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**HISTORIC PRESERVATION BOARD AGENDA
GJ WATER TREATMENT FACILITY, 244 26 ¼ ROAD
TUESDAY, DECEMBER 6, 2022 - 4:00 PM**

Call to Order/Announcements

1. MEETING AT OLD WATER TREATMENT PLANT - SEE ATTACHED MAP AND BACKGROUND INFORMATION

Approval of Minutes

Discussion Items

1. I-7-B CORRIDOR CDOT HISTORIC ASSESSMENT - SEE ATTACHED LETTER TO BOARD AND REPORT

Updates

Other Business/Public Comment

Adjournment



Grand Junction Planning Commission

Regular Session

Item #1.

Meeting Date: December 6, 2022

Presented By:

Department: Community Development

Submitted By:

Information

SUBJECT:

MEETING AT OLD WATER TREATMENT PLANT - SEE ATTACHED MAP AND BACKGROUND INFORMATION

RECOMMENDATION:

EXECUTIVE SUMMARY:

The Board will tour the historic water treatment plant which has been listed on the City Register of Historic Sites, Structures and Districts. The City is awaiting news regarding a grant from the State Historical Fund for the first phases of stabilization/weatherization. In anticipation of future grants and work on the building, the City has conducted extensive public outreach to solicit ideas for its future use. No need to read the entire attached document but it will give you an idea of what has been accomplished and suggested to date.

BACKGROUND OR DETAILED INFORMATION:

SUGGESTED MOTION:

Attachments

1. Water Treatment Plant Map
2. Historic Water Treatment Plant - Community Outreach Overview



The address is 244 26-1/4 Road. Take Highway 50 south to Orchard Mesa – Turn right at the light at 26-1/4 Road. Follow 26-1/4 Road past the cemetery on the right and go up the hill. There is a gate as you enter the water treatment site (we will try to have that open). Park at the old treatment plant.



COMMUNITY OUTREACH OVERVIEW

HISTORIC WATER TREATMENT PLANT

AUGUST 2022 // COMMUNICATIONS & ENGAGEMENT DEPARTMENT
CITY OF GRAND JUNCTION

Project Overview

The City is applying for a \$150,000 grant from the State Historical Fund (SHF) to help fund the \$200,000 project to restore the Orchard Mesa Water Treatment Plant, the Grand Valley's first water treatment plant built in 1939. In support of the new grant application and to help guide the architectural design, the City will be seeking input from the community about the reuse of the historic water treatment plant.

Community Outreach Overview

The City of Grand Junction Communications & Engagement department assisted the Utilities Department with public outreach as a component of the grant application. To obtain public input, the departments coordinated and hosted two public meetings:

- Spyglass Ridge neighborhood-specific meeting on July 26 at 5:30 p.m. in the Spyglass Ridge Community Center
- General public meeting on July 28 at 5:30 p.m. at the Business Incubator Center at 2591 Legacy Way, Grand Junction, CO 81503

At these meetings, thirty (30) community members attended the Spyglass Ridge neighborhood-specific meeting and were provided a project overview and an opportunity to participate in an interactive activity. The activity consisted of 5 boards positioned throughout a room that asked questions:

- How would you like the space to be utilized? (Prompted with options such as "children's museum," "history museum," and, "meeting space.")
- What ideas do you have for reusing the former historic water plant?
- How do you envision this facility making the community an even better place to live?
- Do you have any concerns about the reuse of the historic water plant?
- Other comments

Staff moderated a Q&A after the introduction of the project in addition to the interactive activity.

Community members at this meeting voiced concerns of pedestrian and trail access to the facility. This was largely due to the number of private trails that are in and around their homeowners association property.

At the general public meeting, nine (9) community members attended and provided input such as environmental concerns, ideas to get the community's children involved in the reuse of the space, access to the property, and concerns for safety/security of the site. Staff again

moderated a Q&A session after the introduction of the project. Each meeting lasted approximately 1.5 hours.

In addition to the public meetings, staff also:

- Hosted an online survey which received fourteen (14) responses. The survey closed on August 6, 2022. Survey responses are available in Appendix A.
- Published on the City's social media channels (Facebook, Twitter, Instagram, and NextDoor) about the project and advertising the open house.
- Hosted a project website to solicit online comments through the City's public engagement platform GJSpeaks.org (Appendix B). Two (2) comments were received via the GJSpeaks platform.
- Accepted written public comment cards at the open house (Appendix C).
- Collected information on sign-in sheets at each meeting (Appendix D).

City staff also directly reached out to a variety of community groups, including:

- Mailed invitation post card (Appendix E) to all property owners in the Spyglass Ridge Neighborhood. A total of 214 cards were mailed.
- Email invitation to representatives of thirty (30) community organizations (Appendix F)
 - Caprock Academy, Colorado Mesa University, Community Impact Council, Mesa County Public Libraries, Colorado State University GJ extension, Historic Preservation Board, Western Colorado Museum staff, Eureka! Children's Museum, Spyglass Ridge Board and residents, Orchard Mesa Middle School, Lincoln Orchard Mesa Elementary, Business Incubator, Colorado Mesa University Water Center, Mesa County Historical Society, DRIP, MOSAIC, Ute Water, Clifton Water District, US Forest Service, Redlands Water and Power, Orchard Mesa Irrigation District, Colorado River District, CO Department of Natural Resources, Colorado Department of Public Health and Environment, Western Colorado Community College, District 51 Schools, and Co-author of the "Grand Junction: Water History" book.
- Emailed invitation to 214 resident homes of Spyglass Ridge.
- Distributed community meeting flyers to five (5) businesses along the Orchard Mesa Area and ten (10) around Grand Junction center area.

Appendix A

Survey responses

#1

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, July 19, 2022 6:32:55 PM
Last Modified: Tuesday, July 19, 2022 6:34:26 PM
Time Spent: 00:01:30
IP Address: 98.127.210.57

Page 1

Q1

Respondent skipped this question

What ideas do you have for reusing the former Historic Water Plant?

Q2

Do you have any concerns about the reuse of the historic water plant?

I think it's awesome it's being reused!

Q3

How do you envision this facility making the community an even better place to live?

Preserving our history is important

Q4

Respondent skipped this question

Who would you expect might visit the facility if a museum or meeting space?

Q5

Respondent skipped this question

Other Comments

#2

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, July 21, 2022 12:11:13 PM
Last Modified: Thursday, July 21, 2022 12:13:13 PM
Time Spent: 00:02:00
IP Address: 72.174.108.83

Page 1

Q1

What ideas do you have for reusing the former Historic Water Plant?

museum

Q2

Do you have any concerns about the reuse of the historic water plant?

cost to renovate & operate

Q3

How do you envision this facility making the community an even better place to live?

potential learning space

Q4

Who would you expect might visit the facility if a museum or meeting space?

schools, water conservationists

Q5

Respondent skipped this question

Other Comments

#3

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, July 26, 2022 9:09:44 AM
Last Modified: Tuesday, July 26, 2022 9:16:41 AM
Time Spent: 00:06:56
IP Address: 204.131.171.34

Page 1

Q1

What ideas do you have for reusing the former Historic Water Plant?

