

SURVEY REPORT
JEFFERSON PLACE SUBDIVISION
HISTORIC AND ARCHITECTURAL INTENSIVE SURVEY
LOUISVILLE, COLORADO



Pine Street ca. WWI, courtesy Louisville Historical Museum

PREPARED FOR:
CITY OF LOUISVILLE, COLORADO
STATE HISTORICAL FUND GRANT #2011-M1-007
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PREPARED BY:
AVENUE L ARCHITECTS LLC
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HISTORIC AND ARCHITECTURAL
INTENSIVE-LEVEL SURVEY
JEFFERSON PLACE SUBDIVISION
LOUISVILLE, COLORADO

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SECTION 1: INTRODUCTION

Section 1: Introduction

The purpose of the survey is to prepare a comprehensive intensive-level historic and architectural survey of the Jefferson Place Subdivision in Louisville, Colorado. This survey is intended to be the first phase of a comprehensive project to complete historic and architectural surveys of all of Old Town Louisville and the city's commercial core. The intent of the survey is to complete inventory forms and a survey report, assess the Jefferson Place Subdivision as a possible historic district, and evaluate all individual properties for their eligibility to the National Register of Historic Places and the Colorado Register of Historic Places, and eligibility as Louisville Landmarks. Work on the project took place between November 2010 and January 2013. The survey is funded in part by State Historical Fund grant #11-M1-007.

Eighty-nine resources were recorded: thirty-seven using the Cultural Resources Re-evaluation form 1405, and fifty-two on form 1403, Architectural Inventory Form. Eight properties within the boundaries of the Jefferson Place Subdivision, including Memory Square Park, were not surveyed because they were known to be new or extensively remodeled. Three properties (633 Jefferson, 713 Spruce, and 801 Walnut) were demolished during the time of this survey. There are no resources within Jefferson Place that are currently listed on the National or State Registers of Historic Places. As a result of this survey, one (738 Jefferson, 5BL858) is eligible for the National Register under Criterion C for Architecture, and four (633 LaFarge 5BL921, 925 Jefferson 5BL923, 741 Jefferson 5BL924, and 815 LaFarge 5BL7988) are eligible for the State Register under Criterion C for Architecture. Two properties are currently listed as Louisville Landmarks: 733 Pine (5BL853) and 700 Pine (5BL11312) are currently listed as Louisville Landmarks. 925 LaFarge ((5BL8000) has a pending application as a Louisville Landmark. Fifty-seven properties within Jefferson Place are considered field-eligible as local landmarks; these correspond to the properties determined contributing to the State Register historic district. Interestingly, because of the integrity issues and the recent (1980) end of the period of significance for the State Register district, the newer areas of Jefferson Place have more contributing resources.

Jefferson Place is eligible to be a State Register historic district and a Louisville Local historic district. The historic district is significant under Criterion A in the area of Ethnic Heritage, European, for its association with European immigrants who first lived here and whose descendants continue to live here. The period of significance is 1881 (first home built in Jefferson Place) to 1980 (after many of the 1970s "urban renewal" architectural modifications were made.) Portions of Jefferson Place were excluded from the historic district because they lack integrity dating from the period of significance (portions of the 600 block of LaFarge). Memory Square Park was excluded because it was not associated with European immigrants or their local descendants. More discussion on the historic district eligibility, and a map showing its boundaries and contributing resources, can be found in Section 5. Jefferson Place is eligible as a local Louisville historic district under local Criterion B, Social, as it exemplifies the cultural and social heritage of the community.

Jefferson Place was also evaluated under Criterion A in the area of Social History for its association with the coal miners and their families who lived here, as well as the labor issues that affected their lifestyles. However, insufficient evidence was found to justify this area of significance. Criterion B was also considered, for the subdivision's association with Charles Welch, the prominent business leader who developed and platted Jefferson Place, played a key role in founding Louisville, was instrumental in bringing the railroad to Louisville, and opened the first local coal mine, the Welch Mine. However, for Criterion B to apply, Mr. Welch would

have had to either live in Jefferson Place, or had his office there, and Jefferson Place would have to be the geographic location most associated with Mr. Welch. None of these are the case, so Criterion B does not apply.

Jefferson Place is potentially eligible as a National Register historic district under Criterion A, Ethnic Heritage, European, but it is classified as "Needs Data". In other words, this eligibility was not proven, nor was it definitively ruled out. A National Register historic district would have its period of significance ending date of 1963 (fifty years before present). Jefferson Place lacks sufficient integrity dating to 1963 and earlier. Since 1963, many modifications were made to siding, windows, window openings, and construction of major additions. However, the dates of some modifications were not definitively determined. If more information could be found to date modifications to pre-1963, this eligibility could be re-considered. Also, more evidence is needed to demonstrate that more European ethnicities (other than English or Italians) had a significant impact on the local culture of Louisville as it exists today.

Two smaller portions of Jefferson Place are eligible as State Register historic districts. These are the Zarini extended family properties on the 800 block of LaFarge and the Stecker/Kerr/Brennan complex at Pine and LaFarge. The Zarini properties are eligible under Criterion A, Ethnic Heritage and the Stecker/Kerr/Brennan complex under Criterion C, Architecture. The Stecker/Kerr/Brennan complex may also be eligible under Criterion A, Ethnic Heritage, but the research needed to establish this significance was outside the scope of this survey.

See Section 5, Results, for a more complete discussion of significance, and Section 4, Historic Context, for a more complete discussion of the historic background of Jefferson Place.

Estimated dates of construction are based on a variety of sources, but it appears that the oldest buildings in Jefferson Place were built between 1881 and 1884, and no buildings were constructed between 1885 and 1890. A few were built in 1892, 1893, and 1895. By far the vast majority of the historic construction took place between 1900 and 1905. There was very little activity between 1905 and the 1940s. Nine buildings were constructed in the late 1940s and 1950s.

While many of the buildings have been modified over the years, many character-defining features have been preserved. The most commonly seen modifications are replacement siding and replacement windows with aluminum or vinyl clad wood sash. Most of the residences have been enlarged over the years, usually with rear additions. Due to the narrow lots, side additions are not possible in many instances. A few residences have been expanded vertically with second-story additions. In some locations, historic homes have been demolished and replaced with larger, contemporary residences. See Section 5, Results, for a more complete discussion of district integrity.

Most of the properties within Jefferson Place are single-family residences. There are five buildings that currently have commercial, educational, or religious uses. Three more were originally built as stores, offices, or churches but are now used as private residences.



SECTION 2: PROJECT AREA

Section 2: Project Area

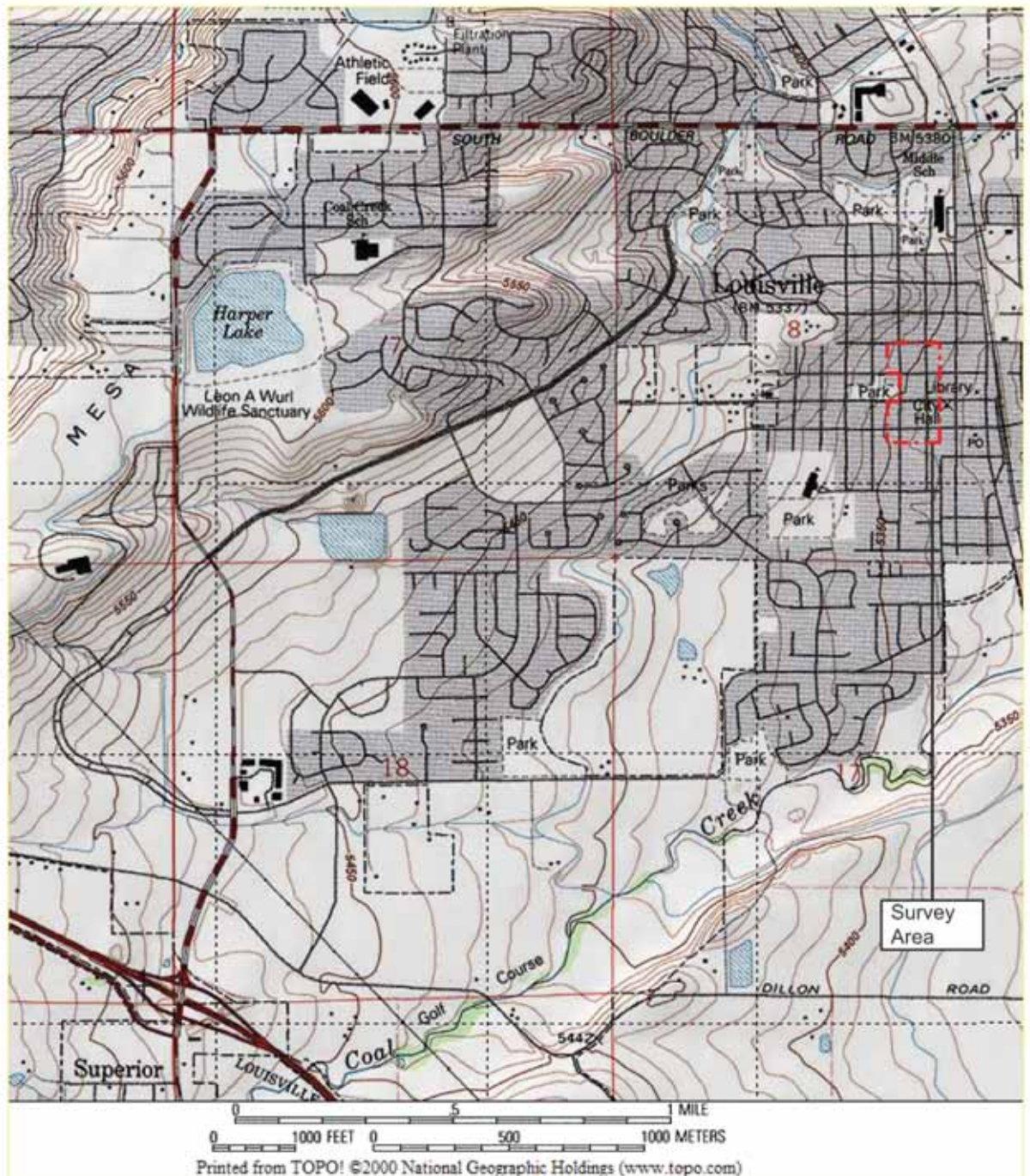
The Jefferson Place subdivision is located in central Louisville, Colorado, one block west of Main Street in the historic downtown. Jefferson Place extends 3-1/2 blocks from north to south: from South Street at the north, to a vacated alley approximately 265 feet south of Pine Street at the south end. There are three east-west streets, Walnut Street, Pine Street and Spruce Street, within the subdivision. From east to west, the area extends from the alley west of Jefferson Avenue to the alley east of La Farge Avenue. Jefferson and La Farge are the only north-south streets within the subdivision. The alley east of La Farge separates Jefferson Street from the Main Street commercial properties.

Louisville is located in east central Boulder County. Major highways in and around Louisville are South Boulder Road near the north end, Dillon Road towards the south, Colorado State Highway 42 (96th Street) just east of downtown and McCaslin Boulevard to the west. The area is in the Coal Creek drainage, and slopes down gently towards the southeast. Jefferson Place is relatively flat, but the northwestern extent of it (in the 800 and 900 blocks of Jefferson), the slope is more pronounced.

The surveyed area consists of the historic boundaries of the Jefferson Place subdivision. Memory Square Park, at the northwest corner of Spruce and Jefferson, is partially within the historic subdivision but does not date from the period of significance and was not surveyed. The surveyed area comprises 19.7 acres. It is located within township 1S, Range 69W, NE and NW 1/4s of the SE ¼ of Section 8 of the Louisville, Colorado USGS map, 1994, 7.5 minute. Eighty-nine resources were recorded.



Jefferson Place Subdivision



Survey Area Outlined in Red

SOURCE: Extract of Louisville, Colorado
USGS map, 1994.

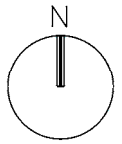




JEFFERSON PLACE OUTLINE IN RED.

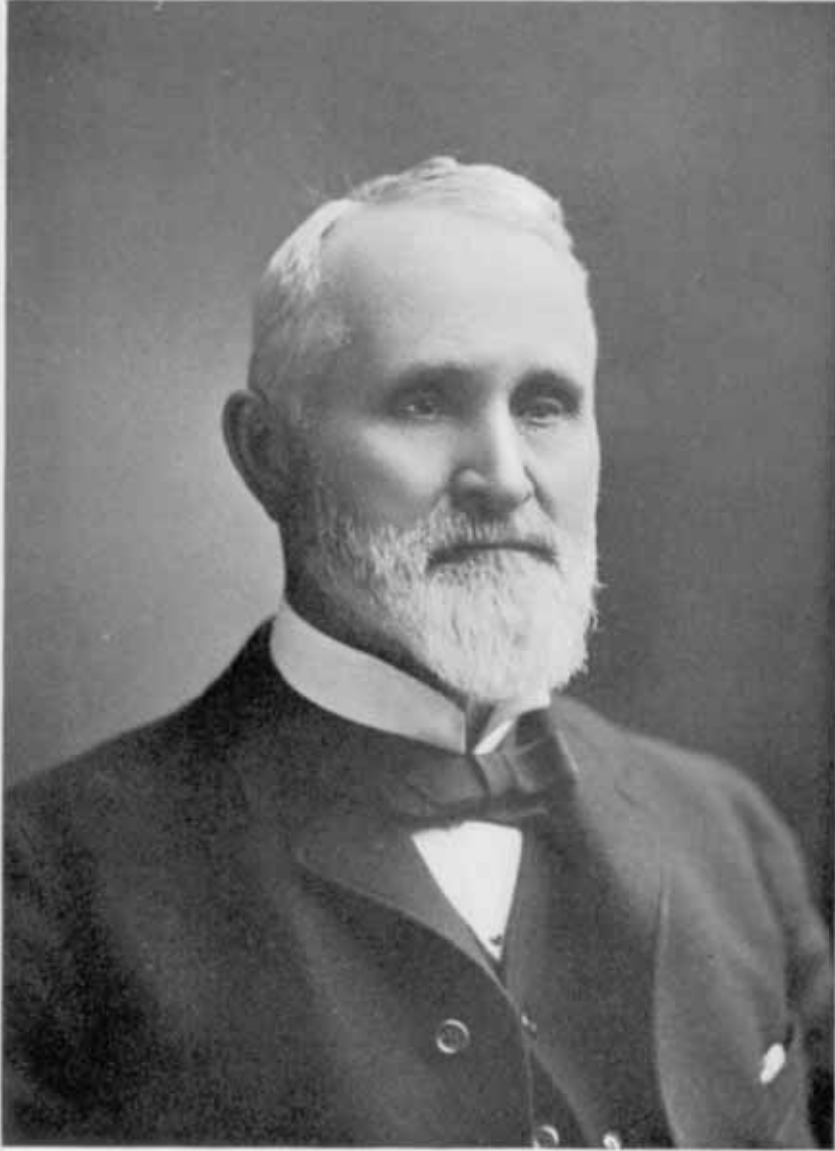


SURVEY AREA



A horizontal scale bar with tick marks at 0, 200, and 400 feet. The bar is divided into alternating black and white segments.

JEFFERSON PLACE



The Century Publishing & Engraving Co., Chicago.

C. C. Melch

SECTION 3: RESEARCH DESIGN & METHODS

Section 3: Research Design and Methods

The survey was conducted in accordance with the *Colorado Cultural Resources Survey Manual*, Revised 2007. The objective was to conduct an intensive-level architectural and historical survey of the Jefferson Place subdivision in Louisville, Colorado. The intent was to complete Architectural Inventory Forms #1403 for 53 parcels not previously surveyed, and 37 Cultural Resource Re-evaluation Forms #1405 for parcels surveyed in 2000. In the end, 37 Re-evaluation Forms and 52 Architectural Inventory Forms were prepared. Some of the parcels contain multiple primary residences that make more sense documented on a single form. Two resources were recorded that have since been demolished: 633 Pine Street (form 1403) and 801 Walnut Street (form 1405).

Field Survey

The field survey was conducted by historical architects Leonard and Kathy Lingo of Avenue L Architects. They documented resources in the field between November 2010 and July 2011. Resources were documented using field notes, color digital photography and hand sketches of site conditions including outbuildings and site features. Previous inventory forms, where available, were used in the field so that any differences in physical condition could be noted.

