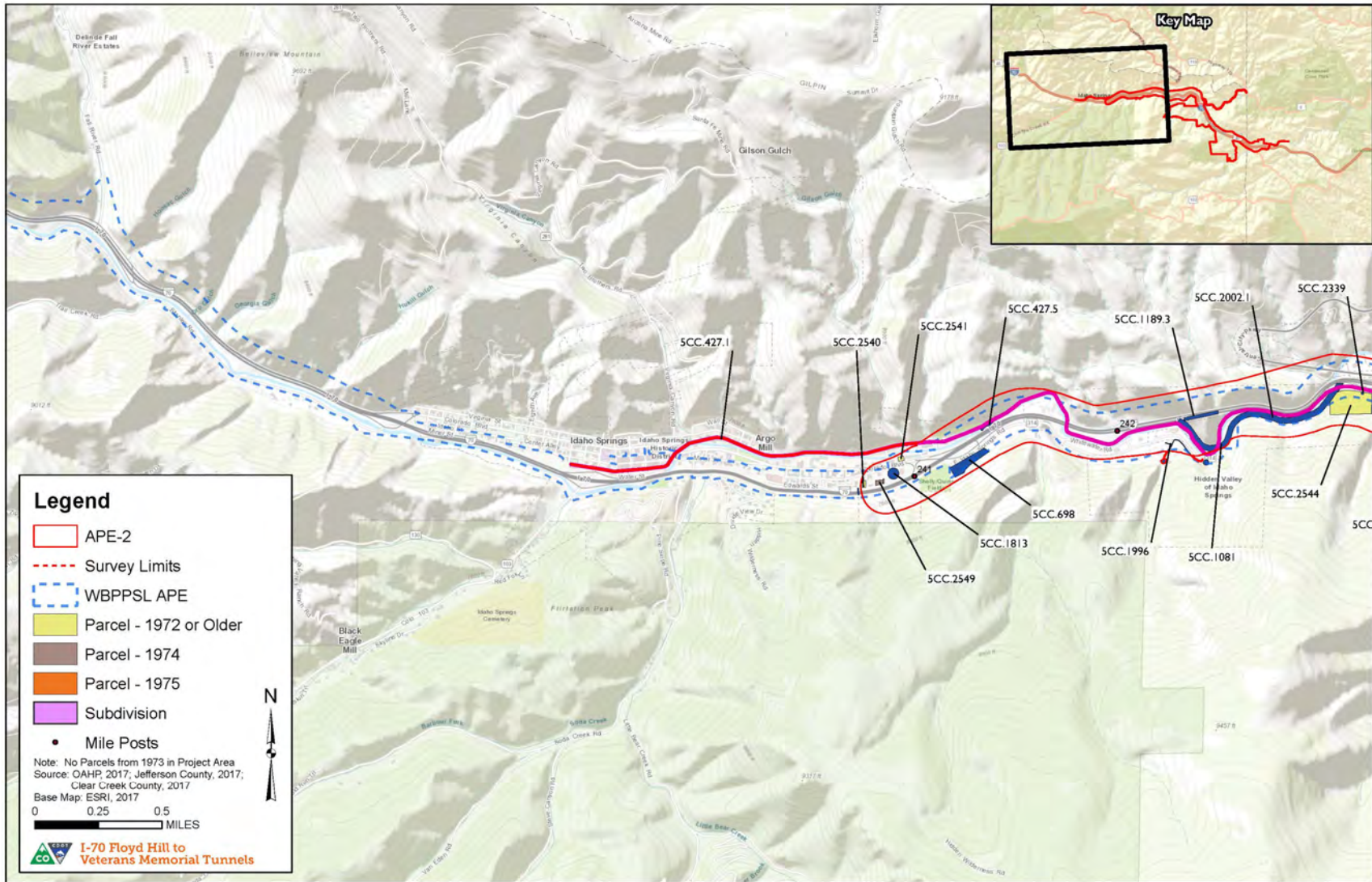
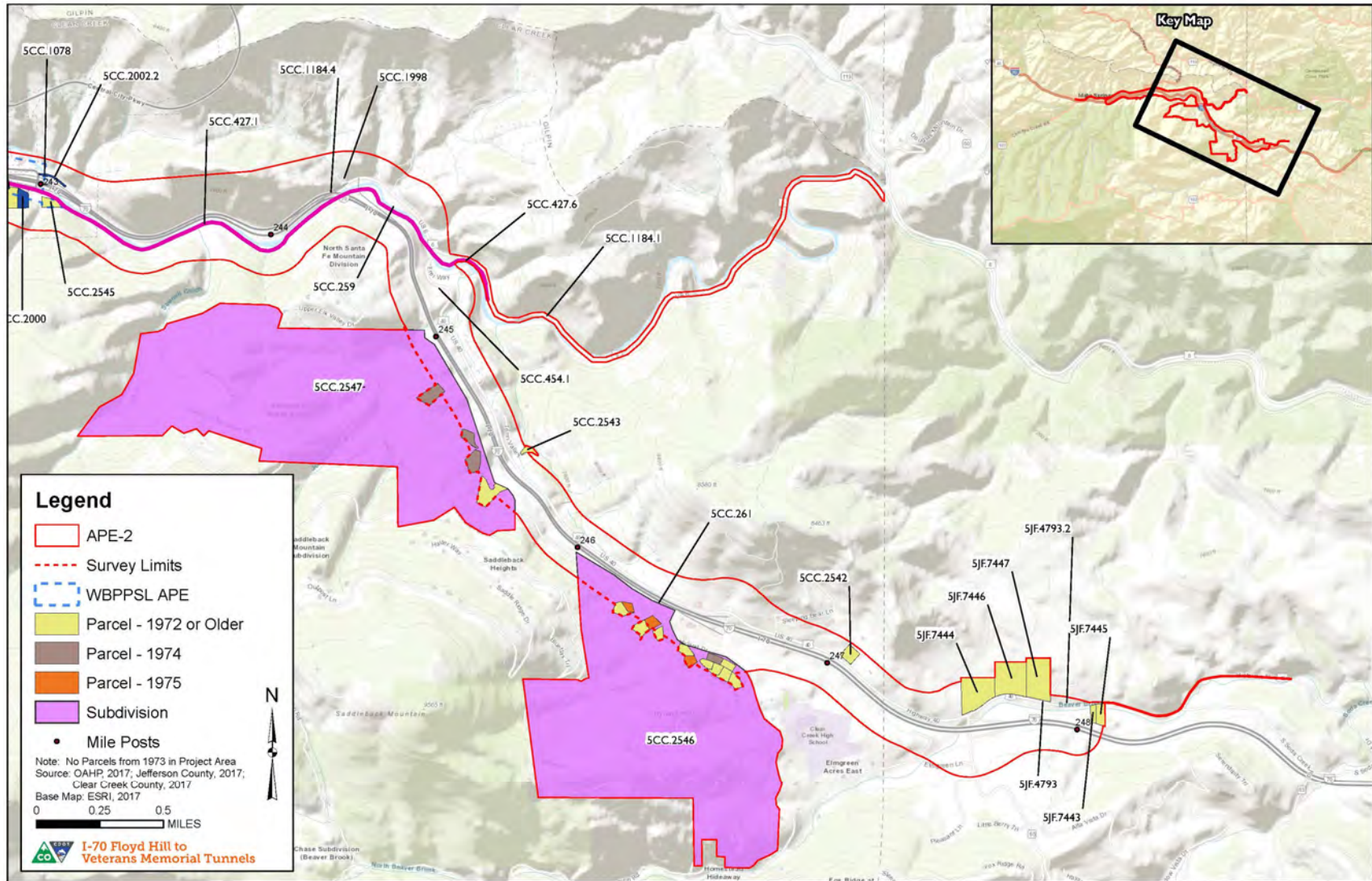






Exhibit 3a. APE-2 Map



## 4. Historic Resources in the Tier 1 PEIS

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### 4.1. Context

Historic resource analysis under the I-70 Mountain Corridor PEIS included a high-level overview of known and potential historic resources within the PEIS corridor, which spans approximately 144 miles from Glenwood Springs to Colorado Highway 470 (C-470). The analysis included a file search for known historic resources in the OAHIP COMPASS database. A windshield survey was performed to identify potentially historic properties within the corridor without requiring property access and intensive site evaluation. Local parties also provided insight into the locations of potentially historic resources in their respective communities. The PEIS provided context for comparing potential effects to historic properties of the Tier 1 alternatives but did not conduct detailed surveys needed to fully assess effects or mitigation of the Preferred Alternative, which was intended to occur in Tier 2 processes as described in Section 3.2 of this report.

The corridor contains several nationally significant historic properties, including the Georgetown-Silver Plume National Historic Landmark District, as well as NRHP-listed sites and districts. Towns and communities throughout the corridor contain historic sites and districts, and the rural areas include historic mining sites. While the interstate itself is considered exempt from Section 106 review per the 2005 ACHP Interstate Exemption, the corridor contains several exceptions to the exemption. The excepted features are considered nationally and exceptionally significant.

The Project and Tier 2 evaluation does not intersect nationally significant historic properties or districts. The project area does include a former exception to the ACHP Interstate Exemption – the former Twin Tunnels, which were expanded, reconstructed, and renamed the Veterans Memorial Tunnels. Consequently, the resource was removed from the list of exceptions to the ACHP Interstate Exemption. The resource is addressed in detail in this report, and because the tunnels are no longer extant in their original form, they are no longer considered eligible for inclusion on the NRHP. The project includes the eastern edge of the City of Idaho Springs, but does not intersect known historic districts in the City. The project intersects the community of Floyd Hill, a census-designated place, and evaluates two subdivisions as part of the Tier 2 analysis. Mining sites are present in the project area and are evaluated under a separate report for archaeological resources. Historic linear transportation resources are also present in the subject project and evaluated as part of the Tier 2 analysis.

### 4.2. Analysis in Tier 2 Processes

The PEIS outlined the process and expectations for resource analysis of Tier 2 undertakings in the I-70 Mountain Corridor. The following is contained in the PEIS Section 3.13 Historic Properties and Native American Consultation under the subheading *What will be addressed in the Tier 2 Process?*

For each Tier 2 process, CDOT will review existing information about historic properties within the project APE. The APE boundary will encompass the viewscape (the area within which a particular point is visible) and viewshed (the area visible from a particular point). The lead agencies will determine, in consultation with the SHPO and consulting parties, additional efforts needed during Tier 2 processes to identify historic properties and evaluate the effects of undertakings on historic properties.

Tier 2 processes will complete the Section 106 process, following the agreements in the I-70 Mountain Corridor Section 106 Programmatic Agreement and the tribal consultation Programmatic Agreement (the latter of which is included as Appendix B of the I-70 Mountain Corridor Section 106 Programmatic Agreement). The I-70 Mountain Corridor Section 106 Programmatic Agreement outlines specific requirements for each step of the Section 106 process, from identification of the APE through to identification of mitigation, and the tribal consultation Programmatic Agreement outlines consultation, treatment, monitoring, and recovery for sites of importance to tribes. In most cases, Tier 2 processes will include agreement on an APE for the individual project, an intensive survey of historic properties within the APE, determination of effects to include visual and noise effects of project designs, and agreement on mitigation measures with the SHPO and consulting parties.

The Tier 2 analysis for historic resources in this Project incorporated the process outlined within the I-70 Mountain Corridor Section 106 Programmatic Agreement. Steps completed include *consultations about identification of historic properties*, including coordination with the SHPO and consulting parties, to establish the project APE and to supplement identification of potential historic resources. Historic and potentially historic resources identified through consultation and file searches were field surveyed and evaluated on appropriate Colorado Cultural Resource Survey Forms. This report is a component of the next step,



*consultations about eligibility of historic properties.* At the conclusion of this step, the project will begin *consultations about determinations of effect* and, if applicable, *consultation about resolution of adverse effect.* Historic properties eligible for, or listed on, the NRHP will also be evaluated for Section 4(f) use.



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## 5. Background Research

Background research included an evaluation of contemporary and historic aerial photographs, topographic maps, Clear Creek County and Jefferson County Assessor records and local archives, and CDOT's Online Transportation Information System (OTIS). Local archives research included grantor/grantee indexes, old Assessor records, photographs, available Sanborn fire insurance maps, and secondary source publications pertaining to the study area. The CDOT OTIS system produced old highway plans from the area. These plans were used to establish or approximate the alignment of linear resources in the corridor including alterations or shifts to the width or alignment. Several older plan sets also indicated building footprints; this information was used to interpret the changing spatial relationships between buildings and the transportation infrastructure, as well as information regarding building complexes.

Additional information was sourced from the Clear Creek Greenway Trail Archaeology and Historic Architecture Survey Report (HDR, 2016), the Interstate-70 Mountain Corridor Historic Context (Mountain States Historical and CH2M Hill, 2014), and A Class III Cultural Resource Inventory Report for the Colorado Department of Transportation I-70 Twin Tunnels Environmental Assessment, Clear Creek County, Colorado (Centennial Archaeology, 2011).

Previous historic survey data was obtained through the Colorado OAHIP COMPASS database. The COMPASS search results (Table 1) reflect previously recorded resources located within or intersecting the APE. The locations of the following resources are reflected on the APE map (Exhibit 2a and Exhibit 2b).