Historic is fine

Q2

Do you have any concerns about the reuse of the historic water plant?

yes! traffic through our residential area Spy Glass

Q3

How do you envision this facility making the community an even better place to live?

none really the money would be better spent on getting the homeless out of our streets and parks

Q4

Who would you expect might visit the facility if a museum or meeting space?

no how many people are interested in our local history, sad but true

Q5

Other Comments

i see no advantage to our subdivision there would be much more traffic than there is now and the city all ready does very little to provide up keep for our roads now and the homeless below us how already been a problem and now to increase traffic and more walking hiking that the public already uses they leave a mess! if they can bring the road from the bottom and no trail from the top Perfect.

#4

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, July 26, 2022 9:28:02 AM
Last Modified: Tuesday, July 26, 2022 9:38:06 AM
Time Spent: 00:10:03
IP Address: 174.45.112.213

Page 1

Q1

What ideas do you have for reusing the former Historic Water Plant?

I am wondering what the draw would be as a tourist or local to see a restored water treatment plant - historic or not. I think there would have to be some sort of spin to make it relevant - perhaps including innovative new ways to have clean water r

Q2

Do you have any concerns about the reuse of the historic water plant?

I live in the Spyglass Ridge community and I really don't want to see more cars / congestion from the plan - needs its own entrance and I think you will displace many homeless and impact from cars/ pedestrians up here - so there would need to

Q3

How do you envision this facility making the community an even better place to live?

As stated above your project may clean up the area (lots of trash) and move out the homeless but they will go somewhere else - probably along the river there - towards the dam

Q4

Who would you expect might visit the facility if a museum or meeting space?

I am not sure

Q5

Other Comments

I cannot make the meeting tonight at Spyglass but please make this separate from our community - with clearly marked roads, fencing, clear boundary signs, ample parking. I know our community would not want to be impacted by this project with a lot of noise, people and traffic. And if the project moves ahead please spend money on landscaping and proper lighting and security

#5

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, July 26, 2022 3:28:47 PM
Last Modified: Tuesday, July 26, 2022 3:34:18 PM
Time Spent: 00:05:30
IP Address: 174.45.112.213

Page 1

Q1 Respondent skipped this question

What ideas do you have for reusing the former Historic Water Plant?

Q2
Do you have any concerns about the reuse of the historic water plant?

I live in Spy Glass Neighborhood my concerns are how the facility may impact our private hiking trails, and protection of our open spaces (kept that way for wildlife, etc.) from foot and car traffic

Q3 Respondent skipped this question

How do you envision this facility making the community an even better place to live?

Q4 Respondent skipped this question

Who would you expect might visit the facility if a museum or meeting space?

Q5
Other Comments

Be mindful of the open space around the facility and how it can be left that way as much as possible for wildlife and birds, etc. with minimum human footprint.

#6

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, July 26, 2022 4:56:08 PM
Last Modified: Tuesday, July 26, 2022 5:10:07 PM
Time Spent: 00:13:59
IP Address: 184.166.9.201

Page 1

Q1 Respondent skipped this question

What ideas do you have for reusing the former Historic Water Plant?

Q2

Do you have any concerns about the reuse of the historic water plant?

As a resident of Spyglass Ridge, whose property nearly backs up to the Water Treatment plant, my biggest concerns center around light and noise pollution that may extend into our quiet and peaceful neighborhood. Also, I would hope that any pedestrian access to this project would not involve Spyglass Ridge property at all. And that would include pedestrians parking in the Spyglass neighborhood to access walking or biking trails that may be outside of the Spyglass Ridge development.

Q3 Respondent skipped this question

How do you envision this facility making the community an even better place to live?

Q4 Respondent skipped this question

Who would you expect might visit the facility if a museum or meeting space?

Q5 Respondent skipped this question

Other Comments

#7

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, July 26, 2022 6:43:51 PM
Last Modified: Tuesday, July 26, 2022 7:10:21 PM
Time Spent: 00:26:29
IP Address: 184.166.21.49

Page 1

Q1

What ideas do you have for reusing the former Historic Water Plant?

I would recommend demolishing the former facility and restoring it to it's original natural state for native plants and wildlife to flourish.

Q2

Do you have any concerns about the reuse of the historic water plant?

I have heard about ideas to restore and/or repurpose the former facility as, for example, a museum or public meeting space. While it can be laudable to attempt to preserve history, I don't perceive that a former water treatment plant is of great, historic importance, nor do I see that it will be a draw for sight seers nor GJ tourist, particularly when it is competing with real draws such as the Colorado National Monument or the Grand Mesa. Let's get real here - few if any people are going to go to the effort of trying to find their way up 26 1/4 road to visit a former water treatment plant, no matter how skillfully it's executed. There are many more pressing problems in GJ that need resources and attention; restoring a former water treatment plant does not deserve to be on that list!

Q3

How do you envision this facility making the community an even better place to live?

I do NOT envision this facility making the community a better place live unless is it utilized for something with tangible benefits; a museum or public meeting space does not qualify for this.

Q4

Who would you expect might visit the facility if a museum or meeting space?

As stated above, I do not envision local residents nor tourists to purposely visit a museum comprised of a former water treatment plant; it's not a compelling attraction. As for being meeting space, perhaps the surrounding area can accomodate a half dozen vehicles; after that, do all of the other meeting participants park at the cemetery and walk up? It's impractical!

Q5

Other Comments

It appears that this project is someone's (a group's?) fantasy. It is neither realistic, nor practical to invest resources in this flight of fancy. Pull your (collective) heads out of the clouds and work on project(s) that bring REAL value to the GJ community.

#8

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, July 27, 2022 1:06:54 PM
Last Modified: Wednesday, July 27, 2022 1:10:06 PM
Time Spent: 00:03:11
IP Address: 184.166.24.148

Page 1

Q1

What ideas do you have for reusing the former Historic Water Plant?

none

Q2

Do you have any concerns about the reuse of the historic water plant?

yes

Q3

How do you envision this facility making the community an even better place to live?

none

Q4

Who would you expect might visit the facility if a museum or meeting space?

have no idea

Q5

Other Comments

I feel that as a SpyGlass homeowner I do not want visitors to be able to use the SpyGlass community trails or to use our subdivision for access since you have a direct access by a current road by 26 1/4 road.

#9

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, July 27, 2022 1:19:30 PM
Last Modified: Wednesday, July 27, 2022 1:23:38 PM
Time Spent: 00:04:07
IP Address: 170.188.5.33

Page 1

Q1

What ideas do you have for reusing the former Historic Water Plant?