The fieldwork was straightforward and local residents were generally supportive. All of the primary buildings face public streets. There are public alleys behind most of the parcels, so the backs of the buildings and outbuildings were mostly visible. The exception to this occurs where there are privacy fences, which are fairly common.

Actual conditions were in line with expectations. The primary resources were generally in good condition, although some of the outbuildings were in poorer condition.

Prior Work in the Area

Avenue L requested a file search of the area from the Office of Archaeology and Historic Preservation (OAHP). No resources within the survey area were found that were listed on the National or State Registers of Historic Places. A number of resources within Jefferson Place were previously surveyed, although not all were formally recorded. Note that the term “Old Town” refers to the oldest part of Louisville, including Jefferson Place and adjacent historic subdivisions. See the map on page 4-18 of this report showing “Old Town” boundaries.

The previous surveys that included resources within Jefferson Place are:

June 2000 “Old Town” Louisville Historical Building Survey (SHF grant 00-M1-035)

By: Cultural Resource Historians

Scope: Reconnaissance survey of 530 “Old Town” properties built before 1950

Intensive level survey of 100 “Old Town” properties

1985 “Louisville Colorado National Register of Historic Places Survey” (85-20-02RM)

By: Western Historical Studies, Inc.

1982 “Louisville Historical Survey”

By: Steven R. Whissen

It is worth noting that the survey report for the June 2000 reconnaissance survey assigned site numbers to all 530 resources. However only the 100 intensively surveyed resources were actually recorded. OAHP did not record site numbers for the other 430 resources. For the purposes of this Jefferson Place survey, OAHP provided Avenue L with a new range of site numbers, which were used for all of the resources not previously recorded.

Mapping

The City of Louisville provided a GIS file of Jefferson Place that was used as a basis for preparing site drawings. Avenue L imported this into a CAD file of the entire subdivision which was used as the basis for most of the mapping in this survey report and the site attachments to the inventory forms. Using the site sketches from the field, in conjunction with Google Earth imagery, the site map was drawn showing primary buildings and major outbuildings on each parcel. Each inventory form has an attached map showing the parcel of interest as well as adjacent properties.

Historic Research

Bridget Bacon, Museum Coordinator of the Louisville Historical Museum, researched each property's historic owners and occupants. The bulk of the research took place between February 2011 and February 2012. The Museum has extensive local archives including local directories of residents and businesses dating back to 1879 (see Bibliography for complete list), donated photographs, family histories provided by local residents, local newspapers, and obituaries. The Museum also contains a Drumm's Wall Map of Louisville from 1909 and a Methodist Church Parish Map of Louisville from ca. 1923 – 25. Archival resources that were consulted outside of the Museum include the Sanborn Insurance Maps, Boulder County Clerk & Recorder's Office and Assessor's Office records, census records and other records accessed through Ancestry.com, and cemetery records accessed through FindaGrave.com. Boulder County records provided valuable information, including 1948 photographs, from the "Real Estate Appraisal Card – Urban Master" files from the Carnegie Branch Library for Local History in Boulder. Ms. Bacon also conducted personal interviews with several local residents and descendants of previous residents.

Boulder County records have often been found to be in error with respect to dates of construction of historic properties in Louisville. In many cases, the construction dates entered onto the inventory forms and in the tables in Section 5 are estimates, based upon a variety of sources. These sources include directories and census data, Sanborn maps, the Drumm's Wall Map, property deeds and transfer records. The justifications for the estimates are included on the inventory forms.

Louisville addresses were changed in the 1930s, which presented a challenge for researching occupants of specific properties. In fact, some addresses, as shown in local directories, changed several times, fluctuating well into the mid-1940s. Known previous addresses were entered on each inventory form below the current building address. This added level of complexity caused some inaccuracies in the 2000 survey. Some of the older addresses still exist, but are several blocks distant from the properties they once identified.

Preparation of Inventory Forms

Inventory forms were prepared in accordance with OAHP instructions. "Temporary Resource Numbers" are Boulder County Property Identification Numbers. Including these numbers on the form will assist the City of Louisville in tracking the recorded properties. Geographic information was provided by the City of Louisville in NAD 83, which is the system that they use. Owner names and addresses were also provided by the City of Louisville, and double-checked later by Avenue L to make sure the information was still current. Architectural descriptions were

based upon direct field observation. Building dimensions are estimated, not measured. Construction history was based upon County records, estimated construction dates, comparison with historic photographs, and City of Louisville building permit records.

The Significance section of the inventory forms was modified to include the criteria for a Louisville local landmark and the criteria for a Colorado State Register of Historic Places eligible resource. Integrity was assessed based upon the seven National Register elements of integrity: design, materials, workmanship, feeling, location, setting and association.

All draft inventory forms and the draft survey report were reviewed by the City of Louisville prior to submission to the State. The forms and report have been edited to respond to the City's review comments. The State reviewed the forms and report. Two meetings were held with the State reviewers to discuss the review comments. This final report represents the findings as agreed upon at these meetings.

Public Meetings

A public meeting was held on December 13, 2010 to explain the intent of the project and make local citizens aware of it. A second public meeting to present the findings was very well attended, held at the Louisville Public Library on May 30, 2013. A presentation to the Historic Preservation Commission was held on July 15, 2013 to present findings.



SECTION 4: HISTORIC CONTEXT

Section 4: Historic Context

Many information sources were consulted in the preparation of this historic context and they are identified in Section 7, Bibliography. However, a few sources deserve specific mention. Louisville Historical Museum Coordinator, Bridget Bacon, lent her considerable expertise in Louisville history and the resources of the Museum collection. Much of the information in this context came from two articles written by Louisville resident J. Peter Lindquist and published in *The Louisville Historian*: “The Untold Story of Louisville’s First Years,” in the Fall 2010 issue, and “How Louisville Grew Up: 1880 to 1900,” in the Spring 2012 issue. Finally, The Louisville Story by Carolyn Conarroe provided valuable information on the early development of the town.

EARLY DEVELOPMENT, MINING AND RAILROADS

The history of Louisville as a developed town began in the Colorado Northern Coalfield. Small-scale coal mining in the Northern Coalfield was underway by 1863, when Joseph Marshall mined coal along South Boulder Creek, about 20 miles northwest of Denver. Marshall supplied coal to Denver and other markets, shipping it by wagon.

Early homesteaders had begun to arrive in the area in the 1860s, earning their livelihoods by farming. The Eggleston family arrived in 1861 and homesteaded the property in 1870. David Kerr purchased 160 acres in 1864. Agricultural pursuits were limited initially by their access to water, a situation that improved with the construction of ditch systems in 1872-1873.

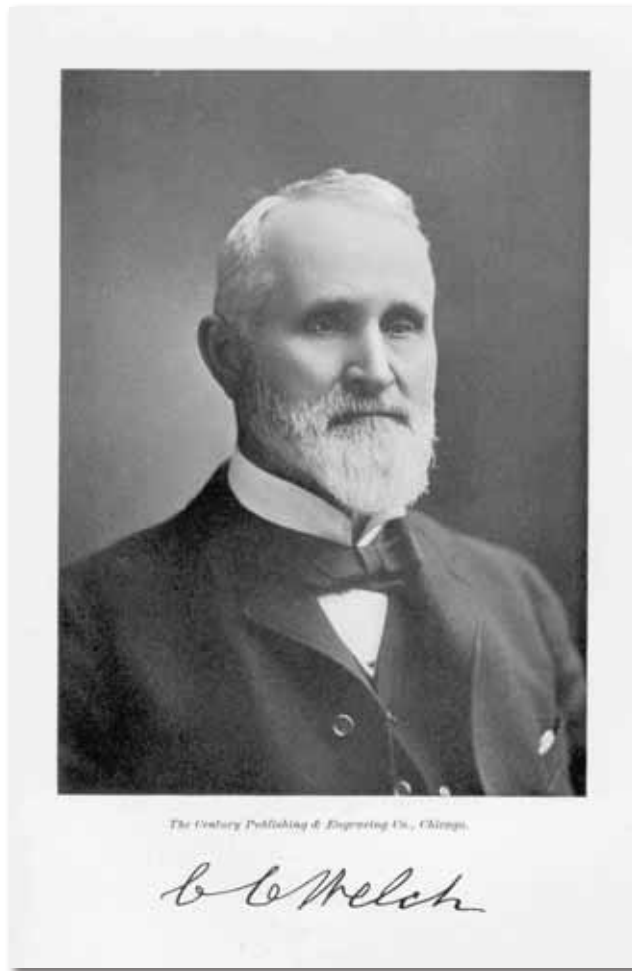
The arrival of the railroad in the area opened up the possibility of large mining operations. Railroad barons from the eastern United States searched for the elusive route to the Pacific that would bring them fortune. Among other qualities, the route needed coal to fuel the steam locomotives, so the railroads built lines to any significant coal deposits that they could find.

In 1873, the Colorado Central Railroad (CCR) began construction on a rail line through the Northern Coalfield from Golden to Boulder and Longmont. The nationwide Panic of 1873 halted construction temporarily, but within a few years the line was completed. William A.H. Loveland, a prominent businessman in Golden, was president of the Colorado Central Railroad. Charles C. Welch, who had close business ties with Loveland, was first vice president. Welch was also a director of the Santa Fe Railroad and a member of the territorial legislature from Golden.

The Colorado Central Railroad needed a high-performing coal mine to boost freight revenue on its Northern Coalfield line. As an added advantage, high-producing mines would draw miners into the area, increasing other railroad traffic. Miners and their families would purchase homes from developers (the railroad trustees). The railroad could take control of the coal mines that supplied their lines, like the Union Pacific had already done elsewhere. The possibilities for creating wealth seemed limitless.

More than any other single person, Charles Welch was the driving force behind the development of Louisville. Welch was born in New York. He arrived in Colorado in 1860, having had extensive mining experience in California and Australia. Along with William Loveland and William Davidson, Welch became a trustee of the short-lived Davidson Coal & Iron Mining Company in Boulder County. Davidson Coal and other local mines had weak production and had purchased vast tracts of underperforming property. However, William Davidson did leave a lasting legacy by constructing the eleven-mile Davidson Ditch in 1872. The ditch tapped South

Boulder Creek at the mouth of the canyon and provided the water needed for the mines as well as for agriculture.



Charles Welch, undated photo
In Louisville Historical Museum



Louis and Kate Nawatny, undated photo
in Louisville Historical Museum

Welch hired Louis Nawatny to search the Northern Coalfield for the most promising properties. Nawatny, a German immigrant born in 1835, was a mid-level manager with the Union Pacific railroad during construction of the first transcontinental railroad. He arrived in Colorado after 1870 and worked at the short-lived Northern Coalfield Excelsior Mine. In 1877, Nawatny, on behalf of Charles Welch, selected a 240-acre property owned by David Kerr, northeast of the current intersection of Highway 42 and 96th Street. Nawatny signed a 15-year lease on the property, with exclusive right to mine the coal. A royalty of 5 cents per ton would go to Kerr. Nawatny assigned the lease to Welch the next day, whereupon Welch immediately purchased an additional 240 acres just to the north of Kerr's property. Welch replaced the lease negotiated by Nawatny with a new lease that extended the term of the mineral rights from 15 to 75 years.

By 1877, there was a railroad depot called "Coal Creek" near present-day Louisville. Charles Welch's mine, the Welch Coal Mine, began operation in 1878 with Nawatny as the first superintendent. The mine grew quickly and Welch hired a more experienced superintendent.

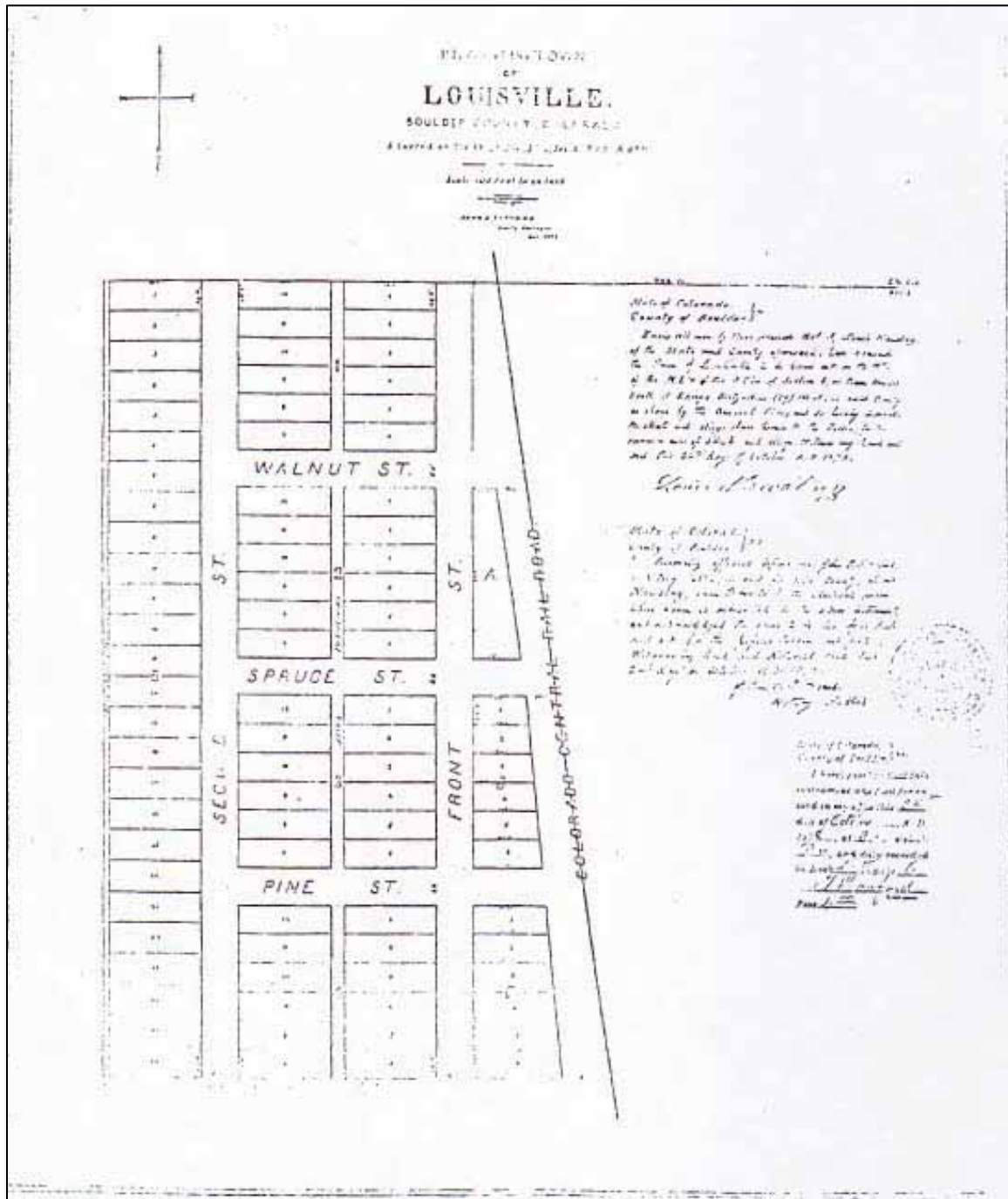
Louis Nawatny turned his attention to developing the new town of Louisville. Welch withdrew from day-to-day management of the mine.

Welch transferred his personal stake in the mineral rights to the Welch Coal Company in 1878, in return for a substantial royalty interest. In 1879, the Colorado Central Railroad listed a stop at Louisville along its Denver to Longmont track. Also in 1879, the Colorado Central leased its railroad to the Union Pacific's controlling shareholder, Jay Gould. In a curious and convoluted turn of events, Welch sold half of his mining investment to William Loveland at a substantially reduced price. Soon after selling his interest to Loveland, Welch consented to the transfer of the Welch Coal Mining Company to the coal division of the Union Pacific.

The exact reasons for the "sweetheart deals" and the exact relationships between Welch, Loveland, and Gould remain unknown. Welch and Loveland had other business dealings as well as political ties. Loveland had run for governor of Colorado and lost; there has been speculation that he needed to conceal some political contributions from Welch, but this is not known.