**Table 1. COMPASS Search Results**

Site Number	Resource Name	Determination of Eligibility	Date
5CC.259	Floyd Hill Railroad Depot	Not Eligible – Officially	2002
5CC.261	Floyd Hill Stage Station	No Determination	1976
5CC.427.1	Colorado Central Railroad Grade	Supporting Linear Segment – Officially	2012
5CC.454.1	NA (Wagon Trail)	Not Eligible (Non-Supporting) – Officially	1990
5CC.1078	Clear Creek Bridge F-15-D	Not Eligible – Officially	2002
5CC.1081	Clear Creek Bridge CLR314-W0.7	Not Eligible – Officially	2002
5CC.1184.1	US Highway 6 (Segment)	Does Not Support – Officially	2015
5CC.1184.4	US Highway 6 (Segment)	Does Not Support – Officially	2012
5CC.1996	Seaton Mountain Electric Company Hydroelectric Plant and Flume	Not Eligible – Officially	2012
5CC.1998	The Tunnel Inn Service Station and Lunch Room – Kermitts Roadhouse	Not Eligible – Officially	2012
5CC.2000	Bell Property (2052 East Idaho Springs Road, Idaho Springs, CO 80452)	Not Eligible – Officially	2012
5CC.2002.1	US Highway 6 and Highway 40	Does Not Support – Officially	2012
5CC.2002.2	US Highway 6 and Highway 40	Does Not Support – Officially	2012
5CC.4793	NA (Road)	Not Eligible – Officially	2010
5CC.4793.2	NA (Road Segment)	Not Eligible – Officially	2010



Site Number	Resource Name	Determination of Eligibility	Date
5CC.1813	Peoriana Motel	Needs Data – Officially	2009
5CC.698	Idaho Springs Work Center	Not Eligible – Officially	2012
5CC.427.5	Colorado Central Railroad	Non-supporting Linear Segment – Officially	2012
5CC.427.6	Colorado Central Railroad	Supporting Linear Segment – Officially	2004
5CC.2339	1998 East Idaho Springs Road	Not Eligible – Officially	2016*

\* Table Note: Though no eligibility determination is available through the COMPASS database, SHPO concurred with this determination via a letter dated December 22, 2016; therefore, this is an Officially Not Eligible site.

Additional previously recorded resources in the APE for this project were identified through the *WB I-70 Peak Period Shoulder Lane Historic Resources Technical Report* (October 2018) (Table 2). This report also evaluated the historic district eligibility potential for the Colorado Boulevard Commercial Historic District (5CC.2513). The district was evaluated for its historic association with the tourism industry in Idaho Springs, including NRHP Criterion A in the area of Commerce for the period 1933 – 1973 and Criterion C in the area of Architecture for the period 1933 – 1973. The district was not found to hold sufficient historic integrity to recommend an eligible NRHP district.

**Table 2: Resources in the APE Previously Evaluated by the WB I-70 Peak Period Shoulder Lane Historic Resources Technical Report**

Site Number	Resource Name	Determination of Eligibility	Date
5CC.2418	6 & 40 Fireplace Lounge	Not Eligible – Officially	2018
5CC.2513	Colorado Boulevard Commercial Historic District	Not Eligible – Officially	2018

Site visits were conducted in April, June, July, August, and September 2018 to complete field survey. Permission to enter was not available for all locations; in these instances, field work was completed from the public right of way. In cases where resources were not visible from the public right of way due to heavy tree cover, resources were surveyed from photographic data available through the local Assessor office.

U.S. Highway 6 (US 6) was evaluated for historic significance as part of the Colorado Historic Highway Inventory (2016) completed by Mead & Hunt, Inc., and Dill Historians, LLC on behalf of CDOT. The resource was determined significant as an engineered route under Criteria A in the areas of Transportation and Politics/Government. U.S. Highway 40 (US 40) was also evaluated and determined significant as an engineered route under Criteria A in the areas of Transportation and Politics/Government. Three segments of the Colorado Central Railroad have been recorded within the project area (5CC.427.1, 5CC.427.5, 5CC.427.6). Segment 5CC.427.1 was previously recorded in 1989 – 1990 by the Colorado Department of Highways (now CDOT).



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## 6. Floyd Hill Historic Context

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### 6.1. Introduction

I-70 through the APE is an approximately 7-mile-long highway segment bounded by the top of Floyd Hill on the east and Idaho Springs on the west. The width of the project area varies from approximately one-quarter to one-third of a mile along this segment of I-70. The study area is comprised of commercial and residential areas of widely varying density and parcel size, with Idaho Springs (west boundary) having the highest density and widest variety of uses. East of Idaho Springs to Floyd Hill, density is low, and zoning is primarily rural residential with parcels ranging in size from 1 to 10 acres adjacent to Bureau of Land Management (BLM) land.

I-70 is the only high-speed, multi-lane highway crossing the central Rocky Mountains and links Denver with numerous Colorado mountain communities and ultimately Interstate 15 in Utah. For much of its length, I-70 consists of two east-bound and two west-bound lanes separated by a median. Interstate 70 in the I-70 Mountain Corridor PEIS study area extends 144 miles from Colorado Highway 470 at the eastern edge of the Front Range to Glenwood Springs in Garfield County, and is among the most heavily traveled portions carrying a high volume of both interstate and Colorado-based traffic. The Project is located primarily within Clear Creek County, west of Idaho Springs. This area of I-70 has more recently been referred to as the Mountain Corridor; this specific area is sometimes referred to as the Mountain Mineral Belt segment. Road development in this area of I-70 was shaped by broad patterns of exploration, natural resource extraction and agriculture, tourism and recreation, and changing transportation technologies.

### 6.2. Discovery of Gold in Clear Creek Canyon

On a January 1859 hunting expedition, George Andrew Jackson discovered small amounts of placer gold at the confluence of Chicago and Clear Creeks in Clear Creek Canyon. Jackson also uncovered the area's namesake hot springs, long known to the Arapaho who frequently traveled through the area as "edau hoe," and Jackson became convinced of the area's potential to yield wealth.<sup>2</sup> Jackson left behind his findings in Clear Creek Canyon and returned to the Golden area to regroup. By April 1859, Jackson had assembled a party of 22 men and returned to the confluence of Chicago and Clear Creeks. The party went to work erecting temporary shelters and searching for placer gold. In just one week, their efforts yielded significant amounts of gold, and by June 1859, more than 400 prospectors had made their way to what would become the Idaho Springs townsite. Although Jackson's discovery was not the first finding of placer gold in Colorado, it was certainly the most significant. Together with the discovery of gold at Gregory Gulch near what would become Central City, Jackson's findings helped to usher in the first legitimate gold rush in Colorado. These findings initiated a period of significant movement of people not only to the Colorado Rockies, but also to burgeoning Front Range communities like Denver and Golden.<sup>3</sup>

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<sup>2</sup> Gantt, Transportation I-70 Twin Tunnels Environmental Assessment, p. 9.

<sup>3</sup> White, Willis. Idaho Springs Downtown Commercial District 5CC.201. National Register of Historic Places Inventory – Nomination Form, 1984.



### 6.3. Idaho Springs

The townsite for Jackson's camp, also known as Jackson's Digging's, Sacramento City, and Idaho City before becoming Idaho Springs, was laid out in 1860, though a patent for the town was not filed until 1873 and not formally accepted until 1874.<sup>4</sup> Nonetheless, Idaho Springs was the first permanent settlement in the area, and the mining claims in and around the townsite led to the creation of the first formal organization of a mining district in Colorado in 1861 – the Central City-Idaho Springs District.<sup>5</sup> That same year, the Colorado Territory was legislated into existence. Idaho Springs became the county seat of Clear Creek County, a title the town would retain until 1868.<sup>6</sup> Figure 1 illustrates the townsite in 1890.

The majority of mining claims in Idaho Springs began as placer finds but evolved to hardrock mining as placers were expended and smelting technology improved. Initial underground mining operations and infrastructure helped give a sense of permanence to Idaho Springs (Figure 2). Underground hardrock mining required power generation infrastructure, a robust supply of timber, and greater manpower to extract ore from the earth. The change in mining operations from small placer claims to large industrial sites saw the town's population peak in the mid-1860s at 12,000 and the development of distinct commercial and residential districts.<sup>7</sup> Similarly, the town's hot springs attracted many business-savvy individuals, such as Dr. E. S. Cummings. Dr. Cummings constructed the first bathhouse in the town in 1863 (Figure 3), hoping to capitalize on the long-held belief in the healing power of mineral springs. Dr. Cummings ran the business until 1866.<sup>8</sup>



Figure 1. Idaho Springs townsite circa 1890. Denver Public Library, Western History and Genealogy, Digital Collections.

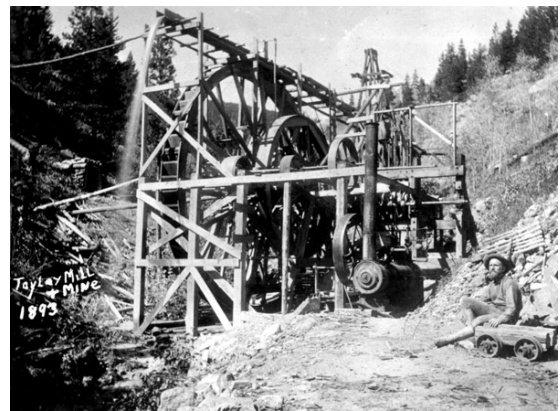


Figure 2. Tayler Mill and Mine waterwheel. HistoricIdahoSprings.com

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<sup>4</sup> White, Willis. Idaho Springs Downtown Commercial District 5CC.201. National Register of Historic Places Inventory – Nomination Form, 1984.

<sup>5</sup> Historical Society of Idaho Springs. *Tailings Tracks and Tommyknockers: A History of Clear Creek County.* (1986).

<sup>6</sup> White, Idaho Springs Downtown Commercial District 5CC.201. 1984.

<sup>7</sup> Historical Society of Idaho Springs. *Tailings Tracks and Tommyknockers.* (1986).

<sup>8</sup> *Ibid.*



Figure 3 Harris Montague's Ocean Bath House circa 1875. Denver Public Library, Western History and Genealogy, Digital Collections.



Figure 4. Harris Montague's Ocean Bath House advertisement. Daily Colorado Miner, August 1873. Colorado Historic Newspapers.

For all its early successes, by the mid-1860s mining in the Central City-Idaho Springs District was on the verge of collapse. Nothing but trace amounts of placer gold could be found, and the shallowest hard rock veins had been exhausted. Of course, many miners were experimenting with new recovery methods, and by 1868, Nathaniel P. Hill had constructed a smelter in nearby Blackhawk with technology capable of recovering gold from previously unusable ores.<sup>9</sup> As if overnight, hard rock mining in Central City-Idaho Springs was booming once more, and additional smelters were constructed throughout the area. With new smelters up and running, wealth flowed freely from the mines surrounding Idaho Springs. Highlighting the success of the town, Harrison Montague had taken over and renovated Dr. Cummings bathhouse, tearing down the existing log structure and constructing a wood frame and stone building. By 1873, Montague was running advertisements for his "luxurious" resort in area newspapers, calling it the Ocean Bath House (Figure 4).<sup>10</sup>

As mines were sunk deeper into the earth and operations increased in complexity and cost, shanty cabins, tents, and other ramshackle dwellings slowly gave way to more permanent buildings and structures. Perhaps most importantly, the arrival of the Colorado Central Railroad in 1877 and the construction of the Argo Tunnel and Mill towards the end of the 19<sup>th</sup> century solidified Idaho Springs as an important center for mining operations in Colorado. Idaho Springs settled into permanence by 1880, Colorado's mining economy boomed, and other area communities began to sprout into existence. One such community, Floyd Hill, sprung up in the 1860s as ranchers and other agriculturalists made their way into the mountains on the heels of the prospectors before them.

#### 6.4. Floyd Hill

Thought to be named for Merrill H. Floyd, head of the Clear Creek Wagon Road Company in the 1860s, Floyd Hill is a small community located approximately 6 miles east of Idaho Springs, straddling Jefferson and Clear Creek counties.<sup>11</sup> Floyd established a ranch high on a hill in the area, colloquially known to locals as "Floyd's Hill," early in the 1860s and set to work raising cattle and sheep.<sup>12</sup> Homesteading was particularly significant along Clear Creek from 1860 to 1880, primarily authorized by the Homestead Act of 1862, the Timber Culture

Act of 1873, and the Desert Land Act of 1877.<sup>13</sup> Many early settlers to the Floyd Hill area were placer miners attracted to Jackson's find and the seemingly abundant amount of gold. For most, agriculture was for personal subsistence with perhaps some additional income coming from surplus crops.<sup>14</sup> By 1880, most of the land along Clear Creek had been claimed, and Floyd Hill had developed into a full-fledged mountain community. However, the arrival of the Colorado Central Railroad in the 1870s reduced the need for local agricultural products and meat. Therefore, large agricultural operations were limited to just a few

<sup>9</sup> Ibid.

<sup>10</sup> Daily Colorado Miner, July 11, 1873

<sup>11</sup> Clear Creek County Archives digital collections. Accessed July 20, 2018.

<sup>12</sup> Ibid.

<sup>13</sup> Ibid.

<sup>14</sup> Ibid.



farms and ranches and an industry never fully developed.<sup>15</sup> Nonetheless, small-scale and subsistence mountain farming and ranching figures predominantly in the history of the area, beginning in approximately 1860 with the establishment of Floyd's ranch and other homesteads along Clear Creek, and extending to 1955 when agricultural operations in the area declined to the point of economic insignificance.<sup>16</sup>

## 6.5. Transportation - Roads

More important to the overall development of the area than his ranch, Floyd's company constructed a wagon road from his ranch to Idaho Springs early in the 1860s. Additional branches of this road were also eventually built to Central City and the Bergen Ranch (now Bergen Park).<sup>17</sup> Recognizing the need for a road, and emboldened by actions recently taken by legislators of the newly formed territorial government, Floyd set forth constructing the road between Floyd Hill and Idaho Springs. At the first session of the Colorado Territorial legislature in Colorado City in September 1861, legislators agreed to provide support for the construction of roads in the territory to improve road conditions and foster the efficient movement of people and goods through the territory. By 1862, lawmakers passed legislation to establish and regulate territorial roads, including approving a network of 19 toll roads spanning across the Colorado Territory. The first Road Act passed by the Colorado Territorial legislature, entitled "An act to establish and regulate territorial roads," declared "Be it enacted by the Council and House of Representatives of Colorado Territory: Territorial roads defined. Section 1. That the nearest traveled road between the following named places is hereby declared a Territorial Road..."<sup>18</sup> Upon signing the document, the most well-traveled routes between two locations named on an official Government Land Office Map were made eligible for improvement under the newly created Internal Improvement Fund. Through this Act, Floyd was encouraged to take on road building in the mountains west of Denver. His road would prove to be a crucial component of Colorado's transportation infrastructure in the coming decades.