A park would be cool.

Q2

Do you have any concerns about the reuse of the historic water plant?

no

Q3

How do you envision this facility making the community an even better place to live?

Another spot to eat lunch

Q4

Who would you expect might visit the facility if a museum or meeting space?

Everybody as a outdoor space, no body is going to a museum tho

Q5

Other Comments

Make a big park with trees and tables

#10

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, July 28, 2022 7:06:20 AM
Last Modified: Thursday, July 28, 2022 7:08:01 AM
Time Spent: 00:01:41
IP Address: 72.174.108.85

Page 1

Q1

What ideas do you have for reusing the former Historic Water Plant?

Turn it into a water slide

Q2

Do you have any concerns about the reuse of the historic water plant?

Just access to the location as it is also next to the water treatment plant

Q3

How do you envision this facility making the community an even better place to live?

Everyone loves a water slide

Q4

Who would you expect might visit the facility if a museum or meeting space?

School groups

Q5

Other Comments

None

#11

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, July 28, 2022 8:12:58 AM
Last Modified: Thursday, July 28, 2022 8:15:32 AM
Time Spent: 00:02:34
IP Address: 98.127.110.249

Page 1

Q1

What ideas do you have for reusing the former Historic Water Plant?

I think the proposed idea to turn it into an educational facility is good.

Q2

Do you have any concerns about the reuse of the historic water plant?

No

Q3

How do you envision this facility making the community an even better place to live?

It would provide more cultural amenities

Q4

Who would you expect might visit the facility if a museum or meeting space?

Students, general public

Q5

Other Comments

I think the aspects around ped/bike access are very important. Bike/ped connectivity should be considered essential in any planned development/redevelopment.

#12

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, July 29, 2022 7:50:48 PM
Last Modified: Friday, July 29, 2022 7:55:30 PM
Time Spent: 00:04:42
IP Address: 107.126.24.48

Page 1

Q1

What ideas do you have for reusing the former Historic Water Plant?

Water museum (many water topics possible) and possible open space

Q2

Do you have any concerns about the reuse of the historic water plant?

Difficult to access at this juncture. ? Day use only since possible security and vandalism risks

Q3

How do you envision this facility making the community an even better place to live?

Restoration of a classic art deco building and increasing the cultural opportunities for both residents of the grand valley and tourists alike

Q4

Who would you expect might visit the facility if a museum or meeting space?

Citizens of the valley, tourists and those with an interest in water history and issues in the american west

Q5

Other Comments

Best of luck with the grant process forthcoming

#13

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, August 04, 2022 7:24:05 AM
Last Modified: Thursday, August 04, 2022 7:37:10 AM
Time Spent: 00:13:04
IP Address: 184.166.7.170

Page 1

Q1

What ideas do you have for reusing the former Historic Water Plant?

It's an eyesore and definitely needs a good coat of paint. Grounds cleanup would also be welcomed. Improving the overall appearance of the building and grounds would be a plus.

Q2

Do you have any concerns about the reuse of the historic water plant?

Increased foot traffic on private property, trails, increased noise, burglary, street parking congestion, and increased road traffic. All are NOT welcome.

Q3

How do you envision this facility making the community an even better place to live?

With a fresh paint of coat, removing the eyesore of the rust bucket of today, it beautifies our views.

Q4

Who would you expect might visit the facility if a museum or meeting space?

I do not see any appeal for visitation, or museum site. Perhaps a field trip for school children. I'm certainly not suggesting it as a must see place to visit for family or friends.

Q5

Other Comments

As a Spyglass property owner, do whatever you want to improve that site. But DO NOT infringe on our quiet, peaceful community. Stay off our private property and trails. Build your own road access in. Do not involve access from the Spyglass east side, at all.

#14

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, August 08, 2022 7:56:12 AM
Last Modified: Monday, August 08, 2022 8:12:57 AM
Time Spent: 00:16:44
IP Address: 174.45.174.151

Page 1

Q1 Respondent skipped this question

What ideas do you have for reusing the former Historic Water Plant?

Q2

Do you have any concerns about the reuse of the historic water plant?

Noise or voices that "carry" to nearby homes of people who spent lots of money to purchase there for the quiet, serene outdoors.

Q3 Respondent skipped this question

How do you envision this facility making the community an even better place to live?

Q4

Who would you expect might visit the facility if a museum or meeting space?

Possibly older adults would utilize a museum.

Q5 Respondent skipped this question

Other Comments

Appendix B

Public comments from GJSpeaks (online public engagement platform)

I would vote against using access through Spyglass Subdivision from our roads or private trails . I have seen and heard about too many nightmares once you give permission to trail access that is our private trails and we have paid for these as homeowners of SpyGlass. We also see a lot of trash looking down on the access to the river viewing from our trails abandoned items from the homeless and would not appreciate this happening to our beautiful well taken care of community of SpyGlass. I also I seen so many other historical sites not visited that we already have in Mesa County and many other towns in Colorado.

Kathy Klements

Jul 27, 2022 · 3:25pm

224 Hideway Lane

Grand Junction, 81503

Cleaning up the area, the grounds and painting the current water tower would indeed improve the current eyesore that exists today. However, I do not see any appeal to preserving the area as a museum or historical site, for public visitation. We are NOT in favor and would NOT VOTE for such restorative changes that include any access involving the Spyglass Community, trails and private property. Increased traffic, no parking, additional noise and foot traffic all increase the opportunity for burglary, trash/litter cleanup, homeless camp invitations, fire danger, and teenage parking for city light viewing. All of these concerns are huge community nuisance and safety concerns. Improvements made to change the esthetic appeal of the area are fine, but DO NOT include access through any of the Spyglass Subdivision roads, trails or private park accesses.

Judy A Fountain

Aug 4, 2022 · 10:02am

2660 EAGLE RIDGE DR, 2660 EAGLE RIDGE DR

GRAND JUNCTION, 81503

Appendix C

Comment cards from community meetings

Please FENCE
it off so NO
access to Spyglass
property/trails.
Thank you.

Thanks for
asking for
OUT INPUT

No public access
on Spyglass
property (i.e. trails)
They are already
taxed by the current
level of use.
Erosion is a huge
problem

HISTORY
OF
ORCHARD
MESA

Glad to hear vehicle
traffic won't
come thru Spy Glass

I don't feel our trails
need to be included
in the project - ~~is~~
part of why I live
here is for security &
privacy

No Access
To Spyglass Trails
by public!

Public Access
"Should NOT"
Infring on our
Community here at
Spyglass.

Please, do not have a
Children's museum
- will bring noise
that carries to
a quiet + serene
home, which is why
we purchased here.

Love this community
and preserving history
But don't see any
benefit to SPYGLASS



Comment:

Would it be possible for there to be a gate in the fence that the Spyglass Community would have access to go in and out of, but no one else. For instance, we have a key card to get into the community facility and maybe that same keycard to get in and out of the gate to the refurbished water treatment plant. I think this would limit people who don't live in the Spyglass area from using the private trails.