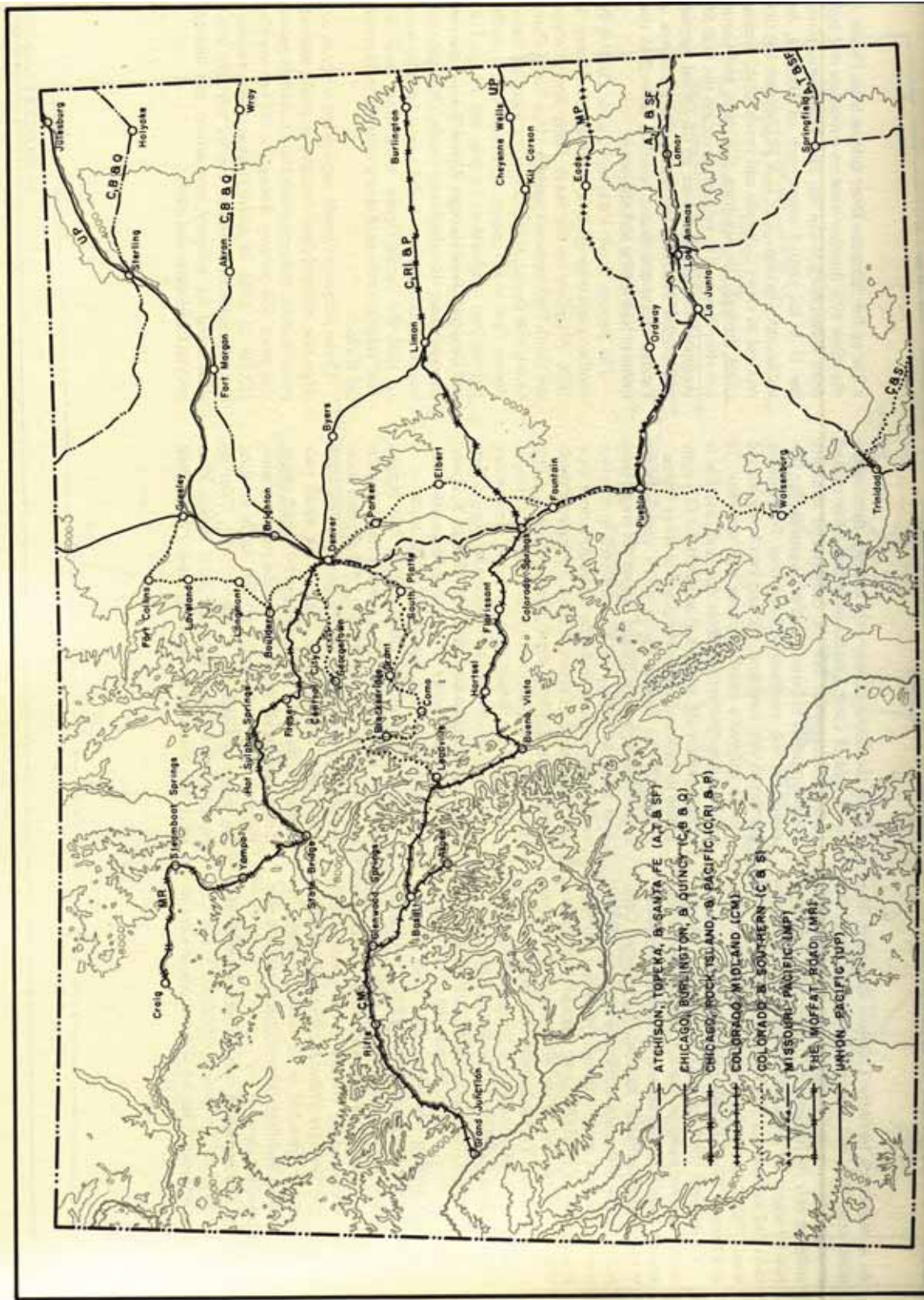
In 1878, Louis Nawatny purchased land from the federal government with financial backing from Charles Welch. Nawatny filed a town plat on this land with the Boulder County Clerk, naming the new development "Louisville" after himself. The property comprised 20 acres and 85 lots. The boundaries of the original town of Louisville were the Colorado Central Railroad on the east, South Street on the north, the alley west of 2nd (now Main) on the west, and Elm Street on the south. By May of 1878, the still-unincorporated village had approximately 75 residents and applied for a local post office, with Louis' wife Kate Nawatny as postmaster.

On February 1, 1879, Welch purchased 40 acres immediately to the west of the original town from Edward Autrey for \$1,600 (\$40 per acre). He filed the plat for the property, Jefferson Place, on October 12, 1880, after most of Nawatny's lots in the original town plat had been sold. Jefferson Place was the first addition to Louisville, and is the subject of this survey and report.

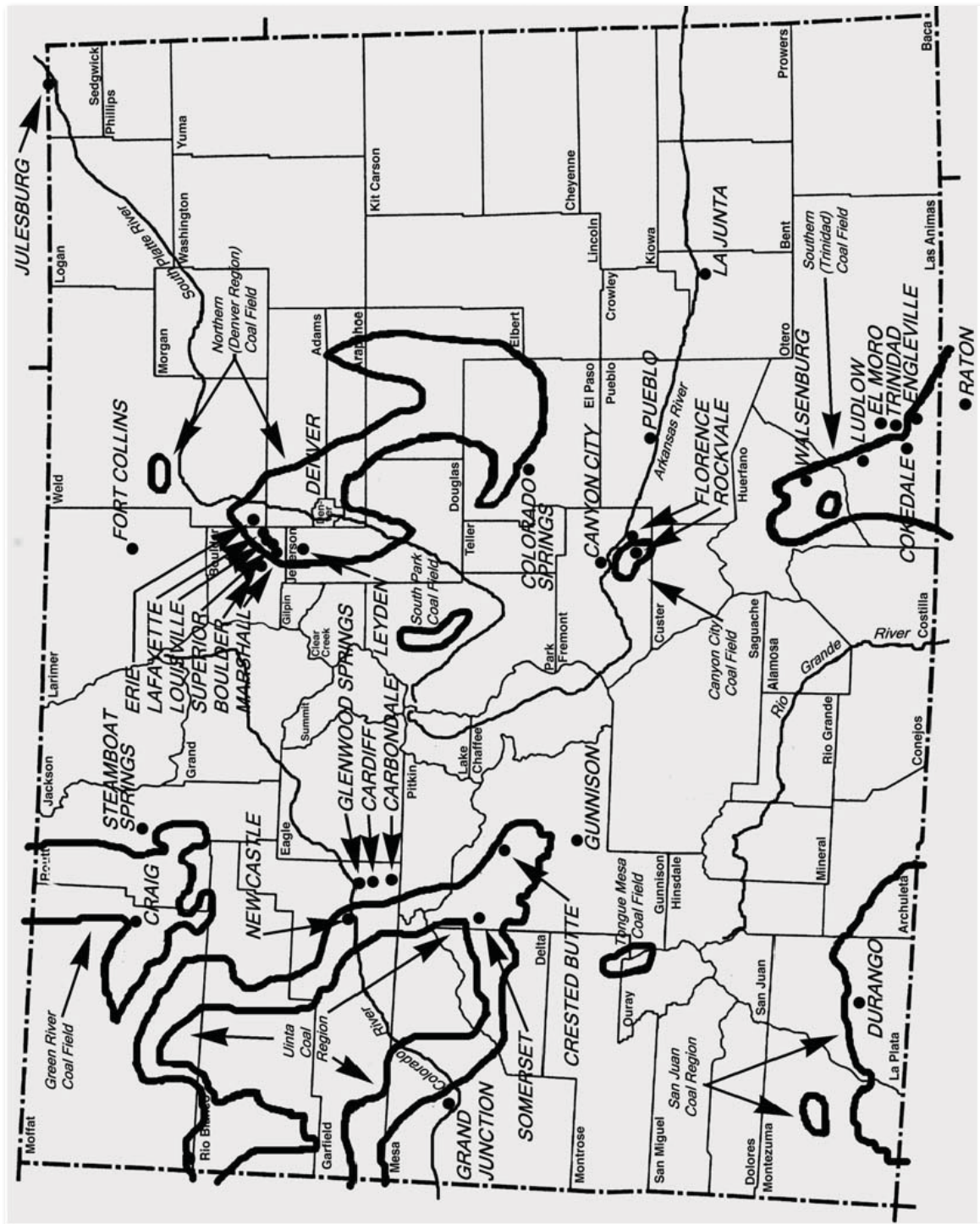


1878 Louisville Town Plat





Colorado Railroads, 1880 - 1913. Reproduced from *Historical Atlas of Colorado* by Tom Noel.



Coal mines in Colorado. Reproduced from Multiple Property Listing, “The Mining Industry in Colorado”.

By 1880, Colorado’s economy was booming and Louisville was a rough and tumble town of nearly 500 residents. Approximately 180 of the town’s residents were miners. The local economy depended on them. The business directory included carpenters, general merchandise stores, a barber, a doctor, meat market, bakery, livery and numerous saloons. The 1880 census

identified only 30 of the residents as being from the United States; most of the rest were immigrants from western Europe.

An additional 130 people lived and worked on nearby farms and ranches, supplying Denver, Louisville and other markets with grain, produce and livestock. Diversions from the 1872 Davidson Ditch and the 1873 South Boulder and Rock Creek Ditch (later renamed the Goodhue Ditch) allowed access to water and enabled agricultural uses that would not otherwise have been possible. Denver grain dealers and packing houses depended upon outlying areas to supply their products. Eventually, they even went so far as to build and operate facilities to ensure steady supply and prices they could control. John K. Mullen, who controlled Colorado's grain supply and flour industry at the time, had the Louisville grain elevator built next to the railroad tracks in 1905. The building still stands, although it is no longer operational.

In several Colorado coal camps, the coal companies owned the land and established "company towns." In Louisville, however, miners lived in their own homes or in privately owned boarding houses. In 1880, the Welch Mine was the town's primary employer, although Louisville residents also worked at other small local mines. Most miners had to walk to work, and Louisville's location close to the mines was an advantage.

Under Jay Gould's control, the Welch Mine had become the largest mine in Colorado by 1880, and it continued to grow. However the coal from the Welch Mine and others in the area was not high-grade. The coal was sub-bituminous with high moisture content. When brought up to the surface and exposed to the air, it degraded quickly. Thus it could not be shipped long distances or held in inventory, and it was not useful for powering trains. It had to be used quickly, so it was only usable for heating fuel. For this reason, coal mining was a seasonal job in Louisville. Production cut back substantially during the warmer months when there was no demand for heating fuel. To help bridge the economic gap, some residents went elsewhere in the summer months to find work. Some planted vegetable gardens and fruit trees on their lots to produce food and perhaps a little extra summer income. Evidence of some of these gardens still exists in Jefferson Place today.

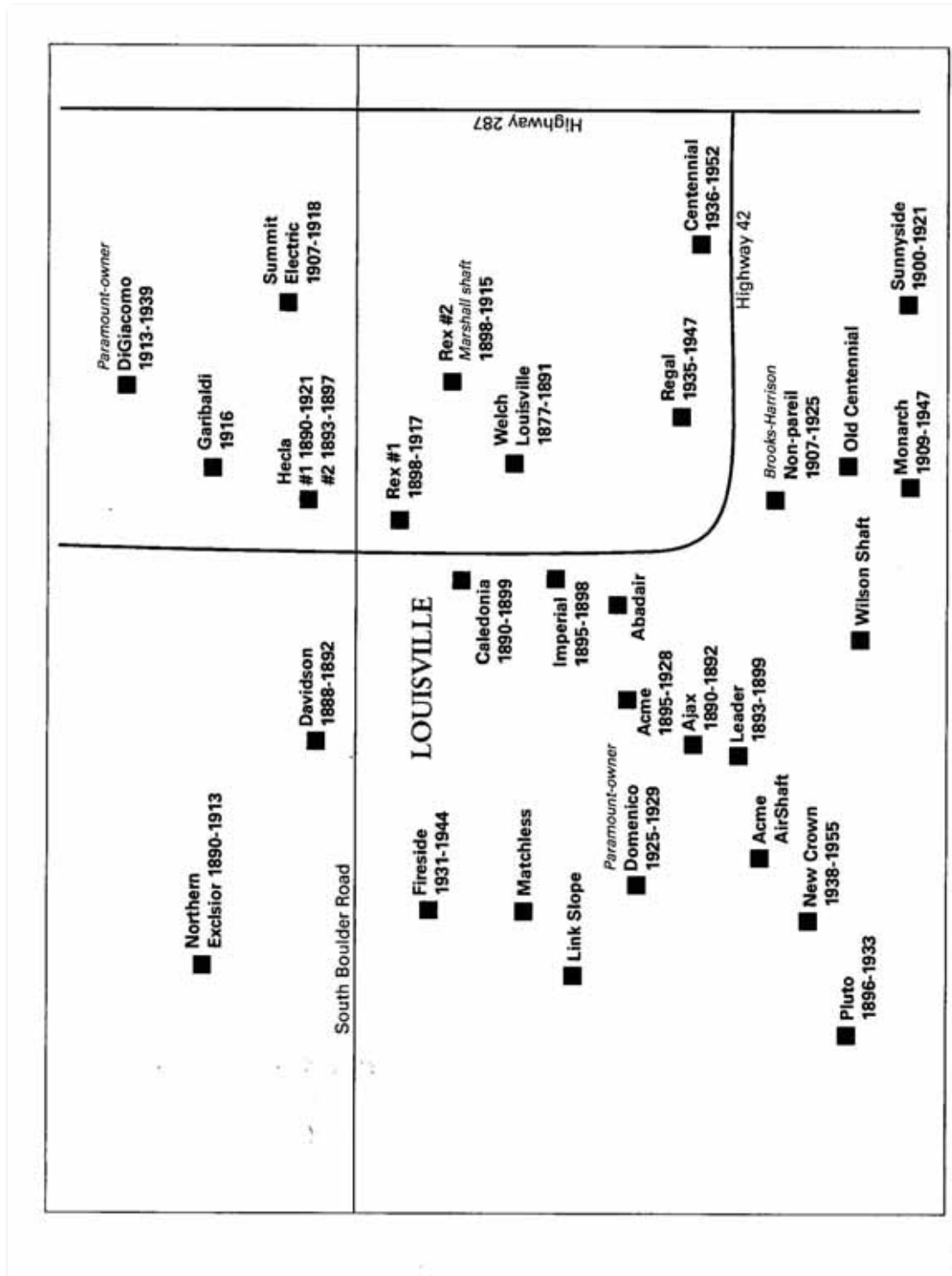
From 1880 to 1882, coal output throughout Colorado increased by 50 percent per year. But by 1883, demand began to drop. Some mines were forced to close, while others lowered their prices. Sales of Welch Mine coal remained strong into 1884, in part due to the mine's advantageous relationship with the Union Pacific monopoly and favorable freight rates. The Marshall Consolidated Coal Mining Company replaced the Union Pacific as operator of the Welch Mine in 1885. Labor strikes were common and protracted, with devastating economic impacts, especially in Louisville.

By 1891, four local coal companies (not including the Welch Mine ownership) formed the United Coal Company to control costs and end cutthroat competition. Because not all of the local mines could run at a profit, several of them, including the Welch Mine, were shut down that year. The United Coal Company effectively controlled the price of coal in Denver and Northern Colorado.

The nationwide Panic of 1893, due in part to overexpansion of railroads, saw more than 15,000 businesses and 500 banks fail across the country. Colorado's economy virtually collapsed, with most silver mines and the narrow-gauge railroads that served them closing. Coal shipments in Colorado dropped by 31 percent in 1894.

The situation was even worse in Louisville, where coal shipments declined by 71 percent. It would be five years before Louisville coal shipments would regain the levels they had achieved in

1893, prior to the Panic. Some mine operators failed to meet payrolls. Louisville's population declined, home sales declined, and the local business community struggled. The United Coal Company was forced into receivership in 1894 and went out of business in 1898. United's former president, James Cannon Jr., formed the Northern Coal and Coke Company, which owned or controlled most of the large mines in the Northern Coalfield.



Coal mines near Louisville. Reproduced from Conarroe, *The Louisville Story*.

Subsidence

Underground coal mines extended beneath the entire original Town of Louisville. In the late 1880s, the land to the east of downtown started to sink as a result. There were few buildings east of downtown, but the railroad tracks had to be raised and the railroad bed reconstructed. In October 1893, following years of inactivity, timbers collapsed in the Welch Mine below downtown. In some areas, the ground sank by two to three feet. Homes were partially or totally destroyed and the town's water supply was disrupted. Two years later, shallow work in the active Acme mine caused lots to sink three to four feet. In 1896, some streets, downtown businesses, residences and the Louisville post office sank by as much as six feet. The two-story Miners Trading Company at Main Street and Pine was condemned in 1909 due to subsidence. Over time, properties were restored by hauling in thousands of wagonloads of fill dirt. The total number of cases and out-of-court settlements is not known, but there were numerous claims against mine owners between 1895 and 1923. Subsidence issues caused declining property values and negative publicity for the town.