## 6.6. Transportation - Railroads

While the importance of wagon roads to the development of the mountain communities west of Denver cannot be overstated, few things would have as dramatic of an impact on what would become the I-70 Mountain Corridor than the construction of a rail line connecting the many disparate mountain towns to Denver. The Colorado Central Railroad established its Floyd Hill railhead in 1873, instituting the region's first all-season link with Denver, greatly reducing transportation costs and fundamentally altering local development.<sup>19</sup> Railroad service from Golden to Idaho Springs by the Colorado Central Railroad began in 1877 once the link to Floyd Hill was completed (Figures 5 and 6).<sup>20</sup> The Colorado Central Railroad was crucial to the development of Idaho Springs and Clear Creek County, transporting ore from the Clear Creek mining districts to smelters in Golden and Denver.

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<sup>15</sup> Blackwell, Chad and Plimpton, Kathryn. Final Architectural Survey and Evaluation for Interstate 70 Eastbound Peak Period Shoulder Lane Project (MP 229-MP 243) Clear Creek County, Colorado. (2014) p. 50.

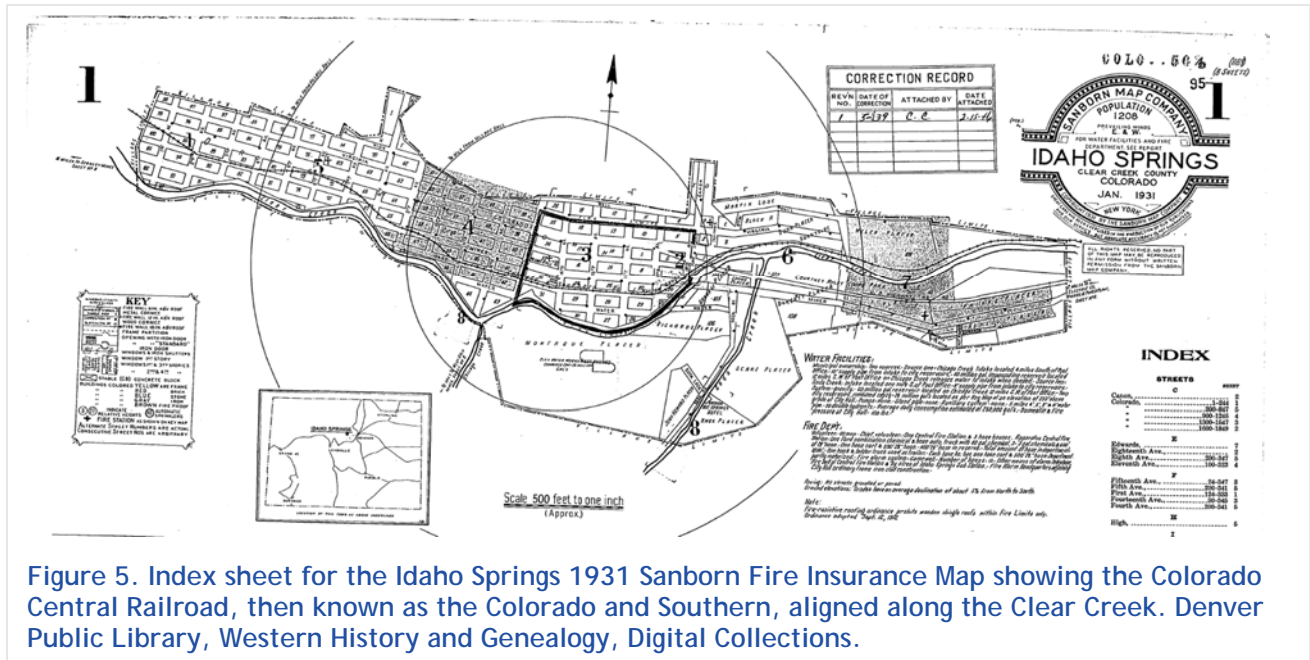
<sup>16</sup> Blackwell, Final Architectural Survey and Evaluation for Interstate 70. P. 50.

<sup>17</sup> Ibid.

<sup>18</sup> Autabee, Robert and Dobson-Brown, Deborah, Colorado State Roads and Highways: National Register of Historic Places Multiple Property Submission. Office of Archaeology and Historic Preservation, 2003.

<sup>19</sup> Norman, Kathleen M. Historic Contexts Report 1999-2002 Cultural Resource Survey of Unincorporated Jefferson County. (2002) p. 28.

<sup>20</sup> Norman, Historic Contexts Report 1999-2002. p. 28.



The origin of the Colorado Central Railroad lies in an earlier wagon road that had long provided a route up a portion of Clear Creek Canyon. In 1861, William A. H. Loveland and other Golden and Denver businessmen formed the Apex & Gregory Wagon Road Company. The company hired Swiss engineer Edward L. Berthoud to explore the Front Range for a suitable overland mail stage route through the Rocky Mountains. Berthoud, with assistance from famed mountain man Jim Bridger, decided that Clear Creek Canyon and the mountain pass that now bears Berthoud's name would provide the most desirable route. The route was not chosen by the Apex & Gregory Company for the mail route, so Loveland and his associates formed the Clear Creek and Guy Gulch Wagon Road Company in 1862 with hopes of using Berthoud's route to haul ore out of Gilpin County. In 1865, Loveland incorporated the Colorado & Clear Creek Railroad Company (C&CC) and would utilize the route of the existing wagon road. Much of the groundwork to build a railroad had been laid by construction of the road, and the time was approaching for the transcontinental railroad to decide on a route. The C&CC was originally marketed as a transcontinental railroad route through the Rockies, but ultimately the gentler "gang plank" route into the Laramie Mountains in southern Wyoming was selected by the Union Pacific Railroad (UP). However, although the UP did not choose the C&CC route as part of the transcontinental line in

1866, it did offer materials and supplies to support construction of the railroad up Clear Creek Canyon. The C&CC changed its name to the Colorado Central Railroad in 1869 with Henry M. Teller serving as the railroad's first president.<sup>21</sup>



**Figure 6. The Colorado Central Railroad steams out of Idaho Springs on July 4, 1890. Denver Public Library, Western History and Genealogy, Digital Collections.**

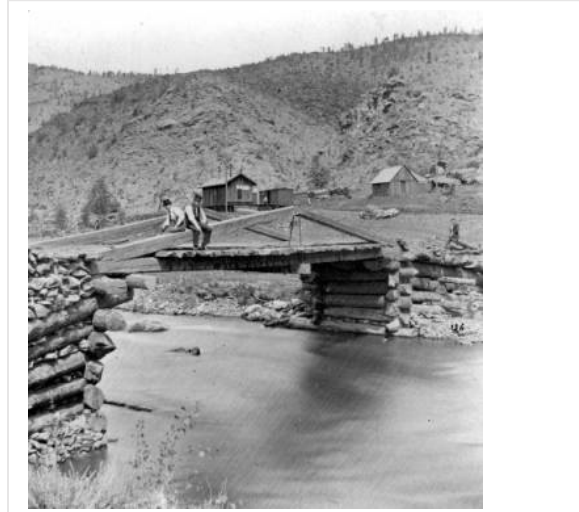
The first track of the railroad that became the Colorado Central was laid in Golden in 1868, making it the first railroad initiated from within the state of Colorado. The initial trackage was standard gauge and connected Golden to the Denver Pacific track just north of Denver in August 1870. The first Colorado Central train began operations on September 23 the same year. The ultimate goal for the railroad was to reach to Central City. Standard gauge track was planned for the western expansion of the line despite Berthoud's recommendation for the use of narrow gauge

<sup>21</sup> Morgan, Gary. *Three Foot Rails: A Quick History of The Colorado Central Railroad*. Gary Morgan, Greeley, Colorado. 1974.



track. However, after assessing the tight curves and steep grades required for this section of the railroad, narrow gauge was ultimately selected for the line. By January 1871, only six miles of bed had been graded up Clear Creek Canyon. The railroad experienced financial problems along with declining interest and support from the UP. After securing funding from Gilpin and Clear Creek counties, the Colorado Central was completed to Black Hawk in December of 1872.<sup>22</sup> In 1873, a railhead was developed at Floyd Hill (Figure 7), which although far from Idaho Springs, offered better access to Central City and Black Hawk.<sup>23</sup>

The Colorado Central finally reached Idaho Springs in 1877, which provided a boost to the local economy by lowering transportation costs. Still, the railroad struggled financially and was leased to the UP in 1879. The UP bought the narrow-gauge line in 1880 but the struggle for economic viability continued. The standard-gauge track from Denver to Golden was removed in 1888. In 1889, the line was merged with seven UP subsidiaries to form the Denver, South Park & Pacific, which went bankrupt in 1899. Service on the railroad, which was by then part of the Colorado & Southern, was discontinued altogether in 1941. By the late 1920s, the popularity of the automobile and improved roads were having a negative impact on the economic viability of the railroad, and Colorado and Southern eventually shut the line down in 1941.<sup>24</sup>



**Figure 7. The Floyd Hill terminus of the Colorado Central Railroad circa 1873.**

## 6.7. Early 20<sup>th</sup> Century and the Post War Period

Demand for improved roads intensified in the corridor during the 1910s and 1920s as transportation technology shifted from wagons and railroads to automobiles and trucks. Decline of agriculture and natural resource extraction, reduction in railroad service, and the rise of tourism and recreation were major contributing factors.<sup>25</sup> Clear Creek County worked over several decades to improve the wagon road between Floyd Hill and Idaho Springs with support from the state.<sup>26</sup> In 1907, engineers reconstructed the road to climb an eleven percent grade, with a short thirteen percent segment near the hill base.<sup>27</sup> In 1916, the surface was widened, and the next year the county added guard rails where necessary as the road was prepared for increasing automobile traffic.<sup>28</sup> The original route remained the same, but newer road-building techniques and design standards were implemented for greater safety and traffic efficiency. A portion of the road from Floyd Hill to Idaho Springs was rebuilt as US 40 between 1936 and 1938, and the road was again refurbished when US 6 was constructed in Clear Creek Canyon beginning in the 1940s.<sup>29</sup>

At the close of World War II, many GIs returned home to a country of well-paying jobs and economic abundance. The ready availability of surplus military equipment, inexpensive fuel, and a keen sense of adventure led many Denver families to take to the hills west of the city. In the decade following the war, weekends and warm weather could guarantee traffic congestion on US 40 and US 6 as thousands flocked to the mountains for leisure and sport. Traffic on Floyd Hill became an extreme nuisance, with gridlocked weekend traffic extending travel times from minutes to hours. Just as traffic was reaching unbearable levels, in 1956 President Eisenhower signed into law the Federal Interstate Highways Act. Talks of an interstate highway system had been in the works since the invention of automobiles, and the federal government passed major road construction bills in 1916, 1921, and 1944. The 1956 act was the most ambitious road-building project to that point and authorized the construction of 41,000

<sup>22</sup> LeMassena, Robert A. *Colorado's Mountain Railroads*. Sundance Publication, Ltd., Denver, Colorado. 1983.

<sup>23</sup> Twitty, Eric et al., *Historic Context Interstate-70 Mountain Corridor*. June 2014.

<sup>24</sup> Ibid.

<sup>25</sup> Gantt, Transportation I-70 Twin Tunnels Environmental Assessment, p. 9.

<sup>26</sup> Ibid.

<sup>27</sup> Clear Creek County Archives digital collections. (2018).

<sup>28</sup> Ibid.