Optional Information:

Name: _____ Contact Information: _____

Thank you for requesting our input



Comment:

Concerned That area behind cul-de-sac
of homes in SoyGlass is not kept up.
We had city irrigation lines deteriorate to the
point that it flooded into some of the back
yards & homes. Trees also died.
Soyglass uses the cast off water for all
our plants irrigation. We would not
want that to change or impact our usage.

Optional Information:

Name:

Sam Lomy

Contact Information:

713-614-1199



Comment:

Have use of 26 1/4 only and
keep fence as it is. Have trail
from canyon connect to the Road -
Have a trail go to Crawford's fork!

Optional Information:

Name:

Dan Roney

Contact Information:

713-614-1199



Comment:

I would hope that the private
SGR trails are not impacted

Optional Information:

Name: TIRAMPUS

Contact Information: 720-377-7939

SUZTRAMP(AT)GMAIL.COM



Comment:

I'm very concerned about making it a Children's museum. Kids' voices carry and bus-loads of Kids is a nightmare. We live very close and we purchased for the peace and quiet. I would be just sick if that is gone. Most Kids would not be that interested in this anyway, unfortunately. A meeting space would be the best as far as I think. A small area of history available to public would be also acceptable. But please, I beg of you, as my neighbors also feel, PLEASE DO NOT make it a children's museum.

Optional Information:

Name: _____

Contact Information: _____

Thank you for your time!!



Comment:

I don't feel there is a need to preserve the historic water treatment plant. I don't think there would be that much interest. As far as touring, have kids tour a in-use water treatment plant.

If this plan does pass, it should be fenced off so visitors don't have access to spyglass ridge neighborhood

Optional Information:

Name: _____ Contact Information: _____



Comment:

maybe combine rather than either or.
I would like both Museums! maybe multi use
at night.

Concerned about traffic (not a car in sight)
if trails are paved. We work hard to keep
trails maintained and clean.

Thank you for the effort to inform and
get input from surrounding communities.

Optional Information:

Name:

Julie Boyce

Contact Information:

julieboyce@gmail.com



Comment:

The public should not have
access to spyglass trails,

Optional Information:

Name: Toni Kelly Contact Information: _____



Comment:

(4) History museum good idea. western
colo history + water ~~importance~~ importance in the west.

No Access through spyglass.

No Access ~~history~~ on Trails to Public,

Optional Information:

Name: Bret Bellitt Contact Information: 651-398-3718



Comment:

Happy to hear that it is going to be
"saved" so to speak. However ANY
ACCESS be it via road or trail is
very concerning!! We moved into this
community & pay our dues to maintain
this privacy!!

Optional Information:

Name: _____ Contact Information: _____



Comment:

Keep the fence please - History museum would be
nice

Optional Information:

Name:

[Handwritten signature]

Contact Information:



Comment:

Also Interested in Depot property.
Good Idea ~ Thank you!

Optional Information:

Name: Kathleen Hedlund Contact Information: 970 - 945 - 5727

Appendix D

Meeting Sign-In Sheets

Name	Phone Number	Email Address	Please provide a little detail regarding the issue you are here to discuss.
Bruce May	970 270 7210	bruce.may@bresnan.net	here to show support from Redlands Water & Power
Dobi Overholt	970-244 1520	dobbieo@city.org	Support reduction of water (drought)
Linda Spencer	970-261-0915	gilinda@charter.net	& live in the area curious as I walk near the water plant often 35+ yrs
James Colby	970 - 261 - 4991	jamesr.colby@lm.doe.gov	Opposition - knowledge of nearby transient issues, museum difficulties, understaffing and risk to critical infrastructure
Sharon Palmer	970-241 8066	BAR-NOW@rocktick@outlook.com	No issue - interest in the old treatment plant.
Dave Postle	913 530 8071	KCPostle@gmail.com	Historic Water Plant
Steve Meyer	970 296 0967	hoodoo10p2@gmail.com	open space / active transportation Corridors
ANDY THATCHER	970-245 8999	ANDYT@G5CITY.ORG	WATER PLANT
Kathleen Hedlund	970-245-5727	Kathleenhedlund@yahoo.com	Reuse of water plant - yes children's museum good as long as "Water Science" a big part of the exhibit.

Name	Phone Number	Email Address	Please provide a little detail regarding the issue you are here to discuss.	How did you hear about this meeting?
Julie Boyce	(303) 263-8561	julieboyce@gmail.com	just curious	email from HOA
Gene Clabson		geneitc@ros.net	Historic Water Tower	email
Kevin Pape		kevinpape@gmail.com		HOA
Brent Smith				HOA
James Lee				HOA
Ron Bryant		carpburn58@gmail.com	Access!	HOA
Stefanie Bryant		rbryant.bb@gmail	Access/Rds/our paths	HOA

Name	Phone Number	Email Address	Please provide a little detail regarding the issue you are here to discuss.	How did you hear about this meeting?
Marc & Megan Litzen	970-261-3680	mLitzen@fc101.com	access	Comm Manager
Ron & Kathy KLEMENTS	720-451-0181	KATHYKLEMENTS@GMAIL.COM	Access	
Ed & Toni Kelly	480-215-3667	toniKelly@gmail.com		Comm Manager
Sue & Mark Ritter	814-321-2243	srit53@hotmail.com		Comm. Mgr.
Wendy Wilbanks	720-278-8376	wswquilt@gmail	access	" "
Bellitt	651-338-6783	jbellitt@gmail.com		" "
Ronald Lantz	720-339-7012	RCLANTZ4100@MSN.COM	"Curious"	Community Manager

Name	Phone Number	Email Address	Please provide a little detail regarding the issue you are here to discuss.	How did you hear about this meeting?
THACKER	303-886-2002	ha-hart@yahoo.com	Informative	E-Mail
Lyndell Cusack	504-669-3679	allycat70124@yahoo.com		E-mail
Dan Wanczyk	—	dwanczyk@msm.com	interest	word of mouth
Karla Beckwith				
Sam Romig		pirois 47@yahoo.com		spyglass email

Name	Phone Number	Email Address	Please provide a little detail regarding the issue you are here to discuss.	How did you hear about this meeting?
TRAMPUS TRAVIS	720-377-7939	SUZTRAMP(AT)GMAIL		email
SCOTT RYDER	303 829-5737	SCOTTRYDERH13@GMAIL.COM	LISTEN	EMAIL
DAN WILLIAMS	970-640-3673	BARNSELECTRICDAN (A) YAHOO.COM	LISTEN	MAIL E-MAIL
Anthony Vido Kimberley Vido	503-302-7981 719-648-4011	Runningfool1967@aol.com Kim.vido@yahoo.com	listen listen	email email

Appendix E

Mailed Notice Post Card to Spyglass Ridge Neighborhood



250 N 5th Street
Grand Junction, CO 81501

1st Meeting for Spyglass Community



Tuesday, July 26 at 5:30 p.m.