COAL MINING 1863-1955

During the early stages of the Pikes Peak Gold Rush, reports of coal prompted a few prospecting parties to search the region in the late 1850s and early 1860s. That led to the discovery of several deposits northeast of "Denver City." Eventually it was learned that coal deposits existed in an arc running northeast to northwest of Denver, about 15 to 25 miles from the city. This became known as the Northern Coalfield. The field extended from Marshall northeast to Firestone and Frederick, and would eventually have 163 different coal mines. Early mining efforts, called "wagon mines," succeeded by shipping coal by wagon into the gold camps. The rise of hardrock mining in the mountains and its associated settlements created a demand for fuel, as timber supplies began to dwindle.

In 1863, Joseph Marshall began mining and shipping coal by wagon to Denver and mountain mining camps. Marshall tried to use his coal to reduce iron ore, but quickly learned that it was unsuitable for metallurgy or steam generation. It was only useful for heating homes or businesses. Coal production was minimal during the mid-1860s, following the collapse of the gold industry, Colorado's economic driver.

It would take the arrival of the railroads, along with the revitalization of metal mining in the late 1860s, to reawaken interest in the Northern Coalfields. Railroads created not only a demand for steam coal but also the means to transport it cheaply to distant markets. Jay Gould and the Union Pacific (U.P.) acquired coal mines served by rail lines the U.P. controlled. Gould operated the mines first through the railroads, then folded them into the Union Pacific Coal Company to consolidate them with mines on his other lines along the Denver South Park & Pacific.

By carrying and burning coal, railroads helped to transform Colorado coal production from 13,500 tons in 1870 to 1,229,593 tons in 1883. The Welch-Louisville Mine (1877-1891) was the first Louisville-area coal mine to enjoy the services of the railroad. For ten years, no competitive mines opened in Louisville, because competing with the clout and vast resources of the U.P. was practically impossible. However, in 1887, Congress created the Interstate Commerce Commission to oversee the corrupt railroad industry. This effectively broke the unchecked power of the U.P. During the eight years following the enactment of the Interstate Commerce Act, eight new mines opened in the Louisville area and 22 more opened in the rest of the Northern Coalfield. Competition was intense and profits began to erode. John H. Simpson of Louisville,

believing that formal consolidation was the only solution, formed the United Coal Company, which consolidated a few of the mines. Simpson's acquisitions in the Northern Coalfield gave his enterprise control of two-thirds of the coalfield's production and made it the third largest producer in the state by 1892.

The silver crash and the panic of 1893 shook the coal industry. The Union Pacific Railroad failed. The United Coal Company was forced into receivership and in 1898, its control passed to a new company, the Northern Coal and Coke Company, which eventually controlled about two-thirds of the Northern Coalfield's output. By the late 1890s, effects of the panic of 1893 finally subsided, and the coal industry rebounded vigorously. A new player, the Rocky Mountain Fuel Company, began acquiring mining properties in the Northern Coalfield and elsewhere. The company grew rapidly, and by 1903, its production rivaled the Northern Coal and Coke Company. Northern Coal went out of business in 1911, after selling its mines to the Rocky Mountain Fuel Company.



The Acme Mine in Louisville operated from 1895 – 1928. Courtesy Louisville Historical Museum.

World War I (1914-1918) spurred development of other fuels, most notably petroleum and natural gas. These fuels were cheaper and cleaner, and easier to transport than coal. In 1890, coal had supplied about 90% of the nation's fuel needs. By 1930, it accounted for only 58% of usage. Eventually, natural gas and electricity replaced coal for heating and cooking in most homes. In Colorado, another factor contributed to the decline of the local coal industry. Traditional metal mining (gold, silver, lead, and other metals) declined in output after the turn of the twentieth century, reducing the need for coal for power, milling, smelting and ore reduction. Mountain mining towns disappeared and railroads cut service, all of which combined to lessen coal usage as well. Railroads turned to diesel fuel rather than coal.

The Colorado coal industry, in decline throughout the 1920s, retreated further during the Great Depression years of the 1930s. Louisville survived the Great Depression in a stronger position than many U.S. communities because many of its mines remained open. World War II spurred a

revival in coal mining, but it slumped again during the 1950s and 1960s. The last coal mine in the Louisville area, the New Crown, closed in 1955.

Although coal mining continues in other parts of the state today, no mines operate in the Northern Coalfield. Of approximately fifty historic coal-mining towns in Colorado, only a handful still survive, including Louisville, Lafayette and Erie. These three towns were able to survive because they were never “company towns.” The loss of the coal mining industry took an economic toll on Louisville, one from which it did not recover until the mid-1970s.

SOCIAL HISTORY: LABOR RELATIONS 1878-1935

Mining was a dangerous occupation, and wages were not always what the workers felt they deserved. From the earliest days, miners struggled against owners for safe working conditions and their rights to join unions. Strikes were common and in some cases very protracted. Louisville was the site of several major labor relations incidents, some violent, while the coal mines were operational.

Strikes had devastating economic impacts in Louisville. From 1885 through 1888, annual coal production in Colorado rose 42 percent over the 1883-84 levels. During the same time, coal production in Louisville dropped by nearly 60 percent, Louisville’s share of the Colorado coal market fell from 7.2 percent to 2.2 percent, and many miners simply moved away. Employment at the Welch mine plummeted, population declined, and homes and businesses stood empty. From 1885 through 1888, when Welch was attempting to sell his 163 lots in Jefferson Place, he was only able to close on six properties.

The Knights of Labor were active in Erie as early as 1878. They tried to gain strength in Louisville and other nearby mining towns, but labor negotiations were generally limited to the local workers and management of each mine. In September 1885, the Knights of Labor called upon Colorado miners to strike in sympathy with white miners in Rock Springs Wyoming, following a violent incident there between white and Chinese miners, who had agreed to work at U.P. mines for lower wages. Coal miners across Colorado rejected the Knights’ request, except for 200 miners in Louisville, who went out on strike in support of the white Rock Springs miners.

In July 1886, miners of Boulder and Weld Counties met in Louisville to form the Coal Miners Federation. Bargaining was generally low-key and relatively successful at the local level. Several different labor organizations vied for the right to represent miners nationally. Eventually, the various factions joined together and formed the United Mine Workers of America (UMWA) in 1890.

The Mitchell Mine in Lafayette was the site of a strike during the summer of 1898. The mine owner brought in three railroad carloads of strike breakers with 12 guards. Governor Adams sent military protection to Boulder County in an attempt to calm things down.

Mine owners sometimes recruited non-English-speaking European coal miners as strike breakers. These European miners, anxious to immigrate to America, did not always understand the situation at first due to their language barriers. Many, but not all, of Louisville’s early-arriving European miners unknowingly fell into this category.

A strike in 1903 brought an influx of strike breakers to Louisville, as well as organizers for the United Mine Workers of America (UMWA). The UMWA was very active in organizing coal miners in the Southern Coalfield, and urged miners in the Northern Coalfield to strike in sympathy. For a while, they did. Mother Jones, a notorious spokeswoman for the UMWA, spoke

in Louisville on November 21, 1903, to encourage local miners to continue their strike. However, mining and living conditions were much better in Boulder County than they were in the Southern Coalfield, and Louisville miners voted to end their strike on November 30. The UMWA did not gain enough power to become a bargaining agent for Boulder County miners.

The longest and most crippling strike in the Northern Coalfield began on April 1, 1910, and lasted for four years. Four years of unemployment took a drastic toll on everyone living in Louisville during those years. Even non-mining families relied upon miners for their business. 2,700 men in the area were out of work. The miners were demanding a 15% wage increase, an 8-hour day, enforcement of state safety regulations, and recognition of the union. On April 19, 1910, the mines re-opened with non-union workers protected by armed guards.

The center of strike activities in Louisville was the Hecla Mine, just northeast of town. By August, the mine operator, the Northern Coal and Coke Company, began to build housing for the men who had been brought in to break the strike. The company built twenty-six cottages, apartments, a boarding house for 75 men, and a casino. The entire encampment was surrounded by a security fence to protect the strike-breakers from the wrath of the union miners on the outside. Hecla Mine guards escorted the children of strike-breakers to school in town, where they were sometimes taunted. Hecla guards annoyed Louisville residents at night by firing their machine guns and sweeping the area with powerful search lights.

Miners in the Southern Coalfield, where conditions were much worse, went out on strike in 1913 – 1914. Fights between miners, guards and militia were bitter and claimed many casualties, culminating in the Southern Coalfield's Ludlow Massacre on April 20, 1914. Northern Coalfield miners were infuriated when they heard of the massacre. Violent clashes were reported in the nearby mining communities of Lafayette and Superior.

Fighting broke out in Louisville on April 26, 1914 when union men fired shots towards the Hecla guards. The shooting went on for about 18 hours. Louisville residents reported bullets from Hecla whizzing into town. Some took shelter in basements and some evacuated to Denver. No injuries were reported among the townspeople or the union men, but one death and two injuries were reported in the Hecla compound.

The State Militia was mobilized to try to restore order in Louisville, arriving by train from Denver on April 28, 1914. As the train passed the Brooks-Harrison Mine south of town, miners there fired shots at the trainload of state militia, who were resented because of their actions at Ludlow. Two militia detachments disembarked the train at Brooks-Harrison; one walked to Louisville, the other pursued the miners who were shooting at them. Boulder County Sheriff F.T. Buster met the train at Louisville and there was no further open conflict between the townspeople and the militia.

A few days later, Federal troops from Fort Robinson, Nebraska, arrived in Louisville to replace the State militia. The townspeople, happy to see the last of the State militia, welcomed the Federal troops with a band and parade. The troops set up camp in a tent city east of town. They moved into a boarding house and five company houses on Main Street when winter arrived.

By 1915, the strike was over, peace had returned to Louisville, and the troops moved out. The wage increase was granted but it did not make up for four years of lost income. Correction of the unsafe working conditions was required by law. Recognition of the UMWA was denied by the mine operators. Instead, miners were organized into "Company Unions" or committees that had little power. Mining conditions gradually worsened. Adding to the local economic hardship,

Prohibition took effect in Colorado in 1916, which was devastating to Louisville's lucrative saloon economy.



Federal troops from Fort Robinson camped at Louisville in 1914. Photo courtesy Louisville Historical Museum.



Labor organizers at Louisville train depot during 1910 – 1914 strike. Louisville Historical Museum 2000.005.001

A long period of relative peace ensued at the local mines. In November 1927, another miners' strike began. Most of the mines were closed as a result, except for some small miner-owned mines, and the Columbine Mine, owned by Rocky Mountain Fuel Company in Weld County near Erie. Louisville men joined large groups of picketers at the Columbine. On November 21st, an exchange of words between protesters, state police and mine guards escalated to rock-throwing. The guards and police, thinking they were in danger, opened fire on the unarmed miners. Six demonstrators were killed and another twenty were wounded. Several of the wounded were from Louisville.

With so many miners in the area, the 1927 strike caused extreme financial hardship for everyone. Mine operators held firm on refusing the right to bargain. Once again the cavalry moved into Louisville to calm things down. By this time, the coal industry was struggling nationwide due to rising competition from other cleaner, safer fuels. In Colorado, coal and railroad revenues declined following the 1928 construction of a natural gas pipeline from Texas to Denver.

In 1928, Miss Josephine Roche gained majority control of the Rocky Mountain Fuel Company, which owned most of the major Northern Coalfield mines. Miss Roche is thought by many to have been sympathetic to the miners. The strike was settled and the company began to treat its workers more fairly. In 1935, Miss Roche agreed to allow the UMWA to organize and represent the Colorado miners of the Rocky Mountain Fuel Company as their bargaining agent. By this time, however, the coal industry was in decline, the company was in a weak financial condition, and their mines eventually closed. The remaining mines in the Louisville area were independently owned. The last of these, the New Crown, closed in 1955.

RAILROADS 1873-present

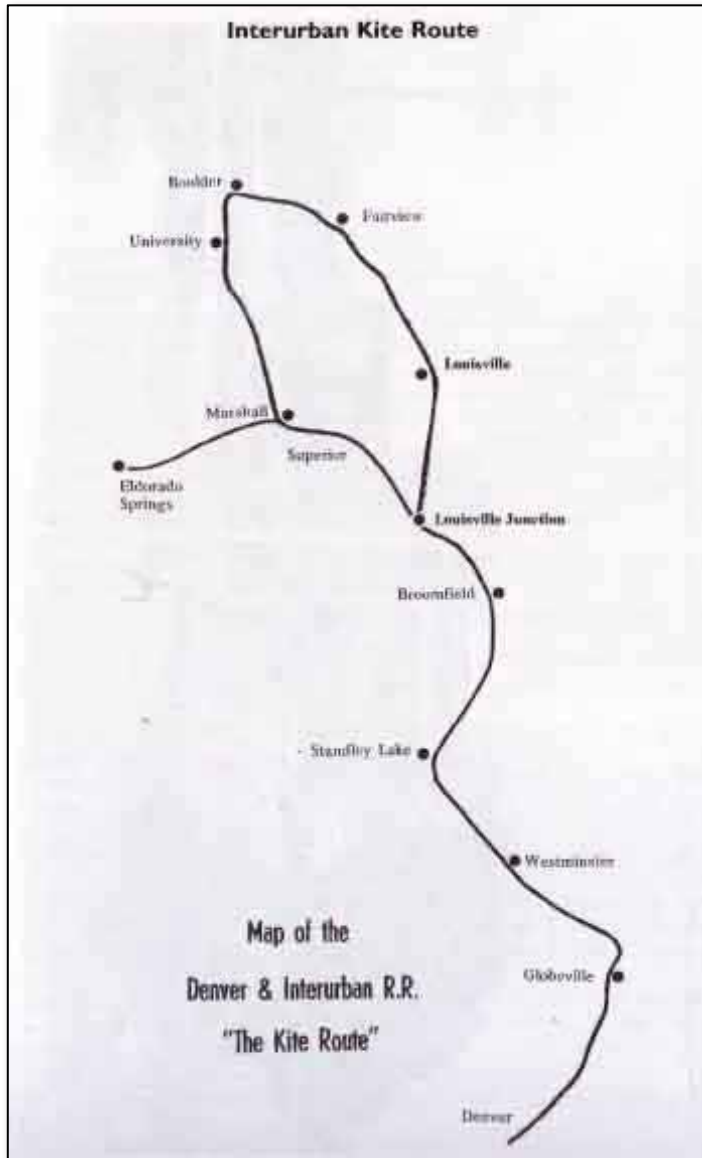
The Colorado Central Railroad (CCR) was constructed in 1873. Incorporated in Golden, the CCR laid standard-gauge tracks linking Denver to the first transcontinental Union Pacific tracks in Cheyenne via Boulder, Longmont, Fort Collins, Berthoud and Loveland. By 1877, the route included a railroad stop called "Coal Creek" near the Pine Street intersection in present-day Louisville. In 1879, Louisville was listed as a stop on the CCR schedule. Access to the rail line was critical to the success of the coal mining operations, and to the success of the town. In addition to hauling coal to markets, the railroad carried passengers, as well as the goods and materials that the town needed to survive and thrive.

In 1880, the Colorado Central, along with the Denver Pacific, Kansas Pacific, and Denver, South Park & Pacific, all became Union Pacific (UP) lines under the control of Jay Gould. The Colorado and Southern (C&S), a subsidiary of the Chicago, Burlington and Quincy (CB&Q), was formed in 1898 by consolidating the old Colorado Central, the Denver, South Park & Pacific, and others. Ultimately the C&S became the major Front Range railroad serving the southern and northern Colorado coalfields and the north-central agricultural markets. During peak mining years in Louisville, more than a dozen trains a day passed through and stopped at Louisville, carrying passengers as well as coal and other freight. The C&S merged with its parent company CB&Q in 1908, but retained its own management and corporate identity until 1982. The tracks through Louisville are still active today, with freight carried by the Burlington Northern Santa Fe (BNSF).

The Denver Interurban Company 1908-1926

The Denver Interurban Company used Colorado and Southern railroad tracks and operated 16 passenger trains a day between Denver and Boulder, with stops in Louisville, Westminster, Broomfield, Lafayette, Superior and Marshall. The line was also known as the "Kite Route"

because its mapped route resembled a kite. Service began in 1908 but only lasted until 1926 when financial woes drove the line out of business.