<sup>29</sup> Gantt, Transportation I-70 Twin Tunnels Environmental Assessment, p. 9.

miles of roads to develop a national interstate highway system. In October 1956, the Colorado Department of Highways set out a five-year plan to construct the interstate along a six-mile section between Floyd Hill and Idaho Springs. The plan would cost an estimated \$7 million dollars, and the engineering challenges were dramatic. The most significant hurdle was the construction of two, two-lane tunnels through a massive rock promontory near Idaho Springs. On March 14, 1960, Colorado Constructors, Inc., began construction on the eastbound tunnel. Severe weather, design challenges, and unstable rock caused the project to slow, but the tunnels were nonetheless complete by July 1961.<sup>30</sup> The Twin Tunnels represent the first successful tunneling operation associated with I-70, and this six-mile section of the highway was the first constructed in Colorado.<sup>31</sup>

The construction of the Floyd Hill to Idaho Springs section of I-70 brought new interest in development to the area. The first and largest of these new developments was the Hyland Hills subdivision, the first homes of which were completed in 1962. Hyland Hills was built on Floyd Hill itself, more specifically on the site of the former 600-acre Gibbons ranch. The subdivision was developed by United Investors, Inc. Hyland Hills was followed by The Saddleback Ridge Estates subdivision on the west side of Floyd Hill in the early 1970s. Population and development in the Floyd Hill to Idaho Springs corridor has remained relatively stable since the 1970s, underscoring the area's primary role as a gateway to destinations farther west. The Twin Tunnels, constructed as part of the Floyd Hill to Idaho Springs segment of I-70, were rebuilt and enlarged in 2013 to accommodate the ever-increasing traffic. Floyd Hill for its part has maintained a sense of identity, and not just among the former ranching families that have remained in the area for 130 years. More recent homeowners are contributing to this shared identity and sense of community as well. Interviews with residents reveal a strong association with Floyd Hill and a sense of community wholly independent from the town of Evergreen, which is the legal address for all Floyd Hill homeowners.<sup>32</sup>

Road development in this corridor was historically shaped by broad patterns of exploration, natural resource extraction and agriculture, tourism and recreation, and changing transportation technologies. Euro-American trappers and surveyors first explored the mountains west of Denver in search of natural resources, to chart the geography of the Rocky Mountains, and to identify efficient east-west routes across the country. This was followed by mining and the development of a recognizable circulation system of pack trails.<sup>33</sup> The Pikes Peak gold rush of 1859 created the critical mass of traffic necessary to establish the system, which evolved organically from use. Mining continued after 1900 at a somewhat reduced pace, spiking one last time during the Great Depression as people sought alternative means of income. The final blow came during World War II when a federal ban on non-essential mining effectively shut down nearly all mines in the area.<sup>34</sup> Throughout this period and particularly after the completion of the rail line in 1870, the town's namesake hot springs located at Soda Creek proved to be a strong tourist draw and provided one of the region's first tourist destinations, as well as a means for Idaho Springs to weather the boom and bust cycles of the mining industry.<sup>35</sup> Demand for improved roads intensified in the corridor during the 1910s and 1920s as transportation technology shifted from wagons and railroads to automobiles and trucks. Decline of agriculture and natural resource extraction, reduction in railroad service, and the rise of tourism and recreation were major contributing factors for the shift.<sup>36</sup>

Before World War II, the area saw limited tourism because of competition from more accessible regions. It was not until after World War II, with the emergence of a new upwardly mobile middle class that tourism truly began to flourish and replace mining as the key economic driver in the mountains west of Denver. In the immediate post-war period, Idaho Springs made efforts to attract automobile tourists by advertising itself as the gateway to the highest paved road in America (on Mount Evans) and countless ski areas just to the west.<sup>37</sup> By the early 1960s, the completion of I-70 through Idaho Springs reduced drive times from Denver to such an extent that Idaho Springs was able to serve as a viable bedroom community for the front range metropolis. These two factors helped stabilize its population, which had dropped dramatically with the decline of the mining industry in the early 20th century. However, by the 1970s, the corridor became known across the country and beyond as a desirable destination

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<sup>30</sup> Autabee, Robert. Twin Tunnels 5CC.1189.3. Colorado Cultural Resource Survey Form, 2002.

<sup>31</sup> Ibid.

<sup>32</sup> Ward, Carolyn. Oral History Interview (2018).

<sup>33</sup> Gantt, Transportation I-70 Twin Tunnels Environmental Assessment, p. 9.

<sup>34</sup> Ibid.

<sup>35</sup> Ibid.

<sup>36</sup> Ibid.

<sup>37</sup> Philpott, William. *Vacationland: Tourism and Environment in the Colorado High Country*. University of Washington Press. (2013).



for outstanding scenery, skiing, fishing, hiking, camping, hunting, and other outdoor pursuits. Broad national factors contributing to this transformation included unprecedented postwar economic mobility, the availability of automobile and air travel, and the desire of middle-class Americans to escape from everyday urban life through outdoor activities. A key element in the evolution of high-country tourism and recreation involved a fundamental shift in perception, where the I-70 Mountain Corridor was no longer viewed primarily as the site of resource extraction and agricultural production, but as a readily accessible landscape of both leisure and adventure.

## 7. Surveyed Resources

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Newly identified resources, or those with no previous historic survey, were recorded on OAHP Architectural Inventory Form 1403. Subdivisions were evaluated as potential historic districts and evaluated on OAHP Form 1403b: Post World War II Residential Suburban Subdivisions (1945 – 1975). Linear resource segments were evaluated on OAHP Management Data and Linear Component Forms 1400/1418. Previously recorded resources with determinations of Eligible – Officially made more than five years ago, those with field determinations of eligibility, and those with determinations of “Needs Data” were evaluated on OAHP Re-Visitation Form 1405. These newly surveyed and re-surveyed resources are reflected below and discussed in Section 8.0 Determinations of Eligibility.

Linear resources with determinations of eligibility made within the last five years and those resources with determinations of Not Eligible – Officially or, for linear resources, Non-supporting Linear Segment – Officially, were not resurveyed. Resources lacking official determinations, or resources evaluated before 2013 were evaluated for eligibility. Because project effects are not known at this time, resources may still require Section 106 effects analysis as the project advances and design elements are refined.

Field survey and background research resulted in the documentation of 17 resources, including 11 individual resources, two subdivisions, one linear segment, and three re-visited resources. The newly identified, or fully re-surveyed, resources are listed in Table 3. Resources evaluated as re-visitations of previous surveys are listed in Table 4.

Resources are organized and presented in this section and Section 8.0, Determinations of Eligibility, in order by site number. Refer to Exhibit 2a and Exhibit 2b for resource locations.





**Table 3. Newly Identified Resources/Resources Surveyed on OAHF Form 1403 or 1400/1418**

Site Number		Address	Resource Type	Year Built	County	NRHP Evaluation
5CC.427	5CC.427.1	NA	Railroad Grade	Circa 1870s	Clear Creek County	Non-supporting Linear Segment – (2018)
5CC.2540		99 – 101 Spruce Lane, Idaho Springs, CO 80452	Residence	1950	Clear Creek County	Not Eligible (2018)
5CC.2542		23 Brandt Lane, Evergreen, CO 80439	Residence	1967	Clear Creek County	Not Eligible (2018)
5CC.2543		283 Tonn Valley Drive, Evergreen, CO 80439	Residence	1968	Clear Creek County	Not Eligible (2018)
5CC.2545		2056 Idaho Springs Road, Idaho Springs, CO 80452	Residence	1969	Clear Creek County	Not Eligible (2018)
5CC.2546	214 Meadow View Drive, Evergreen, CO 80439		Residence; Hyland Hills	1963	Clear Creek County	Treat as Eligible (2018)
	40 Beaver Brook Canyon Road, Evergreen, CO 80439		Residence; Hyland Hills	1963	Clear Creek County	
	208 Meadow View Drive, Evergreen, CO 80439		Residence; Hyland Hills	1964	Clear Creek County	
	120 Meadow View Drive, Evergreen, CO 80439		Residence; Hyland Hills	1965	Clear Creek County	
	305 Hyland Drive, Evergreen, CO 80439		Residence; Hyland Hills	1966	Clear Creek County	
	15 Ponderosa Place, Evergreen, CO 80439		Residence; Hyland Hills	1966	Clear Creek County	
	238 Hyland Drive, Evergreen, CO 80439		Residence; Hyland Hills	1966	Clear Creek County	
	37 Meadow View Drive, Evergreen, CO 80439		Residence; Hyland Hills	1967	Clear Creek County	



Site Number	Address	Resource Type	Year Built	County	NRHP Evaluation
	82 Meadow View Drive, Evergreen, CO 80439	Residence; Hyland Hills	1970	Clear Creek County	
	1 Hyland Drive, Evergreen, CO 80439	Residence; Hyland Hills	1974	Clear Creek County	
	90 Saddleback Drive, Evergreen, CO 80439	Residence; Hyland Hills	1975	Clear Creek County	
	277 Hyland Drive, Evergreen, CO 80439	Residence; Hyland Hills	1975	Clear Creek County	
	55 Meadow View Drive, Evergreen, CO 80439	Residence; Hyland Hills	1975	Clear Creek County	
5CC.2547	820 Elk Valley Drive, Evergreen, CO 80439	Residence; Saddleback Ridge Estates	1974	Clear Creek County	Treat as Eligible (2018)
	565 Elk Valley Drive, Evergreen, CO 80439	Residence; Saddleback Ridge Estates	1974	Clear Creek County	
	500 Elk Valley Drive, Evergreen, CO 80439	Residence; Saddleback Ridge Estates	1974	Clear Creek County	
5CC.2548	182 Sawdust Court, Evergreen, CO 80439	Residence	1937-1950	Clear Creek County	Not Eligible (2018)
5CC.2549	2819 Miner Street, Idaho Springs, CO 80452	Residence	1974	Clear Creek County	Not Eligible (2018)
5JF.7443	33180 US Highway 40, Evergreen, CO 80439	Residence	1880	Jefferson County	Not Eligible (2018)
5JF.7444	335 Crooked Pine Trail, Evergreen, CO 80439	Residence	1900	Jefferson County	Not Eligible (2018)
5JF.7445	33160 US Highway 40, Evergreen, CO 80439	Residence	1915	Jefferson County	Eligible (2018)
5JF.7446	344 Crooked Pine Trail, Evergreen, CO 80439	Residence	1962	Jefferson County	Not Eligible (2018)



Site Number	Address	Resource Type	Year Built	County	NRHP Evaluation
5JF.7447	403 Quarter Circle Lane, Evergreen, CO 80439	Residence	1968	Jefferson County	Not Eligible (2018)

**Table 4: Properties Surveyed on Re-Visitation Form 1405**

Site Number	Address	Resource Type	Year Built	County	NRHP Evaluation
5CC.261	NA	NA -Destroyed	Circa 1860 - 1869	Clear Creek County	Not Eligible (2018)
5CC.1189.3	NA	NA - Destroyed	1961	Clear Creek County	Not Eligible (2018)
5CC.1813	NA	NA - Destroyed	1964	Clear Creek County	Not Eligible (2018)

## 8. Determinations of Eligibility

Resources with a previous determination of officially not eligible as recorded in the COMPASS search or through recent reports were not resurveyed by this project. Resources with a determination of eligible – official within the last 5 years were also not resurveyed by this project. The project identified 17 resources either newly identified or previously surveyed that required evaluation. This includes:

- 11 Architectural Inventory Forms (1403)
- 3 Re-Visitation Forms (1405)
- 2 Post -World War II Residential Suburban Subdivision Forms (1403b)
- 1 Management Data/Linear Component Form (1400/1418)

Full determinations of eligibility and recommendations are contained in Tables 3-4; Table 5 contains a summary of eligible properties.

### 8.1. Eligible Resources and Supporting Linear Segments



**Photograph depicting the Mesa LLC Property (5JF.7445). Photograph courtesy of Pinyon Environmental, Inc. staff historians.**

#### **Mesa LLC Property, 33160 US Highway 40 (5JF.7445):**

The Mesa LLC Property is a cross gabled Folk Victorian style house with a moderate pitch metal roof. The exterior features horizontal siding and decorative wood shingles in the gable ends. The juncture of the gable ends with the wall plane are defined by decorative wood cornice brackets.

The building was built in 1915. The original owner of this property was John D. Colver, who purchased 160 acres of land from the government in 1869 under Land Act/Cash-Sales Entry Act of 1820. Colver's land was known as the Beaver Brook Ranch. Colver was born in Pennsylvania circa 1815 and died in 1876. The next known owner after John Colver was Claus S. Miller. The Hakes Residence/Beaver Brook Ranch, located approximately 60 feet east of the Mesa

LLC Property was built in 1880, possibly by Miller. Miller sold the property to John and Hattie Peterson at an unknown date. The Petersons sold the property to Lila K. Hammond (date unknown) who then sold it to John J. McKibbin in 1910. The property was next sold to Anna M. Ramsey who sold it to Edgar J. Ramsey in 1916. Elmo J. Johnson purchased the property in 1919 and sold it to the Johnson Investment Company in 1925. At this point land records become difficult to discern. David R and Annie D Ball owned the house by 1952, when the parcel which the house is located on was created through the subdivision of the original larger parcel. The current owner, Mesa LLC, acquired the property in 2009.

The Mesa LLC Property does not possess known significance with historic themes or events. The known age and location of the building establishes it as part of the Beaver Brook Ranch, but research in Jefferson County Archives and Colorado Historic Newspapers website was unable to uncover any information about the ranch or its period of operation. The subject resource in tandem with its neighbor, the Hakes Residence/Beaver Brook Ranch, may have been the headquarters for the ranch. Therefore, the resource is not significant under Criterion A.

McKibbin is the person most closely associated with the construction of the Mesa LLC Property and its possible role in ranching. Archival records do not indicate a connection between McKibbin and significant historic trends, the development of the community, or the ranching industry more broadly. Therefore, the resource is not significant under Criterion B.

Architecturally, the Mesa LLC Property is an example of the Folk Victorian style, expressed through the cross-gabled roof form, decorative shingles in the gable ends, and prominent front porch. Therefore, the resource is significant under Criterion C.



Research into the property has not yielded any information important to history or prehistory, and the resource is unlikely to yield additional information in these areas. Therefore, the resource is not significant under Criterion D. Lastly, the resource does not fall within NRHP Criteria Considerations A through G.

The Mesa LLC property displays integrity as it relates to its significance under Criterion C. The building itself is in excellent condition. Based on somewhat limited archival and photographic data, the resource retains integrity of setting, design, location, feeling, and workmanship. The property retains its historic form and is expressive of design and workmanship. Integrity of materials has been minimally diminished through the introduction of a metal roof and replacement windows. However, historic fenestration patterns appear to be intact. The building retains integrity of location, feeling, and association with the Folk Victorian style and 1915 construction date. Integrity of setting is minimally diminished through the introduction of I-70. Therefore, the building retains sufficient integrity to convey significance under Criterion C.

Therefore, the resource is recommended *eligible* for inclusion on the NRHP.