Spyglass Community Center

«OWNER»

«Joint_Owner»

«MAILING_ADDRESS»

«MAILING_CITY» «Mailing_State» «MAILING_ZIP»

2nd Meeting for General Public



Thursday, July 28 at 5:30 p.m.



Business Incubator Center
2591 Legacy Way
Grand Junction, CO 81503

Spyglass Ridge Community Member,

The City is applying for a grant from the State Historical Fund to help fund the project to restore the historic Orchard Mesa Water Treatment Plant, the Grand Valley's first water treatment plant built in 1939.

The City is seeking input from the community to support the new grant application and to help guide the design of the renovation.

In order to gather input from key stakeholders in the Spyglass Ridge community, City staff is planning a meeting on Tuesday, July 26 at 5:30 pm at the Spyglass Community Center. In addition, a meeting for the general public is planned for Thursday, July 28 at 5:30 p.m. at the Business Incubator Center 2591 Legacy Way Grand Junction, CO 81503.

Specific topics for community input include:

- Proposed reuse of the building as a water museum and education center
- Potential uses of the outdoor spaces
- Access roads and pedestrian paths

Please join us at one of these upcoming community meetings and provide your ideas and input.



Appendix F

Email to Community Stakeholders

Initial Email Invitation

The City is applying for a grant from the State Historical Fund to help fund the project to restore the historic Orchard Mesa Water Treatment Plant, the Grand Valley's first water treatment plant built in 1939. In support of the new grant application and to help guide the architectural design of the renovation, the City is seeking input from the community.

In order to gather input from key stakeholders in the Spyglass Ridge community, we are planning a meeting on Tuesday, July 26 at 5:30 pm at the Spyglass Community Center. In addition, a meeting for the general public is planned for Thursday, July 28 at 5:30 p.m. at the Business Incubator Center 2591 Legacy Way Grand Junction, CO 81503.

Specific topics for input include:

Proposed reuse of the building as a water museum and education center

Potential uses of the outdoor spaces immediately adjacent to the building structure

Access roads and pedestrian paths to the facility

Please join us for one of these upcoming community meetings and provide your ideas and input.

Reminder Email

Just a reminder to join us for a meeting tomorrow evening, Tuesday, July 26, at 5:30 pm at the Spyglass Community Center or on Thursday, July 28, at 5:30 pm at the Business Incubator Center 2591 Legacy Way Grand Junction, CO 81503 to share your thoughts about the reuse of the Historic Orchard Mesa Water plant. The City is applying for a grant from the State Historical Fund to help fund the project to restore the Grand Valley's first water treatment plant, built-in 1939.

Specific topics for input include:

Proposed reuse of the building as a water museum and education center

Potential uses of the outdoor spaces immediately adjacent to the building structure

Access roads and pedestrian paths to the facility

If you are unable to join us in person, please consider providing comments online at www.GJSpeaks.org/HistoricWaterPlant. The comment deadline is August 6, 2022.

We hope to see you tomorrow evening,



Grand Junction Planning Commission

Regular Session

Item #1.

Meeting Date: December 6, 2022

Presented By:

Department: Community Development

Submitted By:

Information

SUBJECT:

I-7-B CORRIDOR CDOT HISTORIC ASSESSMENT - SEE ATTACHED LETTER TO BOARD AND REPORT

RECOMMENDATION:

EXECUTIVE SUMMARY:

CDOT is planning to complete the next phase of the enhancement of the I-70B corridor through downtown. The Environment Impact Statement is being revised to update the plan so this requires a re-review of the historic resources along this segment of roadway (1st Street south of Rood Avenue and around the corner along Ute/Pitkin to South 6th Street). Per the attached letter to the Board, CDOT is seeking input on the attached historic report. Again, no need to read the entire report, the executive summary and the letter itself summarize the conclusions about the impact on historic sites and structures. The Board needs to briefly discuss as to concurrence or concerns and staff will write a letter in response accordingly.

BACKGROUND OR DETAILED INFORMATION:

SUGGESTED MOTION:

Attachments

1. LettertoGJHPB_Oct2022
2. I-70B Rood to 6th (SA#23583)_Cultural Resources Report_101822



COLORADO
Department of Transportation
Division of Transportation Development

Environmental Programs Branch
2829 W. Howard Pl., 4th Floor
Denver, CO 80204
(303) 757-9281

October 28, 2022

Ms. Kristen Ashbeck
City of Grand Junction Historic Preservation Board
Community Development
250 North 5th Street
Grand Junction, CO 81501

RE: Section 106 Determination of Eligibility & Effects Analysis for the Re-Evaluation of
Interstate-70B (I-70B) Corridor Traffic Improvements, Colorado Department of
Transportation, Grand Junction, Colorado

Dear Ms Ashbeck:

This letter and attached materials constitute a request for comments on the Colorado Department of Transportation (CDOT) Determination of Eligibility and Effects Analysis for the project referenced above. CDOT is proposing transportation improvements to the I-70B corridor in Grand Junction. The proposed project will provide select transportation improvements as identified in the 2008 I-70B West EA and 2018 Traffic Study. A NEPA re-evaluation of the 2008 I-70B West EA and the 2008 I-70B West FONSI is currently being completed. The re-evaluation project area does not include the entire I-70B West corridor that is approximately four miles in length and extends from 24 Road on the west end to where I-70B and Main Street meet on the east end. The NEPA re-evaluation is limited to the portion of the project corridor presently being funded that includes I-70B from approximately the southern side of the intersection of Rood Avenue and I-70B (1st Street) and continuing along the corridor of I-70B (Pitkin Avenue)/I-70Z (Ute Avenue) to 6th Street. The overall purpose of this proposed project is to improve traffic flow, safety, multi-modal opportunities, and provide effective access along I-70B. Please see the attached report for specific project details. We previously consulted with you about Phase 5 of this project in December 2019.

CDOT is submitting this information to you in compliance with Section 106 of the National Historic Preservation Act, which requires federal agencies (or those programming federal funds, such as CDOT) to evaluate the effects of their undertakings on historic properties. Your organization has been identified as a consulting party for this project. For more information about Section 106 and how you can participate as a consulting party, please visit CDOT's Public Participation in Section 106 webpage at www.codot.gov/programs/environmental/archaeology-and-history/public-participation-in-section-106.