A depot building was constructed in 1909 along the tracks near Pine Street to serve both the Interurban and the Colorado and Southern. The depot closed in 1962, at which time the Louisville Lions Club purchased the building. They relocated it a few blocks to its present location at 628 La Farge Street in Jefferson Place. It has been used as meeting and social space for various local fraternal organizations. In 1993, it was sold and converted to a dance school and preschool. It still contains a preschool today.

A tragedy occurred on the Interurban on September 20, 1920. The train was packed with Louisville baseball fans going to Denver for a traditional Labor Day baseball game. Just outside of Globeville, along a curve, two trains collided head-on. Thirteen people died and many more were injured. Six of the fatalities and forty of the injured were Louisville residents.

Legal damages from the incident pushed the ailing interurban line into bankruptcy. Competition from bus lines was great, and there was simply not enough traffic for the company to remain viable.

Map reproduced from Conarroe, *The Louisville Story*.

LOUISVILLE: 1878-1955

Downtown/Commercial Development

Louis Nawatny's original 1878 plat for the town of Louisville envisioned a town laid out along the western side of the railroad, with Front Street and Second Street (now Main Street) running north-south and Walnut, Spruce and Pine running east-west. Narrow, deep city lots were platted

with small alleys running north-south between Front and Second. Property in the original plat was intended to support both commercial and residential uses.

Commercial enterprises developed alongside of residences. A “company store” owned by the Welch Mine traded with mine scrip, but there were also many private grocery stores and many saloons. Saloons were restricted to Front Street by town ordinance. By 1898, the town boasted a pool hall, milliner, attorney, doctor, tailor & cleaner, barber, hotel, drugstore, baker & lunchroom, ice cream parlor, liquor store, bank, livery, blacksmith and hardware store. The Louisville Mercantile Company opened in 1889. One of the town’s earliest residents was George Giles, a carpenter who built many of the early buildings and homes.



Spruce Street looking west. Courtesy Louisville Historical Museum, LHS E-P-N-14

By the early 1900s, there were several commercial buildings on Second Street and the first Town Hall. The original plat was developing into the business district, as it is today. As the town grew, house movers removed small residences from Second Street to make way for commercial enterprises. Some of the relocated buildings may still exist in Jefferson Place today, as there are numerous historic cabins in the backs of lots, as well as primary residences that appear to be assemblages of two or three old cabins.

Charles Welch filed his plat for a residential subdivision, Jefferson Place, in 1880. Between 1885 and 1888, he was only able to sell six of the 193 lots in the subdivision due to the economic devastation resulting from mine strikes. Local coal production had plummeted by 60% and many people moved away. Welch turned over many of his unsold Jefferson Place lots to Denver attorney Harper Orahood, who was tasked with reselling the property. Orahood had been a captain of the Third Colorado Cavalry (of Sand Creek infamy) and had many business interests in the mining towns of Blackhawk and Central City. He was actively involved in building the Colorado Central Railroad and was an attorney for the Union Pacific. He was active in politics in Gilpin County and later in Denver.

There were no more additions to the town until 1890. Between 1890 and 1907, ten more subdivisions were platted when new coal mines opened following the breakup of the Union Pacific monopoly. Between 1900 and 1910, the population of the town increased from just under 1,000 residents to 1,600 residents. The layout of the town and its size would change very little for several decades to come. The population remained very stable at around 2,000 for many years. Most houses were small and wood-framed, with few brick buildings. Front yards were

small, with deep back yards containing vegetable gardens. Many residents raised chickens or rabbits.

The east side of the tracks remained relatively undeveloped for many years. All of the early, pre-World War I additions to Louisville maintained grid patterns similar to those in Jefferson Place, and all but two of them were west of the tracks. Only the East Louisville Addition (1906) and a portion of Caledonia Place (1890) were east of the railroad. The town grew to the north, south and west.

Although the Crash of 1929 depressed Louisville's coal production, the town survived the Great Depression in part because its farming and saloon economies remained sound and its mines did remain open. By that time, the town had become distinctive for its Italian food industry. Bootlegging during Prohibition was widespread, though illegal.



Subdivisions, 1878 - 1907

Politics and Government

Louisville was incorporated as a town in 1882, with coal industry leader John H. Simpson elected the first mayor. Incorporation as a town was apparently not without controversy. The May 6, 1882 issue of *Boulder News and Courier* reported, "We do not want our town incorporated for it might be cleaned up if it was and it would make less business for MD's. Also whiskey would cost more."

Louisville's first Town Hall was constructed on Second Street in 1899. This structure was replaced only three years later on the same lot. A later City Hall was constructed at 749 Main Street in 1957 and was remodeled in 1980.

The first governing body was Town Trustees. In 1904, the Trustees became a Town Council. A volunteer fire department was organized in 1895.

Utilities and Infrastructure

With the growing town came the need for utilities and services. The Louisville Reservoir and water works were developed in 1895. In 1898, the Lafayette-Louisville Electric Company was incorporated, followed in 1904 by a competitor, the Lafayette Electric Company. A third company, the Northern Colorado Power Company, located between Lafayette and Louisville, sold power to Louisville, Lafayette, Longmont, and the electric Interurban Train. The Electric Mine provided coal to the power plant.

Martin Zurich owned the first telephone company providing service to Louisville in 1903. In 1906, he sold his company to the Colorado Telephone Company.

Louisville voters approved a bond issue in 1951 to fund a sewage system, bringing an end to the use of outhouses. Natural gas came to Louisville in 1953. Dial telephones were introduced to the town in 1955. Most of Louisville's residential streets were paved from 1959 – 1960.

Newspapers

Numerous local enterprises kept townspeople informed over the years. The newspapers and their years of publication are:

1887-8	<i>Louisville Miners</i>
1892-7	<i>Louisville-Lafayette Advance</i>
1896-7	<i>Brooks Vindication</i>
1896-1901	<i>Colorado Sun</i>
1900-12	<i>Louisville Journal</i>
1901-9	<i>The Black Diamond World</i>
1908	<i>Louisville News</i>
1914-5	<i>Louisville Enterprise</i>
1913 - 2009	<i>Louisville Times</i>
2010 – present	<i>Colorado Hometown Weekly</i>

In 2009, the Louisville Times was purchased by Lehman Communications, publisher of *Longmont Times-Call*. In January 2010 the *Times* merged with the *Colorado Hometown Weekly*, which covers Louisville, Superior, Lafayette and Erie.

Schools, Churches and Fraternal Organizations

The social and cultural ties were forged in schools, churches and fraternal organizations. The first meeting of School District #29 was held in “Coal Creek” in 1875. The first teacher, Miss McCarty, apparently had her hands full with 25 children between the ages of 5 and 21. The school board minutes record that Miss McCarty commenced teaching school the afternoon of October 19, and discontinued after teaching a half day.

The first school in Louisville was a one-room schoolhouse at Short and Front Streets. It was later replaced by a one-room frame building at Spruce and Second. By 1880, with a population of 600, the town started construction on a 2-story school at Spruce and Jefferson in Jefferson Place. Residents protested that this location was too far from town. The building opened in November 1881 with 125 students. A west wing was added in 1903. The entire building was razed in the 1960s. Memory Square Park replaced it in 1974 and still exists today.

In 1894, the “Little Red Brick Schoolhouse” was built at what is now 801 Grant. It served 1st and 2nd graders on the first floor. The building is now the Louisville Center for the Arts at 801 Grant. In 1905, St. Louis Catholic School opened to 200 students.

In 1920, a new public high school opened at Garfield and Walnut. A Works Progress Administration (WPA) grant helped with construction cost of a new high school on north Main Street in 1939. In 1962, Louisville moved into the Boulder Valley Reorganized-2 School District. The old grade school building was condemned, and Boulder Valley School District built a new elementary school on Hutchison Street in Louisville. In 1972, Centaurus High School opened in Lafayette, serving Louisville and Lafayette students. The old high school on Main Street became the Middle School.

Louisville had several historic religious congregations, including three within Jefferson Place. The first church building in Louisville was constructed very early, in 1884, at Walnut and La Farge in Jefferson Place. This was St. Louis Catholic Church. In 1944, the building was demolished and replaced with a new church, school, convent and rectory nearby at 900 Grant. In its place, the United Pentecostal Church was constructed at 833 La Farge (5BL7994). The building still exists, but is now a private residence.

The Methodist Episcopal Church was built in 1891 at 741 Jefferson (5BL924) in Jefferson Place. The building still exists and the congregation is now called the Louisville United Methodist Church. A third congregation within Jefferson Place, the Pillar of Fire, met at 804 Walnut (5BL8029). The building still exists as a private residence.

In 1901, the Louisville Baptist Church was built at Grant and Pine. It was replaced in 1973 by a new church building on South Boulder Road. In 1908, the German Lutheran Church joined the ranks of Louisville’s early religious communities at Spruce and McKinley.

In addition to churches and schools, community life centered around fraternal organizations and women’s groups. Over the years, Louisville has included such groups as the Knights of Pythias, Louisville Lions Club, Veterans of Foreign Wars and the American Legion. Fraternal lodges platted and administered the Louisville Cemetery. In 1894, the Improved Order of Redmen constructed a large hall where local plays, concerts and school graduations were held.

Although the smell of coal smoke permeated the air, Louisville was unusually sophisticated for a “coal camp.” From early on, Louisville was a town of families, not just bachelor miners. Women are credited with working to bring culture to the town.

Ethnic Heritage: European

The first census of Louisville, in 1880, showed a majority of the residents as immigrants from England, Wales, France, Germany and Austria. Although Louisville is most often associated with Italian heritage, the Italians did not appear in Louisville until the 1890s. Many prominent Louisville families were of Italian heritage, including the Zarini, Biella, Perna, Milano, Bottinelli, Buffo, Porta, and Enrietto families.

Despite being a small town, Louisville was large enough to have distinct neighborhoods in which people of different nationalities settled. Louisville had a Frenchtown, a Little Italy (although Italian residents lived throughout the town), and a few other ethnic enclaves. The Italians became the largest single ethnic group, with Louisville considered by some Colorado historians to have been one of the “colonies” of Italians in the state.

Despite the ethnic and language differences among groups, most residents lived in harmony. Louisville was homogeneous in that nearly everyone was similarly situated economically. Mining for coal didn't make miners rich, but one could make enough to support a family if one lived modestly. Large families lived together in very small houses (by today's standards). Boys as young as 14 worked in the mines alongside their fathers or other adult relatives until 1938, when the Fair Labor Standards Act imposed uniform child labor laws. The dangers of mining, which led to deaths from such causes as cave-ins and explosions, affected all nationalities and led to the creation of a tight-knit community. Given the modest incomes, people made do with what they had.



Aerial photo of Louisville, ca. 1948. Louisville Historical Museum 2009.017

Within Jefferson Place, immigrants hailed from Italy, France, Austria, Germany, England, Scotland, Ireland, Belgium, Hungary, Slovakia and Slovenia. The tables at the end of Section 5 identify the specific properties that were owned and occupied by European immigrants, and their countries of origin. About one-third of the houses in Jefferson Place were owned and occupied by Italian immigrants, who tended to cluster in the 800 and 900 blocks of LaFarge Avenue.

Several large, extended families made their homes in Jefferson Place. Some families bought adjacent properties, presumably to maintain family ties while sharing responsibilities for raising children and tending large vegetable gardens. The map on the next page shows the locations of several of these family "compounds" during the historic period. The map only depicts examples of three or more family-owned properties within close proximity. There were many more

examples of two adjacent properties owned and occupied by the same family.



Family Compounds

Jefferson Place was home to many locally prominent citizens and some interesting characters. Brothers Guy and Paul Domenico (920 Jefferson) owned and operated Guy's Fruit Store and the Twin Light Tavern, a popular local dance spot. Lewis Wilson (616 La Farge), superintendent of Acme Mine and foreman of Rex #2 Mine, is believed to be the first white child born in the area

that would become Louisville. Louis Winkler (721 La Farge) was an Austrian woodcarver. In a story common in Jefferson Place, this 894 square foot house was home to Louis and Mary Winkler, their daughter Lizzie and her husband John "Ring" Dionigi, their six children, and a nephew. The family was remembered for making spaghetti in a washtub and making wine in the basement using a chute to dump truckloads of grapes. John "Ring" Dionigi wore many hats in Louisville, at various times serving as justice of the peace, town administrator, town clerk, deputy marshall, water commissioner, and chief of police.

Anthony "Boney" La Salle (833 Jefferson) ran the La Salle Pool Hall at 816 Main Street (5BL8012), favored by the younger, boisterous crowd. Mary Oldacre Thomas (733 Pine) was an immigrant from England, where she had been a blacksmith and chain forger. John Balent (815 La Farge) was a Slovak immigrant who owned a saloon on Front Street. He was a supporter and sponsor of local baseball teams and built the baseball field that still exists in Louisville. Santino Biella (825 La Farge) owned the popular Rex Theatre on Main Street, which ran first-run movies so Louisville residents did not have to make the long ride to Denver to see them.

Jim Fenolia (920 La Farge) was the local postmaster for 29 years and the town clerk. A later owner/occupant of the same house was Lawrence Enrietto, "Mr. Louisville." Mr. Enrietto served on the boards of many organizations and helped to found the Louisville Chamber of Commerce, the Louisville Recreation Center and the Coal Creek Golf Course. He was a City Council member, Planning Commission member, municipal judge, and a director of the Chamber of Commerce.



Virginia Hamilton and her family owned and occupied 925 Jefferson beginning in 1891. Virginia was a school teacher in Louisville for many years and one of four charter members of Louisville's Saturday Study Club, a women's group charged with bringing culture to the coal mining town. The photo at left from ca. 1904 shows Virginia with her class. The photo is in the archives of the Louisville Historical Museum.

The Zarini family owned and occupied much of the 800 block of La Farge. Brothers Peter and Joseph Zarini were born in Italy in the 1870s and came to the U.S. in the early 1890s. They were coal miners at numerous local mines and had many children, most of whom lived in Jefferson Place as adults. Christine and Charles Zarini (824 La Farge) ran the local skating rink, a confectionary store, liquor store, and the Front Street Café. A Zarini family history in the "Harris Genealogy 2003" in the Louisville Historical Museum describes Zarini family life in Jefferson Place during the 1930s:

Most of their social life centered around their families. Sunday afternoons were often spent singing old songs and visiting old friends. Often times the neighbors gathered in one yard or house and drank wine or beer. During afternoons the ladies would visit each other, bringing along their fancy work which they did as they visited. Since there were different dialects spoken in certain sections of each country, many times language became a barrier and people only visited with others who came from the same part of Italy from which they did. The children played games in the streets in the evening – games such as “Run sheep run”, “Kick the can”, “Pies”, and “May I” were among the favorites. At eight o’clock each evening the night police officer rang the bell which was housed in the town hall and that was the signal for all children to head for their homes. . . . Another good time for the family was the fall when they all assembled to make sausage and do the canning. Peter always listened to the radio and kept informed of current world events. . . . Peter was [a] strong and loyal supporter of the United Mine Workers Union and a staunch admirer of John L. Lewis.



Five Zarini sisters in front of 804 La Farge. Louisville Historical Museum 2007.029

Otto and Jane Beveridge Todd (705 Jefferson, 624 Pine) owned the building at 817 Main Street (SBL8552) that would become the local movie theater (first called the Isis, later the Rex). The building was a movie theater from 1910 to 1977. Jane was very active in the community, as a member of the American Legion Auxiliary, Spanish American War Auxiliary, Boulder Elks Widows Club, Baptist mission circle, Louisville Garden Club and Past Presidents Parley of the Legion Auxiliary.

Louise Wattlelet Gradel Kilhoffer Lorenzi (738 Jefferson) was caught running a bootlegging operation during Prohibition with her third husband. Julia Guenzi (913 Jefferson), a teacher,

took a Civil Service position in the Canal Zone for many years. To visit her family in Louisville, she would travel by sea to New York, then take a train to Denver.



Charles Taylor (713 Spruce) served as a Louisville councilman and was mayor of Louisville from 1899 to 1900 and 1904 to 1905. He was a foreman in several local coal mines. Taylor was a musician in several bands, including the first band in Louisville in 1889. He was a band instructor for several well-known local bands and organized a boys' band, at left, ca. 1890 – 1910.