## 8.2. Treat as Eligible Resources



**Photograph depicting the Hyland Hills Subdivision (5CC.2546). Photograph courtesy of Pinyon Environmental, Inc. staff historians.**

### **Hyland Hills Subdivision, Multiple Addresses (5CC.2546):**

Located approximately six miles east of Idaho Springs on the south side of Clear Creek and I-70, the Hyland Hills subdivision is composed of 289 Modern style residences built between 1962 and 1975.

The construction of the Floyd Hill to Idaho Springs section of I-70 brought new interest in development to the area. The first and largest of these new developments was the Hyland Hills subdivision, the first houses of which were completed in 1962. Hyland Hills was built on the 600-acre Gibbons ranch. The first filing included 53 one-plus acre sites. The ranch was originally owned by Swedish immigrant John Nyquist, who

homesteaded the first 160 acres before the Civil War. Nyquist later homesteaded another 160 acres and purchased two adjoining properties, bringing the total acreage to 640. Nyquist later sold 40 acres to the city of Golden for a reservoir. In 1909 Nyquist sold the ranch to B.J. Gibbons, who raised white Herefords and potatoes on the ranch. Gibbons died in 1937 and the heirs sold the ranch to eastern interests. The property changed hands several times before United Investors purchased it. The completion of the I-70 segment from Golden to Idaho Springs was the catalyst for Hyland Hills' construction. Homeowners now had easy access to both Denver and ski areas to the west.

The evaluation for this potential district is noted as "needs data" as evaluation proved challenging given the lack of contextual information related to the construction of mountain subdivisions both regionally and nationally. Available information regarding post-World War II developments is increasing, but has traditionally focused on urban and suburban development trends. Contextual information related to mountain subdivisions appears to be an open research question. In the absence of comparative data, registration requirements, and details on historic development patterns, the subdivision could not be adequately evaluated against the NRHP Criteria.

The Hyland Hills subdivision is associated with the development of I-70 in that the construction of the portion of I-70 from Floyd Hill to Idaho Springs created the conditions necessary for its development, by providing an efficient transportation link to job markets in Denver. Interviews with residents in the area and archival research indicate that interest in residential development in this area had a strong connection to a desire for the qualities of mountain living versus city dwelling. Subdivision development



was a well-established historic theme by the 1960s and 1970s. The subdivision was developed by developer A. Vaughn Ayers, president of United Investors.

The Hyland Hills subdivision does not demonstrate architectural cohesion, which may in fact be a character defining feature of mountain subdivision development. No distinct models of houses were identified. The layout of circulation patterns appears to follow topography and does not create a discernable pattern of layout; this, too, may be demonstrated to be typical of mountain subdivision planning. The subdivision appears to emphasize natural features, including topography and vegetation, which honor the mountain experience early residents were seeking. This collection of styles and integration of naturally occurring features may be the defining element of mountain subdivision development; however, additional contextual information is needed to evaluate against the NRHP Criteria.

Therefore, the resource is recommended to be *treated as eligible* for inclusion on the NRHP for the purposes of Section 106 compliance related to this project.



Photograph of subdivision map for the Saddleback Ridge Estates subdivision (5CC.2547). Photograph courtesy of Pinyon Environmental, Inc. staff historians.

**Saddleback Ridge Estates, Multiple Addresses (5CC.2547):**

Located on the western side of Floyd Hill, Saddleback ridge Estates is a 300-house subdivision built between 1970 and 1975. All houses in the subdivision exhibit modern design style. Saddleback Ridge was the second development on Floyd Hill, after Hyland Hills.

The evaluation for this potential district is noted as “needs data” as evaluation proved challenging given the lack of contextual information related to the construction of mountain subdivisions both regionally and nationally. Available information regarding post-World War II developments is increasing but has traditionally focused on urban and suburban development trends. Contextual information related to mountain subdivisions appears to be an open research question. In the absence of comparative data, registration

requirements, and details on historic development patterns, the subdivision could not be adequately evaluated against the NRHP Criteria.

The Saddleback Ridge Estates subdivision is associated with the development of Interstate-70 in that the construction of the portion of I-70 from Floyd Hill to Idaho Springs created the conditions necessary for its development by providing an efficient transportation link to job markets in Denver. Interviews with residents in the area, and archival research, indicate that interest in residential development in this area had a strong connection to a desire for the qualities of mountain living versus city dwelling. Subdivision development was a well-established historic theme by the 1960s and 1970s. The subdivision was developed by developer Robert Sanders, president of Saddleback Ridge Estates Inc.

The Saddleback Ridge Estates subdivision does not demonstrate architectural cohesion, which may in fact be a character defining feature of mountain subdivision development. No distinct models of houses were identified. The layout of circulation patterns appears to follow topography and does not create a discernable pattern of layout; this, too, may be demonstrated to be typical of mountain subdivision planning. The subdivision appears to emphasize natural features, including topography and vegetation, which honor the mountain experience early residents were seeking. This collection of styles and integration of



naturally occurring features may be the defining element of mountain subdivision development; however, additional contextual information is needed to evaluate against the NRHP Criteria.

Therefore, the resource is recommended to be *treated as eligible* for inclusion on the NRHP for the purposes of Section 106 compliance related to this project.

### 8.3. Not Eligible Resources and Non-Supporting Linear Segments

#### Colorado Central Railroad (5CC.427/5CC.427.1):

The overall Colorado Central Railroad (5CC427) linear resource was determined *eligible* (officially) in October 1990. The railroad grade is significant under Criterion A in the area of Transportation for its association with the Colorado Central Railroad, organized in 1869 as one of the earliest railroad lines in Colorado. The railroad line was built with the idea of serving as the mountain segment of the transcontinental railroad, though this never became a reality. Construction up Clear Creek Canyon was conducted in the 1870s, connecting Floyd Hill, Idaho Springs, and Georgetown. The line was acquired by the Union Pacific Railroad in the 1880s and operated as the Colorado & Southern Railroad. By 1941, rail service was suspended along this corridor. Construction of US 6 in the late 1930s and early 1940s incorporated areas of the former rail line berm, with emphasis on road construction in Clear Creek Canyon in Jefferson County. Construction of I-70 in the 1970s also removed sections of the former railroad grade in Clear Creek County.

The origin of the Colorado Central Railroad lies in an earlier wagon road. In 1861, William A. H. Loveland and other Golden and Denver businessmen formed the Apex & Gregory Wagon Road Company. The company hired Swiss engineer Edward L. Berthoud to explore the Front Range for a suitable overland mail stage route through the Rocky Mountains. Berthoud, with assistance from famed mountain man Jim Bridger, decided that Clear Creek Canyon and the mountain pass that now bears Berthoud's name would provide the most desirable route. The route was not chosen by the Apex & Gregory Company for the mail route, so Loveland and his associates formed the Clear Creek and Guy Gulch Wagon Road Company in 1862 with hopes of using Berthoud's route to haul ore out of Gilpin County. In 1865, Loveland incorporated the Colorado & Clear Creek Railroad Company (C&CC), which was designed to utilize the route of the wagon road. Much of the groundwork to build a railroad had been laid by construction of the wagon road, and the time was approaching for the transcontinental railroad to decide on a route. The C&CC was originally marketed as a transcontinental railroad route through the Rockies, but ultimately the gentler "gang plank" route into the Laramie Mountains in southern Wyoming was selected by the UP. Although the UP did not choose the C&CC route as part of the transcontinental line in 1866, it did offer materials and supplies to support construction of the railroad. The C&CC changed its name to the Colorado Central Railroad (CC) in 1869 with Henry M. Teller as the first president.

The first track of what became the Colorado Central was laid in Golden in 1868, making it the first railroad initiated from within the state of Colorado. The initial trackage was standard gauge and connected Golden to the Denver Pacific track just north of Denver in August 1870. The first Colorado Central train began operations on September 23 of that year. The ultimate goal for the railroad was to reach to Central City. Standard gauge track was planned for the western expansion of the line despite Berthoud's recommendation for the use of narrow gauge track. However, after assessing the tight curves and steep grades required for this section of the railroad, narrow gauge was ultimately selected for the line. By January 1871, only six miles of bed had been graded up Clear Creek Canyon. The railroad experienced financial problems compounded by declining interest and support from the UP. After securing funding from Gilpin and Clear Creek counties, the Colorado Central was completed to Black Hawk in December of 1872.

The Colorado Central reached Idaho Springs in 1877, which provided a boost to the local economy by lowering transportation costs. Still, the railroad struggled financially and was leased to the UP in 1879. The UP bought the narrow gauge line in 1880 but the struggle for economic viability continued. The standard gauge track from Denver to Golden was removed in 1888, and in 1889 the line was merged with seven UP subsidiaries to form the Denver, South Park & Pacific, which folded in 1899. By the late 1920s, the popularity of the automobile and improved roads were having a negative impact on the economic viability of the railroad. Service on the railroad, which was by then part of the Colorado & Southern, was discontinued altogether in 1941. Today portions of the railroad have been rehabilitated and are used for short tourist train excursions, such as the Georgetown Loop.

#### Recording History and Survey Methodology

### *Recording History – 1989 -2012*

Three segments of this resource have been previously recorded within the APE (5CC.427.1, 5CC.427.5, 5CC.427.6). Segments of the resource evaluated through this project corridor span approximately 30 years of cultural resource recording methods and include evaluations conducted by several different resource professionals representing different companies and agencies. The resulting field determinations have been that the recorded areas do not retain sufficient integrity to convey significance of the resource and field recorders have recommended these segments non-supporting of the overall eligibility of the linear resource. However, SHPO has not always concurred with this assessment, and consequently some segments are currently reflected in COMPASS as supporting of the overall eligibility of the linear resource. Given that previous surveys only addressed small sections of the resource, it was difficult for SHPO to concur with the determination of not supporting.

Segment 5CC.427.1 was previously recorded in 1989 – 1990 by the Colorado Department of Highways (now CDOT). This recording pre-dates the evaluation of linear resources by segments, and the segment number was later assigned. In consultation with SHPO, the segment was found to support the overall significance of the railroad.

Segment 5CC.427.5 was evaluated by CDOT in 2004 and again by Centennial Archaeology, Inc. in 2011, resulting in a 2012 official determination that the segment is *non-supporting* of the overall eligibility of the linear resource. This segment, located on private land east of the Idaho Springs Skatepark, was also a short segment containing approximately 50 meters (0.03 mile) in length.<sup>38</sup>

Segment 5CC.427.6, located along the US 6 corridor, was initially evaluated in 2004 by URS Corporation. In consultation with SHPO, the segment was found to support the overall significance of the railroad. The segment is also short, containing approximately 335 meters (0.21 mile) in length.

### *Survey Approach – 2018*

Due to the age of the previous recordings, the most recent of which occurred approximately seven years ago, because only short segments of the resource have been surveyed, and because SHPO review of the previously recorded segments has often conflicted with field recommendations, this project has evaluated 5.75 miles of the resource within and just outside the project area as a single segment, which is proposed as an extension of segment 5CC.427.1, including the limits of 5CC.427.5 and 5CC.427.6. Therefore, segments 5CC.427.5 and 5CC.427.6 were not evaluated as stand-alone segments. Evaluating a longer section of the linear resource allows the recorder to analyze relative levels of integrity beyond a single, short area. This resource has a compelling history that asks for further investigation of extant components of the resource to adequately analyze its historic integrity. The 2018 study of this resource included two site visits conducted by a total of three Secretary of the Interior-qualified historians. Pedestrian survey was conducted for most of the 5.75 miles in order to identify remaining features of the resource in the field. The historic alignment of the railroad through the APE and portions of Idaho Springs was re-constructed through consultation of Sanborn Fire Insurance Maps for Idaho Springs (1890 and 1931). East of Idaho Springs, the alignment of the rail corridor was approximated through consultation of historic transportation plans from the 1930s, the alignment of previously surveyed resource segments, indications on the landscape observed on aerial images, and a map of the line published in *Colorado Central Railroad* [Abbot, McCoy, and McLeod, 2007].

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<sup>38</sup> Gantt, E.M. "Colorado Central Railroad 5CC427.5 [sic]," Colorado Cultural Resource Survey Cultural Resource Re-Visitation Form, Centennial Archaeology, Inc.: 2011, and O.D. Hand, "Colorado Central Railroad 5CC427.5," Colorado Cultural Resource Survey Historic Linear Site Form, Colorado Department of Transportation: 2004.





Photograph depicting Linear Resource Segment 5CC.427.1. Note Clear Creek and I-70 to the left of the old railroad bed. Photograph courtesy of Pinyon Environmental, Inc. staff historians.

**Segment 5CC.427.1:** The expanded segment 5CC.427.1 contains approximately 5.75 miles of the former rail corridor associated with the Colorado Central Railroad, beginning in Idaho Springs and ending in the US 6 corridor. The expanded segment encompasses the previously recorded Segment 5CC.427.1, as well as the short, previously surveyed segments 5CC.427.5 and 5CC.427.6. While the corridor can be traced with significant support from historic mapping and indications on the landscape, limited physical elements of the resource are extant within the evaluated segment.

The expanded limits of the subject segment of the Colorado Central Railroad (5CC.427.1) historically continued northeast through Idaho Springs along the north edge of the Clear Creek, roughly corresponding to the alignment of Idaho Street and Riverside Drive today. Riverside Drive continues past the Argo Mill, also corresponding to the former location of the railroad based on the 1931 Sanborn Map. The corridor continues along Riverside Drive to the Idaho Springs Skatepark. From there, it continues onto private land. The corridor continues to hug the north side of Clear Creek; however, extant components of the corridor are difficult to identify in the field. A flat, linear area is sometimes visible along the edge of the

creek, sometimes forming an informal social trail. It appears that the north bank of the Clear Creek has eroded, removing sections of the former rail corridor.