Area of Potential Effects

The 2008 Survey Report defined the APE as "the parcels bordering the I-70B corridor from 24 Road at the west end to 1st Street. The corridor turns south along 1st Street until its intersection with the one-way couplets of Ute and Pitkin Avenues. The APE continues eastward along Ute and Pitkin Avenues to 15th Street, which is the east end of the study corridor." The APE delineated for the 2008 study was a broader APE that considered the I-70B corridor in its entirety. The 2008 report further states that "the cultural resources within the areas of the APE where roadway improvements are slated to occur were surveyed at

the intensive level and photographed.” This indicates that the 2008 survey only targeted a select few properties that, at the time, were near proposed roadway improvements. The result was that only 20 properties along the entirety of I-70B were surveyed and intensively evaluated in 2008, and only 10 of these properties are located within the current, project phase-specific APE. Consultation with the SHPO regarding the APE for the entire I-70B West corridor took place in January of 2007 and a letter was received from the SHPO on January 29, 2007, indicating that they did not object to the proposed APE (CDOT 2008).

Considering the length of time since the 2008 study, CDOT determined that a re-evaluation of the APE and effects to cultural resources during this next phase of the project was warranted. Using the 2008 APE as a baseline, the current proposed project was examined to determine if and where modifications to the 2008 APE were warranted based on the current project components. The APE for this present study generally follows a similar course—specifically parcels bordering the roadways of 1st Street, Ute Avenue and Pitkin Avenue from Rood Avenue to 6th Street. Any changes to the APE from 2008 to 2022 generally reflect changes in property boundaries, the addition of newly-identified properties; and changes in project extents at cross streets. The 2022 APE is also an excerpt of the broader corridor APE (2008). The APE boundary was also expanded to include the segment of the Grand Junction and Grand River Valley Railway (a historic streetcar that was not evaluated in the 2008 study) and to include the boundaries of Grand Junction’s “Little Italy” neighborhood, which was evaluated for historic district potential.

The APE includes all areas physically impacted by the proposed improvements, but consideration was also given to areas outside the adjacent property parcels where historic properties might be visually, audibly, or atmospherically impacted by the project. The APE delineated by CDOT incorporates all effects anticipated from the project—physical and non-physical, permanent effects, and temporary effects occurring during construction. See page 5 of the attached survey report for a map of the APE.

Previously Identified Resources

Before fieldwork, CDOT’s consultant (HDR, inc.) requested a file search from the OAHP for the project APE. The file search conducted January 5, 2022, identified 10 previously evaluated properties (all part of the 2008 I-70B West EA Historic Resources Survey Report) and two NRHP Listed properties within the project APE. All available site records were reviewed on the OAHP’s Compass online database and, when not accessible on Compass, emailed to HDR by OAHP staff. The 2008 I-70B West EA Historic Resources Survey Report (report completed by Hermesen Consultants for CDOT in 2007; ME.CH.R27) provided 10 official NRHP evaluations for properties located within the APE.

Architectural Survey

HDR completed fieldwork for this study in April 2022. John Ferguson (architectural historian for HDR) and Megan Mueller (archaeologist for HDR), both working under the supervision of HDR architectural historian Chad Blackwell, completed fieldwork and research to support the NRHP evaluations and findings of this study. John Ferguson and Chad Blackwell meet the Secretary of the Interior’s Professional Qualifications Standards for Architectural History. John Ferguson prepared this study and the associated OAHP inventory forms. Research for this study was conducted in Grand Junction, Colorado.

Determinations of Eligibility

HDR identified 33 properties over 45 years old within the APE (30 properties with buildings, one park, one linear feature with associated segment, and one neighborhood evaluated for historic district potential). These included the 10 individual properties that were previously evaluated as part of the 2008 I-70B West EA Historic Resources Survey Report and 23 properties that either have become 45 years of age since the earlier study (6 properties) or were 45 years of age or older but not included in the 2008 I-70B West EA

survey (17 properties). Four of the properties included in the 2008 I-70B West EA study were determined officially not eligible with SHPO concurrence, and re-visitation forms (#1405) were completed for these four properties (5ME.8643, 5ME.15695, 5ME.15697, and 5ME.15699) to document current condition and demonstrate that no alterations had occurred since 2008 to warrant a change in eligibility status. The attached report documents NRHP eligibility findings for all 33 properties 45 years of age or older within the APE.

Of the properties 45 years or older within the APE, two (2) properties are listed in the NRHP: Stranges Grocery Store (5ME.4147—226 Pitkin Avenue) and Denver and Rio Grande Western Railroad Depot (5ME.4163—119 Pitkin Avenue). Nine (9) additional properties are determined eligible for NRHP listing and include: Don and Mel's 66 Service (5ME.15689—124 N 1st Street), Whitman School (5ME.4151—248 S 4th Street), the Grand Junction Elks Home, B.P.O.E. 575 (5ME.4162—249 S 4th Street), the Rio Grande Motorway Terminal/Greyhound Bus Station (5ME.8654—230 S 5th Street), C.D. Smith Company/Museum of Western Colorado (5ME.15698—462 Ute Avenue), Simmons Lock & Key (5ME.23877—322 South 2nd Street), Samuel Waldroup House (5ME.7766—260 Pitkin Avenue), Whitman Park (5ME.1186), and Grand Junction and Grand River Valley Railway (5ME.24074/5ME.24074.1).

The remaining 18 properties are determined not eligible for the NRHP (**See Table 1**). All previously unevaluated properties underwent intensive-level evaluations, and these findings are documented on new OAHF inventory forms that can be found in Appendix A (Architectural Inventory Form #1403 for the buildings, Historic Cultural Landscape Inventory Form #1404 for Whitman Park, and Management Data Form and Linear Component Form for the Grand Junction and Grand River Valley Railway). The Little Italy neighborhood/enclave was evaluated on a Management Data Form and assigned site number 5ME.24081. This area was evaluated to determine historic district potential as outlined in Item 45 of the Architectural Inventory Form 1403 and many of the properties evaluated for this study are located in the boundary identified for the Little Italy neighborhood. Based on the properties that remain in the neighborhood and on aerial imagery showing changes to the neighborhood over time, it was determined that Little Italy may possess significance but does not have integrity and is not eligible as a historic district as it is defined for this study.