Louisville: 1955 – present

As the last of the local mines closed in the 1940s and 1950s, Louisville experienced a critical transition. Although the mine closures were a dreaded occurrence, it was only with the end of the coal mining era that Louisville was able to evolve into a modern city. Other major employers gradually picked up the slack left from the mine closures. The Rocky Flats Plant, a nuclear weapons production facility west of Louisville, operated from 1952-1992 and employed many Louisville residents. Storage Technology (later Storage Tek), a data storage company, was another major employer that operated in Louisville from 1969 until 2004.

By 1962, Louisville exceeded the state's 2,500 population limit for towns, and became a City of Second Class. Modern subdivisions began to be added, and the population grew to about 19,000 by the year 2000 as Louisville became a residential suburban community. Louisville became a home rule city in 2001. An emphasis on commercial growth along McCaslin Boulevard and South Boulder Road led to many of the historic commercial buildings downtown being left intact.

Many residents today commute to Boulder or Denver for work. The largest employers within Louisville today are Avista Adventist Hospital; GHX (Global Healthcare Exchange); GAIAM (fitness products); Medtronic (medical devices); and Lockheed Martin.



SECTION 5: RESULTS

Section 5: Results

The Jefferson Place Subdivision is laid out on a standard urban grid of narrow, deep lots with rear alleys. Houses are built to a fairly consistent setback line along the streets, with small front lawns open to the street, with deep, fenced rear yards, and mature landscaping. Small, carefully maintained single-family residences predominate although there are a few commercial and religious examples. Most of the houses are wood framed, one or one and one-half stories in height. Most feature white or light-colored horizontal wood or steel siding, gabled or hipped asphalt shingled roofs, simple detailing, and front porches.

The two tables at the end of this section tabulate the results of the research. The first is sorted by address, the second by site number. They include the County's property identification number, current owner name, historic building name, estimated date of construction, individual eligibility to the National and State Registers of Historic Places, individual eligibility as a local landmark, contributing status to the State Register historic district, and contributing status to a potential National Register historic district. Also tabulated are whether the property was associated with coal mining, and immigrants' country of origin.

Eighty-nine resources were surveyed. Three of these have since been demolished. Thirty-seven were recorded using form 1405, the Re-evaluation Form. Fifty-two were recorded on form 1403, Architectural Inventory Form. Eight properties within the subdivision boundaries, and Memory Square Park, were not surveyed because they were known to be new or extensively remodeled.

Boulder County property records have been known to be in error regarding dates of construction for historic properties in Louisville. The estimated dates of construction are based upon a variety of sources, as explained in Section 3. However, assuming that the estimated dates are reasonably accurate, it appears that the oldest buildings in Jefferson Place were built between 1881 and 1884, and no buildings were constructed between 1885 and 1890. A few were built in 1892-1895. By far the vast majority of the historic construction took place between 1900 and 1905. There was very little activity from 1905 to the 1940s. Nine buildings were built in the late 1940s and 1950s.

Integrity

While many of the houses have been modified over the years, many character-defining features have been preserved. The most commonly seen modifications are replacement siding and replacement windows with aluminum or vinyl clad wood sash. Most of the residences have been enlarged over the years, usually with rear additions. Due to the narrow lots, side additions are not possible in many instances. A few residences have been expanded vertically with second-story additions. In some locations, historic homes have been demolished and replaced with larger, contemporary residences. The residences at 801 Walnut, 713 Spruce and 633 Pine were demolished during the time of this survey. A demolition permit has been granted for 613 Jefferson (5BL11289) but it is still standing. 701 Walnut (5BL11323) and 825 LaFarge (5BL7993) have applied for demolition permits which are currently stayed.

There are three maps in this section. The first shows the boundary and locations of resources that are contributing to State Register (and local Louisville) historic district. The second shows boundary and contributing resources to a potential National Register historic district. The third shows boundaries of potential small State Register historic districts: the Zarini extended family properties and the Stecker/Kerr/Brennan complex. The tables at the end of this section also identify the contributing resources in tabular format.







Jefferson Place was platted with small narrow lots and deep rear yards. Most of the original residences still exist today. The physical form of Jefferson Place with its street layout, small narrow lots and modest one-story residences, clearly conveys its historic associations.

Integrity of the subdivision as a whole was evaluated under the National Register Bulletin *Historic Residential Suburbs: Guidelines for Evaluation and Documentation for the National Register of Historic Places*. Pages 105 through 107 of this Bulletin offer guidance on determining the integrity of a district as a whole and determination of contributing vs. noncontributing resources. Aluminum or vinyl siding have less effect on integrity of a resource that originally had clapboard siding than they would on a resource that originally had brick or stone walls. The horizontal, light-colored aluminum, steel or vinyl siding found on some houses in Jefferson Place approximates the appearance of the original wood siding. Replacement windows, particularly if window openings are modified or relocated, compromise integrity to a greater extent than replacement siding. Relocation of entrances, especially primary entrances, is particularly problematic.

Jefferson Place retains its overall spatial design, circulation network, massing, scale, setbacks, planting patterns, boundaries and individual homes. The cohesion of the historic plan – street design, setbacks and density – is important, and these elements are all intact in Jefferson Place.

Although many of the resources in Jefferson Place lack integrity of materials due to replacement siding and windows, and many window openings have been modified, the historic plan, spatial organization, massing, scale, setbacks, circulation, boundaries, character and feeling remain intact.

Some blocks have good integrity as a whole: these include the 600 and 700 blocks of Jefferson and the 800 and 900 blocks of La Farge. The 600 block of La Farge has relatively poor integrity and would be excluded from a historic district. Despite these outliers, most of the subdivision retains sufficient integrity for it to be eligible as a State Register historic district with a period of significance ending in 1980. A National Register historic district period of significance ends in 1963 (50 years before this survey). Since many materials and design changes (siding, windows, additions) probably occurred more recently than 1963, eligibility to the National Register is evaluated as “Needs Data”. Interestingly, because of the integrity issues and the recent (1980) end of the period of significance, greater integrity is found in the more recently built houses.

Historic District: Statement of Significance and Period of Significance

Jefferson Place is eligible as a State Register historic district under Criterion A, Ethnic Heritage, European, for its association with European immigrants who first lived here and whose descendants continued to live here for over fifty years. Tables 1 and 2 identify the countries of origin of immigrants who owned and occupied each house in Jefferson Place. Of the 81 properties built during the period of significance, 59 were owned and occupied by a European immigrant. The period of significance for a State Register historic district is 1881 (first house built in the Jefferson Place subdivision) to 1980. Jefferson Place is potentially eligible as a National Register historic district under Criterion A, Ethnic Heritage, European with a period of significance of 1881 to 1963. This eligibility is categorized as “Needs Data” since much integrity appears to have been lost since 1963. Jefferson Place is eligible as a local Louisville historic district under local Criterion B, Social, as it exemplifies the cultural and social heritage of the community.

The maps in this section show the boundaries of the historic district. The district excludes portions of the 600 block of LaFarge, which lack integrity, and Memory Square Park, which is not associated with Ethnic Heritage: European. Also the Park does not date from the period of significance of a potential National Register district.

Two smaller portions of Jefferson Place are eligible as State Register historic districts. These are the Zarini extended family properties on the 800 block of LaFarge and the Stecker/Kerr/Brennan complex at Pine and LaFarge. The Zarini properties are eligible under Criterion A, Ethnic Heritage and the Stecker/Kerr/Brennan complex under Criterion C, Architecture. The Stecker/Kerr/Brennan complex may also be eligible under Criterion A, Ethnic Heritage, but the research needed to establish this significance was outside the scope of this survey.

Jefferson Place was evaluated, but found not significant, under Criterion A in the area of Social History for its association with the coal miners and their families who lived here, as well as the labor issues that affected their lifestyles. Insufficient evidence was found that significant labor meetings affecting the course of local labor history were held in Jefferson Place. Jefferson Place was evaluated but found not significant under Criterion B for its association with Charles Welch, the prominent business leader who developed and platted Jefferson Place, played a key role in founding Louisville, brought the railroad to Louisville, and opened the first local coal mine, the Welch Mine. Welch did not live or maintain a primary office in Jefferson Place. Although he is a key historic figure, other Colorado locations, such as Golden, are more closely associated with him.

Criterion A: Ethnic Heritage: European (see Section 4, Historic Context, for more background detail)

Louisville's Welch Coal Mine, along with other mines in the area, recruited skilled workers from western Europe. In the early years before 1900, most of the miners who lived in Jefferson Place came from English-speaking countries (England, Ireland, Scotland and Wales). Later Jefferson Place residents arrived from Italy, France, Austria, Germany, Hungary, Slovakia, and Slovenia. The Italians eventually became the largest single ethnic group in Jefferson Place and in Louisville as a whole. About one-third of the houses in Jefferson Place were owned and occupied by Italian immigrants, who tended to cluster in the 800 and 900 blocks of LaFarge Avenue. Families tended to be large and extended, and some families bought adjacent properties to maintain family ties, share child-rearing responsibilities and tend large vegetable gardens. Small two-bedroom houses often had eight or more residents.

Italian immigrants left their mark on Louisville in the food and beverage industries. To the present day, downtown Louisville is known throughout the Front Range for its tradition of Italian restaurants, including Zucca's, the Blue Parrot, the Old Louisville Inn and Casa Alegre. Brothers Guy and Paul Domenico (920 Jefferson) owned and operated Guy's Fruit Store and the Twin Light Tavern, a popular local watering hole and dance spot. The Dionigi family (721 LaFarge) was remembered for making spaghetti in washtubs for their large family, and making wine in the basement, using a chute to dump truckloads of grapes.

One of Louisville's best-known families, the Zarinis, owned several properties in the 800 block of LaFarge. They ran a confectionary store, liquor, and the Front Street Café. A Zarini family history describes family life in Jefferson Place in the 1930s:

"Most of their social life centered around their families. Sunday afternoons were often spent singing old songs and visiting old friends. Often times the neighbors

gathered in one yard or house and drank wine or beer. During afternoons the ladies would visit each other, bringing along their fancy work which they did as they visited. Since there were different dialects spoken in certain sections of each country, many times language became a barrier and people only visited with others who came from the same part of Italy from which they did. The children played games in the streets in the evening – games such as “Run sheep run”, “Kick the can”, “Pies”, and “May I” were among the favorites. At eight o’clock each evening the night police officer rang the bell which was housed in the town hall and that was the signal for all children to head for their homes. . . . Another good time for the family was the fall when they all assembled to make sausage and do the canning. Peter always listened to the radio and kept informed of current world events. . . .Peter was [a] strong and loyal supporter of the United Mine Workers Union and a staunch admirer of John L. Lewis.”

In the most basic way, it was the English who got Louisville off to the start it needed for its coal mining industry to succeed. Immigrants from England brought a strong tradition and expertise in coal mining. The English are widely credited with developing the techniques of coal mining that were used locally, and they could teach other miners. The British mining culture was instilled in the early Colorado coal mines. While some of the miners from England took management positions, others simply brought a strong culture of worker solidarity and a desire to improve conditions in the mines.

Many English immigrants came from parts of England that were coal mining areas including the counties of Durham, Cumbria, Northumberland, Lancashire and West Midlands. Families including the Thirlaways, Smiths, Carltons, Carveths, Thomas and others settled in Jefferson Place. In the 1880s, massive growth in the coal mining industry in England’s County Durham, specifically in an area known as Trimdon, led to deteriorating living conditions and the exodus of some of its residents. In 1882, a tragic coal mining accident in Trimdon killed 74 miners, which may have been the tipping point that led miners and their families to leave the area. Some of these families from Trimdon brought their coal-mining skills to Jefferson Place and Louisville. Interestingly, several Jefferson Place families emigrated from one specific street in Trimdon, called Coffee Pot Row.

English immigrants also brought expertise in other needed skills such as blacksmithing and chain forging. Mary Oldacre Thomas (733 Pine) was one of many Louisville immigrants who came from Cradley Heath, an area of England in today’s Staffordshire. The area was known for coal mining as well as its concentration of iron chain-making shops. Mary and others brought these skills and traditions from their native England to Louisville.

Social and cultural ties were forged in schools, churches and fraternal organizations. By 1880, the burgeoning town constructed a 2-story school in Jefferson Place at Spruce and Jefferson. It was razed in the 1960s, replaced by Memory Square Park that still exists today. There were three religious congregations early on in Jefferson Place. The St. Louis Catholic Church at Walnut and LaFarge (1884) served the town’s significant Catholic population. The Methodist Episcopal Church (1891) at 741 Jefferson primarily served families from the British Isles. The building still exists today, now the Louisville United Methodist Church.

Individually Eligible Resources

There are no resources within Jefferson Place that are currently listed on the National or State Registers of Historic Places. However, five resources are eligible for listing on the State Register and one, 738 Jefferson, is eligible for the National Register.

738 Jefferson	5BL858	Gradel House Eligible to both the National and State Registers Criterion C, Architecture, good example of Shotgun style house
741 Jefferson	5BL924	Methodist Episcopal Church: Eligible to State Register Criterion C, Architecture, Gothic Revival style church
925 Jefferson	5BL923	Hamilton House: Eligible to State Register Criterion C, Architecture, Hipped-Roof Box form house
633 La Farge	5BL921	Stecker/Kerr/Brennan House: Eligible to State Register Criterion C, Architecture, Late Victorian style house
815 La Farge	5BL7988	Litavec/Balent/Jasko/Perna House: Eligible to State Register Criterion C, Architecture, Shotgun style house

Local Landmarks

733 Pine (5BL853) is listed as a Louisville Landmark. It is significant as a good local example of late Victorian architecture. It is significant for its 120-year association with the locally significant Thomas family, who formed the companies that operated the local Sunnyside and Fireside Mines. 700 Pine (5BL11312) is listed as a Louisville Landmark, locally significant for its association with locally prominent Carveth and Humphrey families, and for its long 75+ year association with an Italian coal-mining family, the James family.

Fifty-five properties within Jefferson Place are considered field-eligible as Louisville Landmarks. Almost all of these are eligible for their associations with locally prominent citizens, or for their associations with European immigrant coal-mining families. Listing as a Louisville Landmark does not require the same levels of integrity and significance as the National or State Registers do. Integrity can be compromised, and significance can be of a very local nature.

Building Styles and Types

The architectural inventory forms (form 1403) prepared for this survey have a field 22, architectural style/building type. Entries in this field, to the extent possible, correspond to the Office of Archaeology and Historic Preservation (OAHP) lexicon. Many of the resources in Jefferson Place have vernacular forms that are not currently represented in the lexicon. In these cases, the entry in field 22 is listed as "Other", sometimes with further description of wood frame side-gable or wood frame front gable. While these are not truly styles from a recognized style guide, the concept of side and front gables is described in *A Field Guide to American Houses* by Virginia & Lee McAlester (Alfred A. Knopf, 2004) as well as *Identifying American Architecture: A Pictorial Guide to Styles and Terms, 1600-1945* by John J.-G. Blumenson (WW Norton & Company, 1981). "Gable" refers to the common, simple roof shape that slopes in two directions to a linear roof peak. A front gable (see 712 Spruce on the next page) means that the triangular shaped face of the roof faces the street. A side gable (see 801 Spruce on next page) means that the triangle shape faces to the side rather than the front.

Architecture: Residential Style Examples



801 Spruce: Simple vernacular miner's cottage



712 Spruce: Small front-gabled dwelling



815 La Farge: Shotgun Style house



925 Jefferson: Hipped-Roof Box form



633 La Farge: Late Victorian style house



720 Pine: Early 20th century Craftsman

Non-Residential Architecture:



741 Jefferson: Methodist Episcopal Church
Gothic Revival Style Church



804 Walnut: Forte Store, Pillar of Fire
Late 19th & Early 20th Century American



628 La Farge: Relocated Train Depot
Louisville Preschool



800 Spruce: Louisville Times Office
Wood frame cross gable



833 La Farge: United Pentecostal Church



800 Jefferson: Medical Office Building: Modern



809 Walnut: Mountain States Telephone & Telegraph

805 La Farge: Eberharter Store, Smith Store
Wood frame front gable



Memory Square Park



Memory Square Park is a City of Louisville park at the northwest corner of Spruce and Jefferson. The Louisville Grade School at this location was built in 1880 and demolished in 1962. The park was built in 1974. It is located partially within the Jefferson Place subdivision but does not date from the period of significance. It was not surveyed as part of this project.