The resource crosses under I-70, along with the Clear Creek, at approximately milepost 241.65. The former grade is evident as a flat, linear area. The former corridor curves east, continuing along the north bank of Clear Creek, but has been subsumed into I-70 and is no longer extant in any form from this location to the Veterans Memorial Tunnels. East of the Veterans Memorial Tunnels, the former railroad corridor has been converted to the Scott Lancaster Memorial Trail. This section of the segment was converted to use as a bicycle and pedestrian trail in 1993 – 1994 and is characterized by a 10-foot-wide concrete path. The trail's historic affiliation with the Colorado Central Railroad is acknowledged in an interpretive sign along the trail; however, no physical components of the historic railroad are extant, nor are there visual indications of this historic affiliation. A parking lot/trail head along the trail south of the Veterans Memorial Tunnels, which was converted from a Colorado Parks and Wildlife game check area, graded and paved the likely former location and visible characteristics of the rail corridor in this area. Moving east from this parking lot, the grade continues to parallel north bank of Clear Creek. Limited physical indications of the corridor are present; areas presumed to correlate to the former rail corridor are characterized by a level, flat area.

East of the Veterans Memorial Tunnels, the former rail corridor along the north bank of Clear Creek has been removed by construction for I-70. Past the I-70 exit for Central City Parkway at I-70 milepost 243.00, the grade has been converted again to the Scott Lancaster Memorial Trail, now characterized by an 8- to 10-foot asphalt-surfaced trail. A 330-foot-long, dry-laid stone retaining wall is located on the south side of the grade at the western end of the segment. Beyond the retaining wall, no physical remnants of the railroad remain. The trail through this area does appear to remain true to the historic corridor with limited additional grading. Through this area, the grade parallels the south bank of the Clear Creek.

The former railroad corridor is carried under I-70 at approximately milepost 244.30. The former corridor crosses an off-ramp for I-70 and continues along the south bank of the Clear Creek through the US 6 corridor. As the former corridor crosses the frontage road, there is heavy evidence of disturbance; the specific location of the former railroad cannot be determined. The area has been graded and widened for use as an access road, parking, and storage.

As the corridor continues along the bank of the Clear Creek paralleling US 6 at approximately (US 6) milepost 257.4, the former grade becomes easily evident as a flat, linear area approximately 15 to 25 feet wide. A stone feature of unknown use is also located in this area; it is presumed to be associated with the railroad. The grade becomes difficult to discern again as it intersects US 40, then continues between US 6 and Clear Creek to the eastern limit of the surveyed segment. Here, the grade presents as a dirt road or path. Stone retaining walls are present, and a wood box culvert remains.

Limited areas of stone retaining walls remain to indicate engineering associated with the railroad, as well as limited areas of flat, level, linear topography carved from slopes in order to accommodate the railroad. Removal of all elements of the rail bed, including the tracks, ties, and ballast significantly diminish integrity of design, workmanship, and materials. Integrity at these levels has been further diminished through removal of portions of the resource east and west of the Veterans Memorial Tunnels to accommodate construction of I-70, presumed removal for a former game check area/parking lot south of the Veterans Memorial Tunnels, and erosion by Clear Creek.

Integrity of setting has been altered through the introduction of modern highway transportation corridors including I-70 and US 6. Integrity of setting has also been diminished by the removal of most rail-related features, which may have included depots, water tanks, and other features.

Integrity of feeling and association with railroad transportation are not well communicated by the remaining elements of the expanded 5CC.427.1 segment. Limited areas along the US 6 corridor and a short section along Clear Creek just east of Idaho Springs retain a distinct linear corridor clearly associated with a past form of transportation; however, the corridor does not readily present as rail-related without support from the written record. Through Idaho Springs, the former corridor has become part of the network of city streets, and no elements of the resource are extant from the period of significance that would communicate its origins as a rail corridor. The paved trail sections do not contain rail-related features, beyond limited stone retaining walls, that communicate feeling and association with its history of rail travel.

The segment retains limited integrity of location. Sections of the resource have been eroded by Clear Creek, removed entirely by the construction of I-70, or graded, widened, and paved as a road, trail, or parking area. According to the Colorado Railroads 1858-1948 Multiple Property Documentation Form, the graded railroad route forms the basis of the entire resource. The roadbed delineates the historic corridor constituted by the railroad and forms the linear feature along which associated sites are aligned and is therefore the most important aspect of a railroad's historic integrity.

Due to limited integrity, the subject segment does not convey significance under Criteria A or B and is recommended *non-supporting* of the overall eligibility of the resource.



**Photograph depicting Kjeldgaard Residence (5CC.2540). Photograph courtesy of Pinyon Environmental, Inc. staff historians.**

#### **Kjeldgaard Residence, 99 – 101 Spruce Lane (5CC.2540):**

The property contains a house (House One) that faces east towards Spruce Lane. The building is a single story, side-gabled building of wood frame construction with horizontal wood siding. The house displays hallmarks of the Minimal Traditional style, such as a low-pitch roof, minimal architectural detail, and minimal overhangs. The property contains a second building (House Two) which is a two-story gambrel roof design.

This parcel, located approximately 250 feet south of I-70 in the East End Annex of Idaho Springs, was originally owned by the Silver Spruce Gold Mining company. 99-101 Spruce Lane was built in 1938 and was possibly used for employee housing. The property was sold to Harriette Hansel in 1957 and then to George and Marguerite Cravens in 1960, who remodeled the house. Two additional buildings, a small cabin and a 2-story gambrel roof structure, were built after 1950. The small cabin was destroyed by fire in 2004.

The Kjeldgaard Residence does not meet any NRHP Criteria. Ownership by the Silver Spruce Gold Mining Company may suggest significance with the historic theme of mining, but the circumstances of this ownership are unknown. Furthermore, as the actual construction date of the house may or may not fall under the mining company's ownership, the resource cannot be definitively associated with the mining industry. Therefore, the resource is not significant under Criterion A.

The Kjeldgaard Residence is known to be associated with the lives of significant persons. The Silver Spruce Gold Mining Company and Harriett Hensel/Otto Zurcher were most closely historically associated with this property. Otto Zurcher and his wife Harriet Hensel are significant persons in the development of both Idaho Springs and Denver's front range, but it is not known if the Kjeldgaard Residence was occupied by the Zurchers or simply rented out. Therefore, the resource does not have a demonstrable link to the productive work of persons significant in our past, and is not significant under Criterion B.

Architecturally, the Kjeldgaard Residence is a below average example of the Minimal Traditional style. Although elements of this style are expressed through its minimal box form and limited architectural detailing, the significant changes required to modify the building into a duplex, which include the addition of a second primary entrance and new windows of differing size, obscure a connection to a specific architectural style. Therefore, the resource is not significant under Criterion C.

Research into the property has not yielded any information important to history or prehistory. Therefore, the resource is not significant under Criterion D. Lastly, the resource does not fall within NRHP Criteria Considerations A through G.

Therefore, the resource is recommended *not eligible* for inclusion on the NRHP.



Photograph depicting the Brandt Residence (5CC.2542). Photograph courtesy of Pinyon Environmental, Inc. staff historians.

#### **Brandt Residence, 23 Brandt Lane (5CC.2542):**

The Brandt Residence is a one story, rectangular plan, No Style residence, featuring a side gabled roof and a wood frame structural system. Located just north of I-70, the two-acre site upon which the residence is situated contains four agricultural/equipment outbuildings.

The Brandt Family immigrated from Sweden during the last half of the 19th Century and resided on Floyd Hill. In 1892, Carolina Brandt, soon to be wife of Edwin Truan, received a patent under the Homestead Act of 1862 for 160 acres at the present-day site of the Brandt Residence. Edward Truan is indicated as an immigrant from England in 1885. The couple married in October 1894, and listed their place of residence at the time as Floyd Hill. Both parties indicated a previous marriage and a deceased spouse. In 1927, Charles A. Brandt

increased the property by another 240 acres via a land patent issued under the Homestead Stock Raising Act of 1916, which indicates the family was engaged in livestock raising or ranching. Charles died in 1947, and his property passed in half-interest to his widow, Hazel, and one-sixth interests each to his children Bertha, Charles, and Ruth. The family sold to Ron and Kathy Swift in 1967; the Swifts may have been the owners of the subject residence at the time of construction, which is recorded in the Clear Creek County Assessor records as 1967. The current owner of the subject resource, Charles P. Brandt, purchased the property from Gail L. Gilszmer in 2005. It is unknown whether the current owner is a descendant of the original Brandt owners. The current legal parcel associated with the property contains only two acres; a very small component of the 400 acres owned by the Brandt family in the early to mid-20th Century.

The Brandt Residence does not possess known significance with historic themes or events. The two acres associated with the subject resource were a component of the 400 acres owned by the Brandt family in the early to mid-20th century and were used for farming and livestock ranching. However, the Brandt Residence was not constructed until 1967. At this time, the larger Brandt agricultural property had been divided into smaller legal parcels, and the subject two acres had passed from the ownership of the Brandt family. It is likely the Brandt Residence and its associated two acres were used primarily for residential purposes. Therefore, the subject resource is not reflective of agricultural practices in the early to mid-20th Century and the resource is not significant under Criterion A.

The Brandt family has deep and multi-generational ties to the land associated with the Brandt Residence. Archival research indicates the Brandt family is associated with the early settling and development of the Floyd Hill area. However, the construction of the resource in 1967 is outside the period of significant achievements by the family. Further, the resource was constructed after the death of the two family members most prominently associated with the Brandt agricultural property, Carolina and



Charles Brandt. Records also suggest the property had passed from Brandt family ownership at the time of construction in 1967. Because the resource is not associated with significant persons, the resource is not significant under Criterion B.

Architecturally, the building is not reflective of a style or known regional vernacular. The building complex is not reflective of typical agricultural, commercial, or other specific functions. Further, the addition of bump-out additions on the front and rear elevations, sided over window openings, and the presence of the two differently sized modern fixed windows, is indicative of major modification and remodeling. In addition, the resource does not represent a notable example of a type, period, architectural style, or method of construction. Therefore, the resource is not significant under Criterion C.

Research into the property has not yielded any information important to history or prehistory, and the resource is unlikely to yield further information. Therefore, the resource is not significant under Criterion D.

Lastly, the resource does not fall within NRHP Criteria Considerations A through G.

Thus, the resource is recommended *not eligible* for inclusion on the NRHP.



Photograph depicting the Francis Residence (5CC.2543). Photograph courtesy of Pinyon Environmental, Inc. staff historians.

#### Francis Residence, 283 Tonn Valley Drive (5CC.2543):

Located at 283 Tonn Valley Drive in the Floyd Hill area, the Francis Residence is an extensively modified, L-shaped, No Style/Shed Style design of wood frame construction. The design features a standard pitch, cross gabled roof with minimal overhangs and a shed roof with moderate overhangs, both of which are clad in asphalt shingles. Exterior materials include charred wood and aluminum horizontal siding.

The land upon which the Francis Residence is sited was patented by George R. Tonn on May 10, 1928 pursuant to the Land Act of 1820. Mr. Tonn was born circa 1849 in Germany and came to the United States in 1872. He married his wife Annie, a Welsh immigrant, in 1873. The couple were longtime residents of Central City before

moving to Routt County, where he was the head blacksmith at the Haybro mine near Oak Creek. George's wife Annie operated a package goods shop known as The Golden Rule Store in Oak Creek, and they had a son named William in 1876. The property was in the possession of the Tonn family until 1959, when George R. Tonn sold the property to Warren and Lillian Heap. The property was then sold in 1961 to Brice D. Chatmon. Chatmon then sold the property to Paul Luette in 1964. Luette owned the property until 1974, indicating that the house was constructed by Mr. Luette. Mr. Francis has owned the property since 1992.

The Francis Residence is located in a former ranching and agricultural area. The date of construction puts the house outside of the period where agriculture was a prominent industry in the area. Neither the Tonn's nor the Luette's are prominent families associated with the development of Idaho Springs, and no connections could be found with events that have made a significant contribution to the broad pattern of local, regional, or American history, or significant local trends or events, nor with the lives of significant persons. Thus, because the buildings are not connected with events that have made a significant contribution to the broad pattern of American history, or significant local trends or events, nor with the lives of significant persons, the resource does not meet NRHP Criteria A or B.

The Francis Residence is a combination No Style/Shed Style design that does not holistically embrace either design style. The building does not represent a notable example of a type, style, or method of construction, and examples of these types of buildings related to agricultural enterprises can be found sited on agricultural properties statewide. The building is not likely to yield information important in history or prehistory. Therefore, the resource does not meet NRHP Criteria C or D.

Lastly, the resource does not fall within NRHP Criteria Considerations A through G. Thus, the property is recommended *not eligible* for inclusion on the NRHP.



Photograph depicting the Anderson Residence (5CC.2545). Photograph courtesy of Pinyon Environmental, Inc. staff historians.

**Anderson Residence, 2056 Idaho Springs Road (5CC.2545):**

The Anderson Residence is a two story, Modern style building of front gable design with wide, overhanging eaves, vertically oriented single-light windows, and a low pitch roof. The residence is in a forested area on the northern slope of Santa Fe Mountain, approximately 3.5 miles east of downtown Idaho Springs.

The land upon which the Anderson residence is sited was patented by William Roberts on May 20, 1873 pursuant to the Scrip-Warrants Act of March 18, 1842 and March 3, 1855. Mr. Roberts was a Private in the Captain Edwards Company of the Massachusetts Militia in the War of 1812. Mr. Roberts assigned his warrant to Madison Wilson and his heirs. Mr. Madison Wilson was listed in the Lamar Register from June 3, 1893 as living in Granada, Prowers County,

Colorado. There is a potential that this is the same Madison Wilson mentioned in the land patent Madison Wilson died in 1928 in Lamar, Prowers County, Colorado. Assuming this is the same individual, it is unlikely he lived on the subject property.