Table 1. Survey Log and Eligibility Determinations

Site No.	Address	Resource Type	Name	Date of Construction (Estimated or Actual)	NRHP Eligibility Determination
5ME.15689	124 N 1st Street	Auto/Travel	Don and Mel's 66 Service	1955	Eligible
5ME.4145	319 South 2nd Street	Commercial/Light Industrial	Louis Elioplilos Building	1890	Not Eligible
5ME.8644	330 South 2nd Street	Auto/Travel	Fuoco Radiator Shop	1949	Not Eligible
5ME.23877	322 South 2nd Street	Commercial/Light Industrial	Simmons Lock & Key	1900	Eligible
5ME.4146	338 South 2nd Street	Commercial/Light Industrial	Canvas Products CO	1890	Not Eligible
5ME.8649	343 South 3rd Street	Residential	Ochoa House	1939	Not Eligible
5ME.4151	248 South 4th Street	School	Whitman School	1935	Eligible

5ME.4162	249 South 4th Street	Special Purpose: Fraternal	The Grand Junction Elks Home, B.P.O.E. 575	1912	Eligible
5ME.8654	230 South 5th Street	Auto/Travel	Rio Grande Motorway Terminal/Greyhound Bus Station	1937	Eligible
5ME.1186	4th Street (W) 5th Street (E) Ute Ave. (N) Pitkin Ave. (S)	Public	Whitman Park	1887	Eligible
5ME.4147	226 Pitkin Ave.	Commercial/Retail	Stranges Grocery	1909	Eligible and NRHP Listed
5ME.8646	242 Pitkin Ave.	Residential	Aragon Residence	1900	Not Eligible
5ME.8647	244 Pitkin Ave.	Residential	Ellis House	1915	Not Eligible
5ME.7766	260 Pitkin Ave.	Residential	Samuel Waldroup House	1890	Eligible
5ME.23876	302 Pitkin Ave.	Commercial/Light Industrial	Catholic Outreach Day Center	1957	Not Eligible
5ME.23875	308 Pitkin Ave.	Commercial/Light Industrial	Filter Supply	1977	Not Eligible
5ME.8640	342 Pitkin Ave.	Residential	Eugene Mendicilli House	1910	Not Eligible
5ME.8641	352 Pitkin Ave.	Residential	Michael O'Conner House	1909	Not Eligible
5ME.4163	119 Pitkin Ave.	Special Purpose: Railroad	Denver and Rio Grande Western Railroad Depot	1905	Eligible and NRHP Listed
5ME.23878	309 Pitkin Ave.	Commercial/Retail	Western Pawn & Loan	1965	Not Eligible
5ME.7768	319 Pitkin Ave.	Residential	Michael Stranger House	1914	Not Eligible
5ME.23883	405 Pitkin Ave.	Auto/Travel	Scotty's Muffler Center	1977	Not Eligible
5ME.23884	437 Pitkin Ave.	Auto/Travel	Scotty's Auto Repair	1970	Not Eligible
5ME.23880	523 Pitkin Ave.	Storage	Storage Rental Location No. 1	1972	Not Eligible
5ME.23881	529 Pitkin Ave.	Commercial/Light Industrial	Rocky Toppers & Campers	1976	Not Eligible
5ME.23882	549 Pitkin Ave.	Commercial/Light Industrial (Now County	Mesa County Building	1959	Not Eligible

		Government)			
5ME.15698	462 Ute Ave	Commercial/Light Industrial	C.D. Smith Company/Museum of Western Colorado	1935	Eligible
5ME.24074.1		Municipal Railway/Streetcar System	Grand Junction and Grand River Valley Railway (GJ&GRV) Segment	1890-1935	Eligible
5ME.8643*	335 South 4th Street	Dwelling	Mary and Dominick Perry House	1924	Not Eligible
5ME.15695*	245 South 1 st Street	Commercial Business	Bowman Biscuit Company	1951	Not Eligible
5ME.15697*	445 Pitkin Avenue	Commercial Business	Karnes Carpet World	1956	Not Eligible
5ME.15699*	406 South 5 th Street	Commercial Business	Enterprise Rent-A-Car	1951	Not Eligible
5ME24081	Various	Neighborhood/Ethnic Enclave	Little Italy	1890-1940	Not Eligible as a Historic District

*Determined officially not eligible in 2008, revisitation form completed in 2022

Determination of Effects

Based on CDOT's analysis of the anticipated effects on the 11 eligible properties in the APE, the proposed undertaking will not alter any of the characteristics that qualify the 11 historic properties for NRHP listing in a manner that would diminish the property's historic integrity. See pages 112-131 of the attached survey report for detailed effects analysis for each historic property. In general, most of the proposed work will occur within existing right of way (ROW). Temporary construction easements (TCE) will be necessary at some properties to allow reconstruction of sidewalks and driveways. All instances of permanent easements (PE) are for utility relocations (water meter, fire hydrant) or a corrective easement where past improvements occurred without the necessary easement. The temporary and permanent easements and effect determinations for each of the 11 eligible properties are summarized in **Table 2**.

The proposed work includes the addition of a third lane on the one-way streets of Pitkin and Ute Avenues and curve flattening of the alignments of Ute and Pitkin Avenues between Colorado Avenue and 2nd Street. The addition of the third lanes would not substantially alter the urban environment and setting of those properties. The curve flattening would take the roadway further away from the Denver and Rio Grande Western Railroad Depot (NRHP-listed, 5ME.4163). Other proposed improvements include bike lanes (restriping of existing pavement), sidewalk reconstruction, and the addition of curb ramps and pedestrian-friendly bulbouts at intersections. Therefore, CDOT determines that the proposed undertaking would have **No Adverse Effect** on the 11 eligible properties in the project APE and listed in Table 2 below.

Table 2. Summary of Effects for Properties Listed in or Determined Eligible for the NRHP

Site No.	Address/Name	Easement Size/Information	Effect Determination
5ME.15689	124 North 1st Street Don and Mel's 66 Service	TCE-405 sf (road widening and driveway reconstruction)	No Adverse Effect
5ME.4151	248 South 4th Street Whitman School	TCE-4545 sf (shared with 5ME.15698; sidewalk and driveway)	No Adverse Effect

		reconstruction) PE-36 sf (water meter relocate)	
5ME.4162	249 South 4th Street Elks Home	TCE-840 sf (sidewalk reconstruction) PE-47 sf (fire hydrant relocate)	No Adverse Effect
5ME.8654	230 South 5th Street Rio Grande Motorway Terminal/ Greyhound Bus Station	TCE-1030 sf (sidewalk reconstruction)	No Adverse Effect
5ME.4147	226 Pitkin Avenue Stranges Grocery	None	No Adverse Effect
5ME.4163	119 Pitkin Avenue Denver and Rio Grande Western Railroad Depot	None	No Adverse Effect
5ME. 7766	260 Pitkin Avenue Samuel Waldroup House	None	No Adverse Effect
5ME.15698	462 Ute Avenue C.D. Smith Company	TCE-4545 sf (shared with 5ME.4151; sidewalk and driveway reconstruction)	No Adverse Effect
5ME.23877	322 South 2nd Street Simmons Lock & Key	TCE-82 sf (sidewalk reconstruction)	No Adverse Effect
5ME.24074.1	Grand Junction and Grand River Valley Railway	None	No Adverse Effect
5ME.1186	Whitman Park 4th Street (W), 5th Street (E), Ute Ave. (N), Pitkin Ave. (S)	PE-568 sf (corrective easement from prior widening of 5 th Street and bulbout at Ute Avenue and 5 th Street)	No Adverse Effect

Table 3 summarizes the NRHP eligibility and effects determinations for the 18 properties within the APE that are determined Not Eligible for the NRHP.