Relocated Cabins

There are several properties throughout Jefferson Place that feature small wood-framed cabins in the back yards. These cabins appear to be historic. There are also some primary residences that appear to be assemblages of two or more smaller, older cabins. It is known that moving small buildings was a common practice in historic Louisville, and also that small cabins were moved off of Main Street (originally named Second Street) as the street became more commercial. It seems very possible that some of the historic cabins throughout Jefferson Place were moved there from other locations. It has also been speculated that some small residences in Louisville were moved from the mine camps as mines closed. This is possible, but more research is needed to either validate or disprove this theory.



A small historic cabin behind 620 Jefferson is used as a rental residence.



A small historic cabin behind 600 Jefferson is used for storage.



The primary residence at 914 La Farge looks like two cabins put together.

Jefferson Place: Miscellaneous Changes over Time

Louisville changed its addressing system in the 1930s, and it was not until the late 1940s that Jefferson Place addresses stabilized into today's system. This made it challenging to research some of the social histories and families who lived in the residences, as they were identified by addresses that no longer exist, or that do exist but are several blocks away. This resulted in some inaccuracies in the survey that was done in 2000.

During the period of significance, Spruce Street contained many of the commercial or public uses within Jefferson Place. It was the location (if not always the address) of the Eberharter Store/Smith Store (5BL7984) at Spruce and La Farge, and the Methodist Church (5BL924) at Spruce and Jefferson. The 1958 medical office building, now Bolder Insurance (5BL11302) at Spruce and Jefferson was built later, but follows the same pattern. Spruce Street used to be the through street, but is not a through street any longer. Pine Street is now the through street, but was not a through street in historic times.

Jefferson Place was platted with wide north-south alleys, and a few narrow east-west alleys at seven different locations. The east-west alleys were too narrow for modern automobiles, so they were abandoned in the 1970s and the land deeded over to the adjacent property owners. These alleys are still visible and most are used for private vehicle storage.

In 1997, Norman Mossoni re-platted the southwest corner of Jefferson and Walnut (841 Jefferson and 620 Walnut) into a separate subdivision called Mossoni Place. It is recommended that a Jefferson Place historic district generally follow the boundaries of the original subdivision, with a few exceptions. Even though the Mossoni Place properties are technically no longer in Jefferson Place, they should be included within the historic district.

Louisville Urban Renewal Authority

In the 1970s, many major cities developed opposition to the sweeping "urban renewal" plans for their cities that had resulted in destruction of historic neighborhoods. The federal Housing and Community Development Act of 1974 established the Community Development Block Grant Program (CDBG), which began in earnest the focus on redevelopment of existing neighborhoods and properties, rather than demolition of substandard housing and economically depressed areas. By this time, many of the residences in Jefferson Place were over 70 years old, and Louisville had not yet recovered from the end of the coal mining days. Many of the Jefferson Place residences were showing the effects of deferred maintenance. As evidenced in the Louisville Building Permit files, quite a few of the Jefferson Place houses benefitted from the CDBG program in the 1970s. The program helped to pay for repairs to foundations, electrical, plumbing, and heating systems, roofs, windows, chimneys, exterior siding, and various code violations.

	A	B	C	I	J	K	L	M	N	O	P	Q	R	S
	PARCEL NO	Address	Street Name	Bldg Name	Hist Bldg Name	Year Built	Site Num	NR Elig	SR Elig	Local Elig	Cont SR	Cont NR	coal	ethnicity
1														
2	157508435010	600 Jefferson Avenue	Caldwell		De Santo, Romano		1902 5BL11287			Y	Y	ND	Y	Italy
3	157508435008	612 Jefferson Avenue	Delforge		LeComite, Hicks		1900 5BL11288			Y	Y	ND	Y	France
4	157508434005	613 Jefferson Avenue			Balima, Sahn		1905 5BL11289			Y	Y	Y	Y	France, Italy
5	157508434004	615 Jefferson Avenue	Kreutzman		Venette		1967 5BL11290			Y	ND	ND	Y	Czech
6	157508434003	617 Jefferson Avenue	Poydock		Poydock		1905 5BL11291			Y	Y	Y	Y	France, Austria
7	157508435005	620 Jefferson Avenue	Smirnova		Gibbs		1900 5BL11292		demo 2011					
8	157508434001	633 Jefferson Avenue												
9														
10	157508492001	701 Jefferson Avenue	Thomas		Ferguson, Beveridge		ca. 1881 5BL11294			Y			Y	Scotland
11	157508426010	720 Jefferson Avenue	Mazur		Melchior		1993 5BL11296							
12	157508427004	721 Jefferson Avenue	Morrison		DeSailly		1905 5BL11297			Y	Y	Y	Y	Austria
13	157508426009	724 Jefferson Avenue	Buratovich		Schmelzer		ca. 1893 5BL11298			Y	Y	Y	Y	Italy
14	157508427003	725 Jefferson Avenue	Manning		Romano		1905 5BL11299			Y	ND	ND	Y	Austria
15	157508426006	732 Jefferson Avenue	Levin		Winkler		1900 5BL11300			Y	Y	Y	Y	Austria
16	157508427002	733 Jefferson Avenue	Jefferson St Preschool		Stolber House		ca. 1900 5BL11301		Y	Y	Y	Y	Y	France
17	157508426005	738 Jefferson Avenue	Holiestelle		Gradel		ca. 1898 5BL858			Y	Y	Y	Y	
18	157508427001	741 Jefferson Avenue	United Methodist Church		Methodist Episcopal Church		1892 5BL924		Y	Y	Y	Y	Y	
19														
20	157508414006	800 Jefferson Avenue	Bolder Insurance		Medical Office Building		1958 5BL11302							
21	157508414005	820 Jefferson Avenue	Borgstrom		Tesone, Damella		ca. 1905 5BL11303		Y	Y	Y	Y	Y	Italy
22	157508414003	828 Jefferson Avenue	Elrod		Ferrera, DiCarlo, Elrod		1998 5BL11304							
23	157508413002	833 Jefferson Avenue	Sholders		Marriott, Hamilton, LaSalle, Soup		ca. 1895 5BL11305		Y	Y	ND	ND	Y	England, Belgium
24	157508414002	836 Jefferson Avenue	Harnagel		Norman		1983 5BL11306			Y	Y	Y	Y	England
25	157508484001	841 Jefferson Avenue	Mossoni		Carlton		ca. 1896-1904 5BL11307			Y	Y	Y	Y	
26														
27	157508406004	913 Jefferson Avenue	Michaels/O'Connor		Guenzi		1936 5BL11308			Y	Y	Y	Y	
28	157508405007	920 Jefferson Avenue	Domenico & Tesone		Ferrari, Domenico		1907 5BL11309			Y	Y	Y	Y	Italy
29	157508406003	925 Jefferson Avenue	Schulte		Hamilton		1905 5BL923		Y	Y	Y	Y	Y	
30	157508405003	928 Jefferson Avenue	Slavec		Tartaglio, Palizzi, Slavec		1961 5BL11310			Y	Y	Y	Y	Italy
31	157508406002	933 Jefferson Avenue	Lester		Cable, Hilton		1952 5BL11311			Y	Y	Y	Y	
32														
33	157508436005	608 LaFarge Avenue	Passarelli		D'Amato, Willis		ca. 1900 - 1908 5BL7976						Y	England
34	157508435009	609 LaFarge Avenue	Robertson & Bolton		Leslie, Williams		ca. 1893 5BL11282						Y	
35	157508436004	616 LaFarge Avenue	Seago		Wilson		ca. 1904-1908 5BL7977						Y	
36	157508435007	617 LaFarge Avenue	Brandenburg		Leslie, Williams, Poydock		1900 5BL7978			Y	Y	Y	Y	Czech
37	157508435006	627 LaFarge Avenue	Anderson		Rappa, DiGiacomo		1960 - 1962 5BL11283							
38	157508436002	628 LaFarge Avenue	The Louisville Preschool		Colorado & Southern Depot		1909 5BL920		Y	Y	Y	Y	Y	
39	157508435012	633 LaFarge Avenue	McWilliams		Stecker, Kerr, Brennan		1900 5BL921		Y	Y	Y	Y	Y	Austria
40														
41	157508426008	721 LaFarge Avenue	Colacci & Green		English, Atkin, Winkler, Dionigi		ca. 1890 5BL7980			Y	Y	Y	Y	England, Austria
42	157508425003	728 LaFarge Avenue	Scriggins & Irving		Gutfelder		ca. 1909 5BL919			Y	Y	Y	Y	Austria, France
43	157508426007	729 LaFarge Avenue	Gitkind		Taylor, Thirlaway, Chiolino		ca. 1890 5BL7981			Y	Y	Y	Y	England, Italy, France
44	157508426002	737 LaFarge Avenue	Mastriona		Winkler, Stretz		ca. 1890 5BL7982			Y			Y	Austria, Germany
45	157508426001	745 LaFarge Avenue	Carlough		Zurick, Stones		ca. 1892 5BL11284						Y	Hungary
46														
47	157508414012	801 LaFarge Avenue	Reis		Eberharter, Smith		ca. 1882 - 1903 5BL852			Y		Y	Y	Germany
48	157508415007	804 LaFarge Avenue	Metzger		Zarni		ca. 1904 5BL7983			Y	Y	Y	Y	Italy
49	157508414012	805 LaFarge Avenue	Reis		Eberharter Store, Smith Store		ca. 1904 5BL7984			Y	Y	Y	Y	Germany
50	157508415006	808 LaFarge Avenue	Sabels		Fabrizio, Zarni		ca. 1900 - 1908 5BL7985			Y	Y	Y	Y	Italy
51	157508414011	809 LaFarge Avenue	Smith		Jasko, Eberharter, Coet		1882 5BL7986			Y			Y	Slovakia, Italy, France
52	157508414010	815 LaFarge Avenue	Westerberg		Litavec, Balent, Jasko, Perna		ca. 1885 5BL7988		Y	Y	Y	Y	Y	Slovakia, Italy
53	157508414009	817 LaFarge Avenue	Hancock		Zurick, Jasko, Coet		1904 5BL7989			Y	Y	Y	Y	Austria, Slovakia, France
54	157508414008	821 LaFarge Avenue	Hoke		Beretta, Milano		ca. 1885 5BL7990			Y	Y	Y	Y	Italy
55	157508415003	822 LaFarge Avenue	Gibbs		Botinelli		ca. 1893 - 1900 5BL7991			Y	Y	Y	Y	Italy
56	157508415010	824 LaFarge Avenue	Williams		Zarni		ca. 1890 5BL7992						Y	Italy
57	157508414004	825 LaFarge Avenue	Dhieux & Bock		Castrilli, Biella		ca. 1885 - 1892 5BL7993			Y	Y	Y	Y	Italy

	A	B	C	I	J	K	L	M	N	O	P	Q	R	S
58	157508414001	833 LaFarge Avenue	Sutton House		United Pentecostal Church	1947 - 1949	5BL7994							
59														
60	157508405011	901 LaFarge Avenue	Ray		Pertra, Uvodich	1948	5BL7995				Y	Y	Y	Slovenia
61	157508405010	909 LaFarge Avenue	Thomas		Buffo, Zado	ca. 1890	5BL7996			Y			Y	Italy, Slovenia
62	157508405009	913 LaFarge Avenue	Brunner		Buffo	1976	5BL11285							
63	157508404006	914 LaFarge Avenue	Hassig		Enrietto	1945	5BL7997			Y	Y			
64	157508405008	917 LaFarge Avenue	Alidu		Damiana, Porta	1891	5BL7998			Y			Y	Italy
65	157508404003	920 LaFarge Avenue	Jackson & Rodman		Fenolia, Enrietto	ca. 1893	5BL7999			Y	Y		Y	Italy
66	157508405005	925 LaFarge Avenue	Brunner		Porta	1897	5BL8000			Y	ND		Y	Italy
67	157508404002	928 LaFarge Avenue	Karpel		Porta, Eberharter, Boyce	1890	5BL918			Y			Y	Italy
68	157508405004	929 LaFarge Avenue	Carlson		Bottinelli, Bean	ca. 1890	5BL8001			Y	Y		Y	Italy
69	157508404001	936 LaFarge Avenue	Reddington		Buffo	ca. 1900	5BL8002			Y	Y		Y	Italy
70	157508405001	937 LaFarge Avenue	Danailoff		Bammer, Bosone	ca. 1892	5BL11286						Y	Germany
71														
72	157508434002	624 Pine Street	Dickstein		Mangus, Todd	1905	5BL956							England, Italy
73	157508435004	700 Pine Street	Vogelsberg		Carveth	ca. 1900	5BL11312		Y	Y	Y		Y	England, Italy
74	157508426011	701 Pine Street	Thomas		Murphy, Ellis, Carveth, Summers	1900	5BL11313						Y	Ireland
75	157508435003	708 Pine Street	Rangel		Clark, Sneddon	1912	5BL11314							
76	157508435002	716 Pine Street	Donofrio		Rockley, Baessler	1900	5BL11315		Y		Y			
77	157508426012	717 Pine Street	Tesone		Vinall	1991	5BL957							
78	157508435014	720 Pine Street	McWilliams		Stecker, Kerr, Brennan	1902	5BL11316		Y	Y	Y		Y	Austria
79	157508435013	722 Pine Street	McWilliams, Brennan		Stecker, Kerr, Brennan	ca. 1908	5BL11317		Y	Y	Y		Y	Austria
80	157508426014	733 Pine Street	Poppitz		Thomas	ca. 1890	5BL853		Y	Y	Y	ND	Y	Wales, England
81	157508425007	801 Pine Street	Zlshakeri & Kazemian		Barker	ca. 1890	5BL8023		Y				Y	England
82	157508425006	809 Pine Street	Dimond		Eberl, Sirokman	ca. 1890	5BL8024						Y	Austria, Slovak
83	157508425005	817 Pine Street	Wiese		Eberl, Sirokman	ca. 1890	5BL7359						Y	Austria
84														
85	157508426004	700 Spruce Street	Vickery		Kerr, Rosenbaum	ca. 1898	5BL11318		Y	Y	Y	ND	Y	Austria/Germany
86	157508426003	712 Spruce Street	Poggi		Kerr, Ferrari	1900	5BL926		Y	Y	Y		Y	Italy
87	157508414007	713 Spruce Street						demo 2013					Y	Italy
88	157508425002	800 Spruce Street	Harris		Gutfelder, Withers	ca. 1893	5BL925		Y				Y	Austria, France
89	157508415008	801 Spruce Street	Rose		Fiechtl, Zarni	ca. 1888	5BL11320		Y	Y	Y		Y	Austria, Germany, Italy
90	157508425001	810 Spruce Street	Bennet		Gardner	ca. 1949	5BL8026							
91	157508415009	817 Spruce Street	Davies		Fiechtl, Scarpella, Davies	ca. 1885 - 1888	5BL8027		Y		Y		Y	Austria
92														
93	157508484002	620 Walnut Street	Mossoni		Mossoni	1959	5BL11321							
94	157508406005	677 Walnut Street	Michaels		Guenzi	1974	5BL11322							
95	157508405014	701 Walnut Street	Feagler		Lynch, Madonna	ca. 1897	5BL11323		Y	Y	Y		Y	Italy
96	157508405013	709 Walnut Street	Buffo		Vercellano, Buffo	ca. 1904	5BL11324		Y		Y		Y	Italy
97	157508405012	711 Walnut Street	Buffo		Buffo	1956	5BL11325							
98	157508404004	801 Walnut Street						demo 2012						
99	157508415011	804 Walnut Street	Whitney House		Forto Store, Pillar of Fire Church	ca. 1893-1908	5BL8029		Y		Y		Y	Italy
100	157508404005	809 Walnut Street	Via Tek		Mountain States Telephone	1954	5BL11326							