Records consulted did not contain information regarding property ownership between the date the patent was issued and the date the land was improved upon via the construction of the Anderson residence in 1969. Kenneth Anderson of Lafayette was the first homeowner to improve upon the parcel and eventually sold the property in 2014. Kenneth Anderson "served in the U.S. Air Force as a navigator from 1954 through 1958, when he married Ruth J. Moore of Iowa. He worked in farm equipment sales for International Harvester in Kimball and Sidney, Nebraska, before becoming a partner at Keller Truck and Implement Corp in Lafayette in 1962. He and Ruth raised their family in Lafayette and were active in the United Methodist Church, Lions Club and Meals on Wheels. After Ruth's death in 2001, Ken retired. He married Ruth McCarty in 2004." Although the Anderson family lived in Lafayette, there is a potential that the residence at 2056 Idaho Springs Road functioned as a rental property for additional income or perhaps a secondary mountain residence.

The Anderson Residence 1969 dwelling borrows from mid-to-late 20th Century styles including Contemporary and Shed. None of the buildings located on the subject parcel represent notable examples of a specific type, style, or method of construction, and examples of these types of buildings related to agricultural enterprises can be found sited on agricultural properties statewide. No information was uncovered to indicate the type of crops raised, or any significant contributions or advancements in the industry created by this location. The Anderson family is not an early or prominent family associated with the development of Idaho Springs, and no connections could be found with events that that have made a significant contribution to the broad pattern of local, regional, or American history, or significant local trends or events, nor with the lives of significant persons. Thus, because the buildings are not connected with events that have made a significant contribution to the broad pattern of American history, or significant local trends or events, nor with the lives of significant persons, the resource does not meet NRHP Criteria A or B.

In addition, the buildings do not embody the distinctive characteristics of a type, period, or method of construction, nor are they likely to yield information important in history or prehistory. Therefore, the resource does not meet NRHP Criteria C or D. Lastly, the resource does not fall within NRHP Criteria Considerations A through G.

Thus, the resource is recommended *not eligible* for inclusion on the NRHP.



Photograph depicting the Roberson Residence (5CC.2548). Photography courtesy of Clear Creek County Assessor.

gabled traditional design, which were typical in rural areas in the early 20th Century. The building does not represent a notable example of a type, style, or method of construction, and examples of these types of buildings related to agricultural enterprises can be found sited on agricultural properties statewide. No information was uncovered to indicate the type of crops raised or any significant contributions or advancements in the agricultural industry connected to this resource. The Curtis family is not a prominent family associated with the development of Idaho Springs, and no connections could be found with events that that have made a significant contribution to the broad pattern of local, regional, or American history, or significant local trends or events, nor with the lives of significant persons. Thus, because the buildings are not connected with events that have made a significant contribution to the broad pattern of American history, or significant local trends or events, nor with the lives of significant persons, the resource does not meet NRHP Criteria A or B.

In addition, the buildings do not embody the distinctive characteristics of a type, period, or method of construction, nor are they likely to yield information important in history or prehistory. Therefore, the resource does not meet NRHP Criteria C or D.

Lastly, the resource does not fall within NRHP Criteria Considerations A through G.

Therefore, the resource is recommended *not eligible* for inclusion on the NRHP.



Photograph depicting the Thurlow Residence (5CC.2549). Photograph courtesy of Pinyon Environmental, Inc. staff historians.

**Roberson Residence, 182 Sawdust Court (5CC.2548):**

Located on the I-70 mountain corridor on the west side of Floyd Hill, the Roberson Residence is a cross gabled vernacular building with a normal pitch asphalt shingle roof. The exterior materials consist of both horizontal and vertical wood siding of differing widths and finishes.

Located on the northwest portion of Floyd Hill, the Roberson Residence was built circa 1937. The property was owned by Dan L. Curtis from the early 1920s until 1938, possibly making Mr. Curtis the builder of the residence. Records do not indicate who owned the property prior to Mr. Curtis. The property had many owners in the 1960s until it was acquired by Saddleback Ridge Estates as part of Filing Two. Ben Jason Roberson has been the owner of the property since 2006.

The Roberson Residence at 182 Sawdust Court in Evergreen is an example of Colorado vernacular cross

**Thurlow Residence, 2819 Miner Street (5CC.2549):**

The Thurlow Residence is a No-Style mobile/modular home with a low-pitch gable end roof and minimal overhangs. The building features vertical siding of unknown composition. The mobile home was constructed in 1974 and moved to its present location, on a new permanent foundation, from an unknown location on the same parcel in 1984. The house was purchased by the current owner, Connie Rae Thurlow, in 1983. The original owner of the parcel was the Silver Spruce Gold Mining Company, who deeded the parcel to George H. Pascoe in 1953. Pascoe deeded the property to George and Marguerite Cravens in 1979. The Cravens then deeded the property to Fay and Connie Ray Thurlow.

The Thurlow Residence does not meet any NRHP Criteria. The Thurlow Residence does not possess known significance with historic themes or events; the resource is a mobile home but is



not associated with trailer park or mobile home development. It is not an early or prominent example of pre-fabricated architecture. Therefore, the resource is not significant under Criterion A.

The Thurlow Residence is not associated with the lives of significant persons. The original owner of the resource in 1974 appears to be George H. Pascoe. However, the building was moved to its current location on a permanent foundation in 1984 under the ownership of Connie Rae Thurlow. Archival research did not demonstrate significant historic contributions by Pascoe or Thurlow. Therefore, the resource is not significant under Criterion B.

Architecturally, the Thurlow Residence is a basic example of a 1970s contemporary No-Style modular/mobile home. The resource is a common example widely seen across Colorado and the American landscape. This resource is not the work of a master, nor is it a component of a larger, distinguishable entity such as a planned suburban development. Further, significant exterior modifications obscure architectural connections with the 1970s. Therefore, the resource is not significant under Criterion C.

Research into the property has not yielded any information important to history or prehistory, and the resource is unlikely to yield additional information important in history or prehistory. Therefore, the resource is not significant under Criterion D. Lastly, the resource does not fall within NRHP Criteria Considerations A through G.

Therefore, the resource is recommended *not eligible* for inclusion on the NRHP.



Photograph depicting the Hakes Residence (5JF.7443). Photograph courtesy of Pinyon Environmental, Inc. staff historians.

**Hakes Residence/Beaver Brook Ranch, 33180 US Highway 40 (5JF.7443):**

The Hakes Residence is a modified gable front and wing vernacular house that borrows elements from the Folk Victorian. The building exhibits additional features of the Folk Victorian style including cornice-line brackets in the gable ends and a standard pitch roof. According to Jefferson County Assessor data, the Hakes Residence was built in 1880. The Assessor also records an adjusted year built of 1928, reflecting significant modifications. The specifics of these modifications are not recorded; however, visual inspection suggests the novelty clapboard siding, which was typical of the period, may have been installed at this time. The gabled addition to the east may also date from this period. The Assessor also records a remodel year of 1981, although no notes are available regarding specific modifications from that year. Visual inspection suggests the prominent shed roof addition on the primary elevation, and the small shed roof addition on the rear elevation may date from this period.

The original owner of this property was John D Colver, who purchased 160 acres of land from the government in 1869 under Land Act/Cash-Sales Entry Act of 1820. Colver's land was known as the Beaver Brook Ranch. Colver was born in Pennsylvania around 1815 and died in 1876. The next known owner after John Colver was Claus S. Miller. Miller sold the property to John and Hattie Peterson at an unknown date. The Petersons sold the property to Lila K. Hammond (date unknown), who then sold it to John J. McKibbin in 1910. The property was next sold to Anna M. Ramsey, who sold it to Edgar J. Ramsey in 1916. Elmo J. Johnson purchased the property in 1919 and sold it to the Johnson Investment Company in 1925. After several years of undocumented changes of ownership, by 1952 the property was owned by David and Annie Ball. The current owners acquired the property in 1996 from Daniel and Joann Doport. The property experienced high turnover of ownership for more than a century; no individual or family has a long-term association with the property.

The resource may be the headquarters of the Beaver Brook Ranch, or otherwise affiliated with the ranch in tandem with its neighbor, at 33160 US 40 (5JF.7445). Though this is a known ranch in the area, limited information is available through primary or secondary sources regarding the practice of agriculture and ranching operations at this location. More prominent local ranches, such as the Elmgreen Ranch, have left a robust trail in the archival record. Newspaper sources mention the Beaver

Brook Ranch, which was clearly an established local landmark; however, references to the ranch are mostly social notations regarding parties and visitors hosted there. No articles relating to the agricultural operations were found. The moniker “ranch” suggests stock-raising as the type of agriculture practiced. Given the history of the area, cattle ranching is the most likely form of commercial agriculture performed on the ranch; however, no specific information was located to substantiate this assumption. Further, no extant agricultural building complex remains to reflect the agricultural practice of the resource. The limited notations in the historic record suggest this location was not among the prominent, innovative, or otherwise significant agricultural operations in the area, and therefore the resource is not significant under Criterion A. The owner of the property at the time of construction is not known, as the primary building was constructed in 1880 and John Colver died in 1876. The next known owner is Claus Miller. Miller’s length of association with the property is unknown, though likely commenced in the late 19th Century and terminated in the early 20th Century. Miller sold the property to the Petersons at an unknown date, and an additional transaction occurred before McKibbin acquired the property in 1910. The property experienced high turnover of ownership throughout its history. Archival records do not indicate a connection between these early owners and significant historic trends, development of the community, or the ranching industry. Therefore, the Hakes Residence is not known to be associated with the lives of significant persons, and is not significant under Criterion B.

Architecturally, the Hakes Residence is a vernacular building that borrows from the Folk Victorian style, with identifying features such as cornice line brackets and a standard pitch roof of gable and wing design. Therefore, the Hakes residence is significant under Criterion C.

Research into the property has not yielded any information important to history or prehistory, nor is the property likely to yield additional information in these areas. Therefore, the resource is not significant under Criterion D. Lastly, the resource does not fall within NRHP Criteria Considerations A through G.

The property displays minimal integrity as relates to its significance under Criterion A. The building itself is in good condition. However, the property is no longer used for agricultural purposes, and no longer retains legal or visual association with a large agricultural parcel. The setting surrounding the property, including the introduction of I-70 in the 1960s and the present alignment of US 40 in the 1930s, has diminished association with the agricultural past of the resource. The 1880 property demonstrates significant modifications, dating primarily to 1928 and 1981. Three additions to the building are present, including a prominent addition to the primary elevation. This front addition obscures the original form and design of the building and encloses the presumed location of the historic primary entrance. While several window openings may retain their historic size, no windows from the historic period remain. Based on these factors, the property lacks sufficient integrity to convey eligibility under Criterion A or C.

Therefore, the resource is recommended *not eligible* for inclusion on the NRHP.



Photograph depicting the main house of the Elmgreen Ranch property (5JF.7444). Photograph courtesy of Pinyon Environmental, Inc. staff historians.

#### Elmgreen Ranch, 335 Crooked Pine Trail (5JF.7444):

Situated adjacent to US Highway 40, the Elmgreen Ranch residence does not correspond to any one architectural style. It is a vernacular building with a low pitch roof and minimal ornamentation. A small shed and Quonset equipment structure are also part of the 10-acre ranch property.

The Elmgreen Ranch is located in the SE ¼ of the SE ¼ of Section 12, Township 4S, Range 72W; the land patent for this location was issued to Daniel Theobald in 1888. Theobald obtained his patent via cash entry under the provisions of the Land Act of 1820. Swedish immigrants Gus and Nellie Elmgreen settled the Elmgreen Ranch around 1890. However, the only land patent associated with the surname Elmgreen was issued to Arthur J. Elmgreen, son to Gus and Nellie, in 1923.

The Elmgreen Ranch contained 480 acres and stretched along the meadow at Floyd Hill to the base of Saddleback Mountain. The Elmgreen family may have been associated with the property since circa 1890. However, United States Census Records report Gus, Nellie, and son Arthur Elmgreen as residing in Denver in 1900. The family had relocated to Jefferson County by



1910, and the Census lists Gus as a farmer. Nellie and Gus had relocated back to Denver by 1920, though Arthur remained in Jefferson County with his wife, Hilda. Further evidence of the arrival of the Elmgreens in Jefferson County circa 1910 is contained in the 1925 obituary for Gus Elmgreen; this document indicated Gus Elmgreen had arrived in Jefferson County 15 years previously around 1910. Therefore, if the Assessor's recorded construction date of 1900 is accurate, the primary extant building on the site was constructed prior to association with the Elmgreen Family.

The Elmgreen family expanded its Jefferson County land holdings in 1923, when Arthur Elmgreen received a land patent under the 1916 Homestead Stock Raising Act. This 400-acre tract of land was located north of the subject Elmgreen Ranch property on the upper bench of Clear Creek Canyon, extending nearly down to Clear Creek. Arthur ranched cattle on the property. The ranch produced cash crops of hay, milk, and cream. The Elmgreens also operated a toll-gate for the road up Beaver Brook to Squaw Pass Road, which was located on their property. In the 1920s and 1930s Arthur Elmgreen was the postmaster of Evergreen and served as Jefferson County Democratic party chairman. The Elmgreen Family Trust Property was the location of many gatherings of county officials during the years it was run by Arthur and has remained in the Elmgreen family to the present, with the most recent owner being the Elmgreen Family Trust. The Elmgreen Ranch is currently unoccupied and in disrepair.

The Elmgreen Ranch meets NRHP Criteria A and B. The Elmgreen Ranch possesses known significance with historic themes or events, specifically the early settlement and ranching industry in the Floyd Hill area. The property is associated with settlement in the late 19th and early 20th Centuries, and cattle ranching in the area under the 1916 Homestead Stock Raising Act. Therefore, the resource is significant under Criterion A.

The subject resource is closely associated with early members of the Elmgreen family in Jefferson County, including Gus, Nellie, Arthur and Hilda Elmgreen. While these four individuals are associated with the development of the ranch, Arthur Elmgreen is more widely associated with the development of the area of Floyd Hill through his roles in ranching and local civic involvement. The Elmgreen Ranch was expanded under Arthur's ownership through the 400-acre Stock Raising Act patent in 1923, and he was at the helm of the cattle ranching operation during most of the property's period of significance. The ranch produced cash crops of hay, milk, and cream. In the 1920s and 1930s, Arthur Elmgreen was the postmaster of Evergreen and served as Jefferson County Democratic party chairman. During Arthur's tenure as Democratic party chairman, his ranch was a central hub for local politics and hosted many gatherings of county officials. Arthur was a significant individual in the local history of the Floyd Hill area and Jefferson County ca. 1920 to ca. 1940 in the agricultural and political development of the area. Therefore, the Elmgreen Ranch is significant under Criterion B. The property has remained in the Elmgreen family to the present, with the most recent owner being the Elmgreen Family Trust.

Architecturally, the Elmgreen Ranch has no definable style, due in most part to its 1959 remodel. The primary building was constructed around 1900, and the building underwent significant alterations in 1959, including construction of a prominent enclosed porch along the primary elevation. Therefore, the resource is not significant under Criterion C.

Research into the property has not yielded any information important to history or prehistory, and the resource is not likely to yield information important in these areas. Therefore, the resource is not significant under Criterion D. Lastly, the resource does not fall within NRHP Criteria Considerations A through G.

The Elmgreen Ranch retains some integrity of setting, design, location, feeling, and workmanship. Integrity of association with the ranching industry has been diminished through the parceling of portions of the property for additional residential construction (for example, 344 Crooked Pine Lane and 403 Quarter Circle Lane). The old Beaver Brook road was realigned in the late 1930s to construct the current alignment of US 40. Archival photographic evidence indicates there were other ranching related buildings, including barns, associated with the property in the early 20th Century. These buildings have been removed, which further detracts from integrity of association of the setting, design, feeling, and association. In addition to the removal of key components of the agricultural complex, more modern structures, such as the Quonset, have been added to the site. Alterations to the agricultural complex have eliminated key features and spatial relationships critical in the understanding of early 20th Century agricultural practices. This has diminished integrity of design, workmanship, feeling, and association. The main house was significantly altered in 1959, obscuring association with the early 20th Century and diminishing integrity of design, workmanship, feeling, and association. Though the property remains in the ownership of the Elmgreen family, the site has undergone significant changes outside the period of significance that diminish integrity and the ability of the resource to reflect significance as an early 20th Century agricultural complex. The resource does not retain sufficient integrity to convey significance in the areas of Agriculture or Exploration/Settlement.

Therefore, the resource is recommended *not eligible* for inclusion on the NRHP.



Photograph depicting the Elmgreen Residence (5JF.7446). Photograph courtesy of Pinyon Environmental, Inc. staff historians.

#### Elmgreen Residence, 344 Crooked Pine Trail (5JF.7446):

Located on a forested plot adjacent to the Elmgreen Ranch, the Elmgreen Residence is an L-shaped, Ranch style house with a low pitch hipped roof, wide eaves, and board and batten wood siding. The property also contains a small shed.

The Elmgreen Ranch is located in the SE ¼ of the SE ¼ of Section 12, Township 4S, Range 72W; the land patent for this location was issued to Daniel Theobald in 1888. Theobald obtained his patent via cash entry under the provisions of the Land Act of 1820. Swedish immigrants Gus and Nellie Elmgreen homesteaded the Elmgreen Ranch around 1890. However, the only land patent associated with the surname Elmgreen was issued to Arthur J. Elmgreen, son to Gus and Nellie, in 1923.

The Elmgreen Ranch contained 480 acres and stretched along the meadow at Floyd Hill to the base of Saddleback Mountain. The Elmgreen family may have been associated with the property since around 1890. However, United States Census Records record Gus, Nellie, and son Arthur Elmgreen as residing in Denver in 1900. The family had relocated to Jefferson County by 1910, and the Census lists Gus as a farmer. Nellie and Gus had relocated back to Denver by 1920, though Arthur remained in Jefferson County with his wife, Hilda. Further evidence of the arrival of the Elmgreens in Jefferson County around 1910 is contained in the 1925 obituary for Gus Elmgreen; this document indicated Gus Elmgreen had arrived in Jefferson County 15 years previously, or about the year 1910.

The Elmgreen family expanded its Jefferson County land holdings in 1923, when Arthur Elmgreen received a land patent under the 1916 Homestead Stock Raising Act. This 400-acre tract of land was located on the subject Elmgreen Ranch property on the upper bench of Clear Creek Canyon, extending nearly down to Clear Creek. Arthur ranched cattle on the property. The ranch produced cash crops of hay, milk, and cream. The Elmgreens also operated a toll-gate for the road up Beaver Brook to Squaw Pass Road, which was located on their property. In the 1920s and 1930s Arthur Elmgreen was the postmaster of Evergreen and served as Jefferson County Democratic party chairman. The Elmgreen Residence at 344 Crooked Pine Trail was built by Arthur and Hilda Elmgreen in 1962 on an 8.63-acre parcel on their ranch adjacent to the original Elmgreen property on 335 Crooked Pine Trail. Both properties have remained with the Elmgreen family to the present, with the most recent owner being the Elmgreen Family Trust. Arthur died in 1971, and Hilda followed in 1988. The record of her death in 1988 indicates her last place of residence was in the 80439 zip code, presumably at this residence.

The Elmgreen Residence does not meet any NRHP Criteria. The Elmgreen Residence does not possess known significance with historic themes or events, primarily because the construction date is too recent to include the period of significance for the ranching context of the area. The Elmgreen Residence is a stand-alone rural example of a mid-century Ranch style residence. Therefore, the resource is not significant under Criterion A.

The Elmgreen family, specifically Arthur and Hilda Elmgreen, are most closely historically associated with the Elmgreen Residence. Archival records indicate a connection between the Elmgreen family and significant historic trends, including the development of Floyd Hill, the ranching industry, and Jefferson County government. Though this residence was constructed by Arthur Elmgreen, who was involved with both the ranching industry and Jefferson County government in the early to mid-20th Century, the Elmgreen Residence was built after the period of significance for the family. Therefore, this residence does not illustrate the significant themes of Arthur Elmgreen and the Elmgreen family's achievements. Therefore, the resource is not significant under Criterion B.

Architecturally, the Elmgreen Residence is a basic example of the common Ranch style. The resource does reflect the horizontal lines emphasized by the style. The resource features board and batten siding, which was common. The stone chimney and stone water table veneer are typical of the natural materials sometimes seen in a Ranch. Although the resource is expressive of the style, it is a common example widely seen across Colorado and the American landscape. This resource is not the work of a



master, nor is it a component of a larger, distinguishable entity such as a planned suburban development. Therefore, the resource is not significant under Criterion C.

Research into the property has not yielded any information important to history or prehistory, and the resource is unlikely to yield additional information important in history or prehistory. Therefore, the resource is not significant under Criterion D. Lastly, the resource does not fall within NRHP Criteria Considerations A through G.

Therefore, the resource is recommended *not eligible* for inclusion on the NRHP.



Photograph depicting the Stauffer Residence (5JF.7447). Photograph courtesy of Pinyon Environmental, Inc. staff historians.

**Stauffer Residence, 403 Quarter Circle Lane (5JF.7447):**

Located approximately 950 feet north of US 40, the Stauffer Residence is a one-story, T-shaped plan, Ranch Type dwelling, resting on a poured concrete foundation with a wood frame structural system clad in a combination of board and batten and horizontal wood siding. A shed and a small animal shelter are also located on the property.

The subject resource is located in the SW ¼ of the NW ¼ of Section 7, Township 4S, Range 72W; the land patent for this location was issued to Peter J. Rylander in 1887. Rylander obtained his patent under the original Homestead Act of 1862. Rylander sold the SW ¼ of the NW ¼ of Section 7, Township 4S, Range 72W to Gus Elmgreen in 1918. The property transferred to Nellie Elmgreen in 1926, then to Arthur Elmgreen in 1962. The current 9.83-acre parcel appears to have been created in 1968 with a transfer

to Robert A. and Rose Marie Elmgreen that year. The property remained under this couple's ownership until 2009, when it was transferred to Anza Finance. Current owners Eric and Sierra Stauffer purchased the property in 2010.

The resource does not meet any NRHP Criteria. The resource does not possess known significance with historic themes or events. Though the land associated with the resource was a component of the Elmgreen Ranch, an early to mid-20th Century farm and ranch, the subject resource was not constructed until 1968. The property features some animal grazing land, but background research did not suggest any association with agricultural operations. Therefore, the resource is not reflective of the agricultural practices significant to the area, and is not significant under Criterion A.

The 1968 Elmgreen Residence remained under the ownership of Robert and Rose Marie Elmgreen for about 40 years. Though the Elmgreen family is intertwined with the settlement of the Floyd Hill area, archival evidence does not suggest this couple was instrumental in the development of the area, including the contexts of mining, agriculture, or community development. Therefore, the resource is not significant under Criterion B.

The residence is a common example of a modified, mid-20th Century Ranch Type house and does not represent a notable type, style, or method of construction. The doors and windows of the residence were replaced circa 2000. The siting of the house is unique as it is partially built into a hillside, though this siting does not qualify the building as the work of a master or an aesthetic example. In addition, the building is not a component of a planned subdivision that would qualify it as a component of a larger, distinguishable entity. Therefore, the resource is not significant under Criterion C.

The resource is unlikely to yield additional information regarding history or prehistory. Therefore, the resource is not significant under Criterion D. Lastly, the resource does not fall within NRHP Criteria Considerations A through G.

Therefore, the resource is recommended *not eligible* for inclusion on the NRHP.

## 8.4. Re-Visitation Sites



Photograph depicting the former site of the Floyd Hill Stage Station (5CC.261). Photograph courtesy of Pinyon Environmental, Inc. staff historians.

### Floyd Hill Stage Station (5CC.261):

The Floyd Hill Stage Station was recorded in 1976, and the recorder indicated the site as "Destroyed/Total Disturbance." Because no official determination of eligibility was made at the time, the resource was surveyed on a Cultural Resource Re-Visitation Form (OAHP Form 1405). Typically, a request for an official determination of eligibility would require completion of an Architectural Inventory Form or Management Data Form. However, because the resource is no longer extant, it was re-recorded on Form 1405. Re-visitation of the site indicated the site is populated by native grasses. No visible remains or ground disturbances associated with the resource are evident.

Because the resource is no longer extant, it is recommended *not eligible* for inclusion on the NRHP.



Photograph depicting the Veterans Memorial Tunnels - formerly the Twin Tunnels (5CC.1189.3). Photograph courtesy of Pinyon Environmental, Inc. staff historians.

### Twin Tunnels (5CC.1189.3):

The Twin Tunnels were completed in 1961 by the Colorado Department of Highways (now CDOT) to carry I-70 through the Rocky Mountains to Idaho Springs. The resource was initially surveyed for historic potential in 2005 and determined eligible under Criteria Consideration G for exceptional significance acquired in less than 50 years. The resource was listed as one of Colorado's *Final List of Nationally and Exceptionally Significant Features of the Federal Interstate Highway System* to the ACHP Interstate Exemption in 2006. A Cultural Resource Re-Visitation Form 1405 was completed in 2011, re-confirming the previous determination of eligibility. Key features of the Twin Tunnels were demolished and replaced with the Veterans Memorial Tunnels as part of the I-70 Twin Tunnels Project completed in 2015, which widened the eastbound (2013) and westbound (2014) tunnels to accommodate a third lane of traffic in each direction.

Changes in determinations of eligibility typically require completion of an Architectural Inventory Form or Management Data Form. However, because the resource is no longer extant, it was surveyed on a Cultural Resource Re-Visitation Form (OAHP Form 1405) and is recommended *not eligible* for inclusion on the NRHP. Further, though the resource has a point number as if it were surveyed as part of a larger linear resource, this resource is typically treated as an individual resource and not a linear segment. Therefore, it is determined not eligible rather than non-supporting.





Photograph depicting the former location of the Peoriana Motel (5CC.1813). Photograph courtesy of Pinyon Environmental, Inc. staff historians.

**Peoriana Motel (5CC.1813):**

The resource was a 1964 hotel initially surveyed by the City of Idaho Springs in 2009. The 2009 survey recommended the resource not eligible for inclusion on the NRHP. However, the official determination from SHPO at this time was “Needs Data.” A site visit conducted for this study indicates the resource is no longer extant, and its former location is now occupied by a Carl's Jr. Restaurant. Changes in determinations of eligibility typically require completion of an Architectural Inventory Form or Management Data Form. However, because the resource is no longer extant, it was surveyed on a Cultural Resource Re-Visitation Form (OAHF Form 1405) and is recommended *not eligible* for inclusion on the NRHP.

## 8.5. Summary and Conclusions

A total of 17 resources were identified for survey or re-survey in this report. Of these resources, one was recommended eligible (5JF.7445). Two historic districts were evaluated; both were recommended “needs data” and therefore are treated as eligible for the purpose of Section 106 compliance related to this project. The linear segment evaluated was determined *non-supporting*.

**Table 5: Summary of Eligible Resources**

Resource Number	Name/Address	Determination of Eligibility
5JF.7445	Mesa LLC Property, 33160 US Highway 40	Eligible (2018)
5CC.2546	Hyland Hills Subdivision	Treat as Eligible (2018)
5CC.2547	Saddleback Ridge Estates Subdivision	Treat as Eligible (2018)



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