	A	B	C	I	J	K	L	M	N	O	P	Q	R	S
	PARCEL NO	Address	Street Name	Bldg Name	Hist Bldg Name	Year Built	Site Num	NR Elig	SR Elig	Local Elig	Cont SR	Cont NR	coal	ethnicity
1	157508414012	801	LaFarge Avenue	Reis	Eberharter, Smith	ca. 1882 - 1903	5BL852			Y		Y	Y	Germany
2	157508426014	733	Pine Street	Poppitz	Thomas	ca. 1890	5BL853			Y	Y	ND	Y	Wales, England
3	157508426005	738	Jefferson Avenue	Holiestelle	Gradel	ca. 1898	5BL858	Y	Y	Y	Y	Y	Y	France
4	157508404002	928	LaFarge Avenue	Karpel	Porta, Eberharter, Boyce	1890	5BL918			Y		Y	Y	Italy
5	157508425003	728	LaFarge Avenue	Scriggins & Irving	Gutfelder	ca. 1909	5BL919			Y	Y	Y	Y	Austria, France
6	157508436002	628	LaFarge Avenue	The Louisville Preschool	Colorado & Southern Depot	1909	5BL920			Y				
7	157508435012	633	LaFarge Avenue	McWilliams	Stecker, Kerr, Brennan	1900	5BL921		Y	Y	Y	Y	Y	Germany
8	157508406003	925	Jefferson Avenue	Schulte	Hamilton	1905	5BL923		Y	Y	Y	Y	Y	
9	157508427001	741	Jefferson Avenue	United Methodist Church	Methodist Episcopal Church	1892	5BL924		Y	Y	Y	Y	Y	
10														
11														
12	157508425002	801	Spruce Street	Harris	Gutfelder, Withers	ca. 1893	5BL925			Y		Y	Y	Austria, France
13	157508426003	712	Spruce Street	Poggi	Kerr, Ferrari	1900	5BL926			Y	Y	Y	Y	Italy
14	157508434002	624	Pine Street	Dickstein	Mangus, Todd	1905	5BL956			Y				England, Italy
15	157508426012	717	Pine Street	Tesone	Vinall	1991	5BL957							
16	157508425005	817	Pine Street	Wiese	Eberl, Sirokman	ca. 1890	5BL7359					Y	Y	Austria
17	157508436005	608	LaFarge Avenue	Passarelli	D'Amato, Willis	ca. 1900 - 1908	5BL7976					Y	Y	England
18	157508436004	616	LaFarge Avenue	Seago	Wilson	ca. 1904-1908	5BL7977					Y	Y	
19	157508435007	617	LaFarge Avenue	Brandenburg	Leslie, Williams, Poydock	1900	5BL7978			Y	Y	Y	Y	Czech
20	157508426008	721	LaFarge Avenue	Colacci & Green	English, Atkin, Winkler, Dionigi	ca. 1890	5BL7980			Y	Y	Y	Y	England, Austria
21	157508426007	729	LaFarge Avenue	Gitkind	Taylor, Thirlaway, Chiolino	ca. 1890	5BL7981			Y		Y	Y	England, Italy, France
22														
23	157508426002	737	LaFarge Avenue	Mastriona	Winkler, Stretz	ca. 1890	5BL7982			Y		Y	Y	Austria, Germany
24	157508415007	804	LaFarge Avenue	Metzger	Zarini	ca. 1904	5BL7983			Y	Y	Y	Y	Italy
25	157508414012	805	LaFarge Avenue	Reis	Eberharter Store, Smith Store	ca. 1904	5BL7984			Y		Y	Y	Germany
26	157508415006	808	LaFarge Avenue	Sabels	Fabrizio, Zarini	ca. 1900 - 1908	5BL7985			Y	Y	Y	Y	Italy
27	157508414011	809	LaFarge Avenue	Smith	Jasko, Eberharter, Coet	1882	5BL7986			Y		Y	Y	Slovakia, Italy, France
28	157508414010	815	LaFarge Avenue	Westerberg	Litavec, Balant, Jasko, Perna	ca. 1885	5BL7988		Y	Y	Y	Y	Y	Slovakia, Italy
29	157508414009	817	LaFarge Avenue	Hancock	Zurick, Jasko, Coet	1904	5BL7989			Y		Y	Y	Austria, Slovakia, France
30	157508414008	821	LaFarge Avenue	Hoke	Beretta, Milano	ca. 1885	5BL7990			Y	Y	Y	Y	Italy
31	157508415003	822	LaFarge Avenue	Gibbs	Botinelli	ca. 1893 - 1900	5BL7991			Y	Y	Y	Y	Italy
32	157508415010	824	LaFarge Avenue	Williams	Zarini	ca. 1890	5BL7992					Y	Y	Italy
33														
34	157508414004	825	LaFarge Avenue	Dieux & Bock	Castrilli, Biella	ca. 1885 - 1892	5BL7993			Y	Y	Y	Y	Italy
35	157508414001	833	LaFarge Avenue	Sutton House	United Pentecostal Church	1947 - 1949	5BL7994			Y	Y	Y	Y	Slovenia
36	157508405011	901	LaFarge Avenue	Ray	Pertna, Uvodich	1948	5BL7995			Y	Y	Y	Y	Italy, Slovenia
37	157508405010	909	LaFarge Avenue	Thomas	Buffo, Zado	ca. 1890	5BL7996			Y		Y	Y	
38	157508404006	914	LaFarge Avenue	Hassig	Enrietto	1945	5BL7997							
39	157508405008	917	LaFarge Avenue	Aldid	Damiana, Porta	1891	5BL7998			Y		Y	Y	Italy
40	157508404003	920	LaFarge Avenue	Jackson & Rodman	Fenolia, Enrietto	ca. 1893	5BL7999			Y	Y	Y	Y	Italy
41	157508405005	925	LaFarge Avenue	Brunner	Porta	1897	5BL8000			Y	ND	Y	Y	Italy
42	157508405004	929	LaFarge Avenue	Carlson	Botinelli, Bean	ca. 1890	5BL8001			Y	Y	Y	Y	Italy
43	157508404001	936	LaFarge Avenue	Reddington	Buffo	ca. 1900	5BL8002			Y	Y	Y	Y	Italy
44														
45	157508425007	801	Pine Street	Zlshakeri & Kazemian	Barker	ca. 1890	5BL8023			Y		Y	Y	England
46	157508425006	809	Pine Street	Dimond	Eberl, Sirokman	ca. 1890	5BL8024					Y	Y	Austria, Slovak
47	157508425001	810	Spruce Street	Bennet	Gardner	ca. 1949	5BL8026							
48	157508415009	817	Spruce Street	Davies	Fiechtl, Scarpella, Davies	ca. 1885 - 1888	5BL8027			Y	Y	Y	Y	Austria
49	157508404004	801	Walnut Street			demo 2012								
50	157508415011	804	Walnut Street	Whitney House	Forte Store, Pillar of Fire Church	ca. 1893-1908	5BL8029			Y	Y	Y	Y	Italy
51	157508435009	609	LaFarge Avenue	Robertson & Bolton	Leslie, Williams	ca. 1893	5BL11282						Y	
52	157508435006	627	LaFarge Avenue	Anderson	Rappa, DiGiacomo	1960 - 1962	5BL11283							
53	157508426001	745	LaFarge Avenue	Carlough	Zurick, Stones	ca. 1892	5BL11284					Y	Y	Hungary
54	157508405009	913	LaFarge Avenue	Brunner	Buffo	1976	5BL11285							
55														

	A	B	C	I	J	K	L	M	N	O	P	Q	R	S
56	157508405001	937	LaFarge Avenue	Danailoff	Bammer, Bosone	ca. 1892	5BL 11286						Y	Germany
57	157508435010	602	Jefferson Avenue	Caldwell	De Santo, Romano	1902	5BL 11287		Y	Y	Y	ND	Y	Italy
58	157508435008	612	Jefferson Avenue	Deiforge	LeComite, Hicks	1900	5BL 11288		Y	Y	Y	ND	Y	France
59	157508434005	613	Jefferson Avenue	Kreutzman	Baima, Sahn	1905	5BL 11289		Y	Y	Y	Y	Y	France, Italy
60	157508434004	615	Jefferson Avenue	Kreutzman	Venette	1967	5BL 11290			ND	ND	ND		
61	157508434003	627	Jefferson Avenue	Poydock	Poydock	1905	5BL 11291		Y	Y	Y	Y	Y	Czech
62	157508435005	610	Jefferson Avenue	Smimova	Gibbs	1900	5BL 11292				Y	Y	Y	France, Austria
63	157508434001	633	Jefferson Avenue	Thomas	Ferguson, Beveridge	ca. 1881	5BL 11294	demo 2011	Y				Y	Scotland
64	157508492001	701	Jefferson Avenue											
65														
66	157508426010	720	Jefferson Avenue	Mazur	Melchior	1993	5BL 11296							
67	157508427004	721	Jefferson Avenue	Morrison	DeSally	1905	5BL 11297						Y	
68	157508426009	724	Jefferson Avenue	Buratovich	Schmelzer	ca. 1893	5BL 11298		Y	Y	Y	Y	Y	Austria
69	157508427003	725	Jefferson Avenue	Manning	Romano	1905	5BL 11299		Y				Y	Italy
70	157508426006	732	Jefferson Avenue	Levin	Winkler	1900	5BL 11300		Y	ND	ND	Y	Y	Austria
71	157508427002	733	Jefferson Avenue	Jefferson St Preschool	Stolber House	ca. 1900	5BL 11301		Y	Y	Y	Y	Y	Austria
72	157508414006	800	Jefferson Avenue	Bolder Insurance	Medical Office Building	1958	5BL 11302							
73	157508414005	820	Jefferson Avenue	Borgstrom	Tesone, Damelia	ca. 1905	5BL 11303		Y	Y	Y	Y	Y	Italy
74	157508414003	828	Jefferson Avenue	Elrod	Elrod	1998	5BL 11304							
75	157508413002	833	Jefferson Avenue	Sholders	Mariott, Hamilton, LaSalle, Soup	ca. 1895	5BL 11305		Y	ND	ND	Y	Y	England, Belgium
76														
77	157508414002	836	Jefferson Avenue	Harnagel	Norman	1983	5BL 11306							
78	157508484001	841	Jefferson Avenue	Mossoni	Carlton	ca. 1896-1904	5BL 11307		Y	Y	Y	Y	Y	England
79	157508406004	913	Jefferson Avenue	Michaels/O'Connor	Guenzi	1936	5BL 11308		Y	Y	Y	Y	Y	
80	157508405007	920	Jefferson Avenue	Domenico & Tesone	Ferrari, Domenico	1907	5BL 11309		Y	Y	Y	Y	Y	Italy
81	157508405003	928	Jefferson Avenue	Slavec	Tartaglio, Palizzi, Slavec	1961	5BL 11310		Y	Y	Y	Y	Y	Italy
82	157508406002	933	Jefferson Avenue	Lester	Cable, Hilton	1952	5BL 11311							
83	157508435004	700	Pine Street	Vogelsberg	Carveth	ca. 1900	5BL 11312		Y	Y	Y	Y	Y	England, Italy
84	157508426011	701	Pine Street	Thomas	Murphy, Ellis, Carveth, Summers	1900	5BL 11313						Y	Ireland
85	157508435003	708	Pine Street	Rangel	Clark, Sheddou	1912	5BL 11314						Y	
86	157508435002	716	Pine Street	Donofrio	Rockley, Baessler	1900	5BL 11315		Y	Y	Y	Y		
87														
88	157508435014	720	Pine Street	McWilliams	Stecker, Kerr, Brennan	1902	5BL 11316		Y	Y	Y	Y	Y	Germany
89	157508435013	722	Pine Street	McWilliams, Brennan	Stecker, Kerr, Brennan	ca. 1908	5BL 11317		Y	Y	Y	Y	Y	Germany
90	157508426004	700	Spruce Street	Vickery	Kerr, Rosenbaum	ca. 1898	5BL 11318		Y	Y	Y	ND	Y	Austria/Germany
91	157508414007	713	Spruce Street					demo 2013						
92	157508415008	801	Spruce Street	Rose	Fiechtl, Zarini	ca. 1888	5BL 11320		Y	Y	Y	Y	Y	Austria, Germany, Italy
93	157508484002	620	Walnut Street	Mossoni	Mossoni	1959	5BL 11321							
94	157508406005	677	Walnut Street	Michaels	Guenzi	1974	5BL 11322							
95	157508405014	701	Walnut Street	Feagler	Lynch, Madonna	ca. 1897	5BL 11323		Y	Y	Y	Y	Y	Italy
96	157508405013	709	Walnut Street	Buffo	Vercellano, Buffo	ca. 1904	5BL 11324		Y	Y	Y	Y	Y	Italy
97	157508405012	711	Walnut Street	Buffo	Buffo	1956	5BL 11325							
98	157508404005	809	Walnut Street	Via Tek	Mountain States Telephone	1954	5BL 11326							



SECTION 6: RECOMMENDATIONS

Section 6: Recommendations

Louisville established the Louisville Historical Commission in 1979 and opened the Louisville Historical Museum in 1986, with the beginnings of a collection and a city archive. Also in 1986, the Historical Commission was active in the process by which twelve Louisville resources were listed on the National and State Registers of Historic Places. The Louisville Historic Preservation Commission was established in 2002, and the City adopted a historic preservation ordinance in 2005.

The Historic Preservation Commission advises the City Council and City staff on preservation issues and oversees the landmarking process for locally designated properties. The Commission's Design Review Committee is available to make recommendations on rehabilitation or preservation projects within Old Town Louisville. Old Town is an overlay district (boundaries shown on the map in Section 4) that encompasses the oldest part of the city, including Jefferson Place.

In what is believed to be the first dedicated tax for historic preservation by a municipality, voters in 2008 approved an increase in local sales tax for the creation of the Louisville Historic Preservation Fund. The fund is available to assist property owners with rehabilitation and preservation projects within the boundaries of Old Town. The City has also enacted zoning incentives that encourage additions in the rear or second stories, in exchange for retaining the main façade of a building within Old Town. Renovation guidelines have been published for buildings that are locally landmarked. A demolition ordinance was enacted that allows the Historic Preservation Commission to review demolition or relocation permits on buildings that are more than 50 years old.

The City has posted information on its website on how to research the history of a historic building, as well as PDF files of selected previous historic survey inventory forms. The Louisville Historical Museum publishes a quarterly newsletter, *The Louisville Historian*, with well-researched articles about Louisville history, and historic photographs from the Museum archives that help to bring history alive. The Museum actively solicits donations of historic photographs, family histories, and ephemera of local interest.

Clearly, Louisville is a very pro-active community with citizens who are interested in preserving their built heritage. The results of this Jefferson Place survey and survey report have already been used, in draft form, to evaluate three landmark applications and two demolition permits within Jefferson Place. The final documents will be available in hard copy and PDF form for the Historic Preservation Commission as well as citizens who are interested in landmark applications, rehabilitation assistance, and demolition permit applications.

Although Old Town Louisville has many of the characteristics of a historic district, it is not formally designated as such. It has not been nominated to the National Register of Historic Places. The Louisville local preservation ordinance provides for local historic districts, but none have been nominated. The Preservation Commission monitors Old Town permits and modifications. Thus, even without a formal designation, Old Town does function like a locally designated historic district.

For this reason, it is hoped that property owners will support a Jefferson Place nomination as a historic district, either as a local Louisville district or as a State Register district. The next step is to do public outreach to explain the implications of the various types of district designations. The

implications are all positive: potential tax incentives and possible grant money for qualifying work on contributing buildings. Public outreach is needed to ensure that clear and correct information is disseminated, with opportunities for questions and suggestions. A local historic district would entail design review of proposed architectural modifications, which some citizens might find objectionable. A State register district would not include design review; however State register historic districts require 100% owner approval, which can be challenging to accomplish.

The results of previous surveys of Old Town have been entered into a database by the Historic Preservation Commission, and a consulting team is preparing the new Architectural Identification Forms for these resources. This information should be used to prioritize subsequent intensive-level surveys within Old Town. By evaluating the integrity and threat level of the remaining Old Town subdivisions, priorities can be established for scheduling and undertaking these more labor-intensive efforts. The social history research done for this Jefferson Place survey involved extensive study and cross-referencing through census data, online obituaries, online cemetery records, directories, historic photographs, and other archival resources at the Louisville Historical Museum. Faster survey methods are possible, but only with a lesser emphasis on social history, detail, and human interest.

An interesting subject that deserves further research is the historic practice of relocating small buildings in Louisville. This practice was the subject of a *Louisville Historian* article by Preservation Commission member Heather Lewis, "Here Today and There Tomorrow." The fieldwork in Jefferson Place found many small cabins behind the residences, as well as residences that appear to be combinations of smaller cabins put together. These resources are not well documented in terms of when they appeared on-site, where they came from, and who moved them. It seems possible that some of these cabins are quite old, and further research might fill in another interesting chapter in Louisville's history.

Also encouraged is the inclusion of Louisville heritage in the local school curriculum. The mining heritage, labor issues, and ethnic heritage, as well as the role of the railroads, are all important issues for students and teachers to explore. Physical evidence of many mines still exist in the Boulder valley. The research done for this survey report only scratches the surface, but could be used as a starting point to organize curriculum development.



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Section 7: Bibliography

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