Table 3. Summary of Effects for Properties Determined Not Eligible

Site No.	Address	NRHP Eligibility Determination	Effect Determination
5ME.4145	319 South 2nd Street	Not Eligible	No Historic Properties Affected
5ME.8644	330 South 2nd Street	Not Eligible	No Historic Properties Affected
5ME.4146	338 South 2nd Street	Not Eligible	No Historic Properties Affected
5ME.8649	343 South 3rd Street	Not Eligible	No Historic Properties Affected
5ME.8646	242 Pitkin Avenue	Not Eligible	No Historic Properties Affected
5ME.8647	244 Pitkin Avenue	Not Eligible	No Historic Properties Affected
5ME.23876	302 Pitkin Avenue	Not Eligible	No Historic Properties Affected

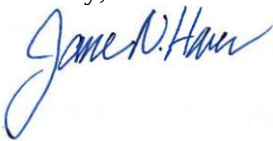
5ME.23875	308 Pitkin Avenue	Not Eligible	No Historic Properties Affected
5ME.8640	342 Pitkin Avenue	Not Eligible	No Historic Properties Affected
5ME.8641	352 Pitkin Avenue	Not Eligible	No Historic Properties Affected
5ME.23878	309 Pitkin Avenue	Not Eligible	No Historic Properties Affected
5ME.7768	319 Pitkin Avenue	Not Eligible	No Historic Properties Affected
5ME.23883	405 Pitkin Avenue	Not Eligible	No Historic Properties Affected
5ME.23884	437 Pitkin Avenue	Not Eligible	No Historic Properties Affected
5ME.23880	523 Pitkin Avenue	Not Eligible	No Historic Properties Affected
5ME.23881	529 Pitkin Avenue	Not Eligible	No Historic Properties Affected
5ME.23882	549-559 Pitkin Avenue	Not Eligible	No Historic Properties Affected
5ME24081	Neighborhood with various addresses	Not Eligible	No Historic Properties Affected

Section 4(f) de minimis notification

We are notifying you that the finding of no adverse effect under Section 106 reflects a conclusion that for the Section 4(f) historic site affected by the project, those effects will not “alter, directly or indirectly, any of the characteristics of [the] historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association.” Section 4(f) regulations (23 CFR 774) provide FHWA an opportunity to make a *de minimis* impact finding under Section 4(f) for properties resulting in a no adverse effect finding. Based on this finding, FHWA may make a *de minimis* finding for the Section 4(f) requirements for those historic resources resulting in a Section 106 determination of no adverse effect that also result in a use. We are not requesting comments on the application of Section 4(f) de minimis.

As a potential consulting party under Section 106, we welcome your comments on these findings. Should you elect to comment, we request you do so within 30 days of receipt of these materials. Responses via email may be addressed to the Cultural Resources Section Manager/Senior Historian Lisa Schoch at lisa.schoch@state.co.us. If we do not receive a response within the review time frame, we will assume you do not intend to comment. Please contact Ms. Schoch at (303) 512-4258 or by email if you have questions or require additional information.

Sincerely,



Jane Hann, Manager
Environmental Programs Branch

Enclosures: Section 106 Determination of Eligibility and Effects Analysis Report
Inventory Forms



Section 106 Determination of Eligibility & Effects Analysis

For the Re-Evaluation of I-70B
Corridor Traffic Improvements

Grand Junction, Colorado

October 2022

Colorado Department of
Transportation, Region 3

Section 106 Determination of Eligibility & Effects Analysis for the Re-Evaluation of I-70B Corridor Traffic Improvements

**Colorado Department of Transportation
Region 3**

Grand Junction, Colorado

HDR

1670 Broadway, Suite 3400
Denver, CO 80202

TYPE OF WORK

Section 106 Cultural Survey,
Evaluation, & Effects Analysis

PRINCIPAL INVESTIGATOR

John Ferguson

PREPARED BY

John Ferguson
Chad Blackwell

DATE

October 2022

Abstract

The Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA) in coordination with the Mesa County Regional Transportation Planning Office (RTPO) have identified a need for improvements to the I-70 Business (I-70B) corridor in Grand Junction. The project will provide transportation improvements as identified in the 2008 I-70B West Environmental Assessment (EA) and 2018 Traffic Study. A National Environmental Policy Act (NEPA) re-evaluation of the 2008 I-70B West EA and the 2008 I-70B West Finding of No Significant Impact (FONSI) is currently being completed. The re-evaluation project area does not include the entire I-70B West corridor but is limited to a funded portion of the project that includes I-70B from approximately the southern side of the intersection of Rood Avenue and I-70B (1st Street) and continuing along the corridor of I-70B (Pitkin Avenue)/I-70Z (Ute Avenue) to 6th Street in Grand Junction, Colorado. The Area of Potential Effects or APE for the project includes parcels fronting 1st Street, Ute Avenue, and Pitkin Avenue between these extents. HDR conducted a survey to identify and evaluate the National Register of Historic Places (NRHP) eligibility of properties over 45 years of age within the project APE. This report summarizes the results of the survey and HDR's recommendations of NRHP eligibility for surveyed properties, as well as effects analysis per 36 CFR 800.5 for any properties listed in, officially eligible for listing in, or recommended eligible for listing in the NRHP.

HDR completed field work for this study in April 2022 and identified 33 properties (30 buildings, one park, one linear feature, and one potential historic district) over 45 years old within the project's APE. These include 10 individual properties that were previously evaluated as part of the 2008 I-70B West EA *Historic Resources Survey Report* (completed in April of 2007 by Hermesen Consultants for CDOT) and 23 individual properties that either have become 45 years of age since the earlier study (6 properties) or were not included in the 2008 I-70B West EA study (17 properties). Four of the properties (5ME.8643, 5ME.15695, 5ME.15697, and 5ME.15699) included in the 2008 study were determined officially not eligible with Colorado State Historic Preservation Officer (SHPO) concurrence.

Of the 33 properties 45 years or older within the APE, two (2) properties are listed in the NRHP (and still recommended eligible): Stranges Grocery Store (5ME.4147—226 Pitkin Avenue) and Denver and Rio Grande Western Railroad Depot (5ME.4163—119 Pitkin Avenue). Nine (9) properties are officially eligible or determined eligible for NRHP listing in this survey and include: Don and Mel's 66 Service (5ME.15689—124 N 1st Street), Whitman School (5ME.4151—248 S 4th Street), the Grand Junction Elks Home, B.P.O.E. 575 (5ME.4162—249 S 4th Street), the Rio Grande Motorway Terminal/Greyhound Bus Station (5ME.8654—230 S 5th Street), C.D. Smith Company/Museum of Western Colorado (5ME.15698—462 UTE Avenue), Simmons Lock & Key (5ME.23877—322 South 2nd Street), Samuel Waldroup House (5ME.7766—260 Pitkin Avenue), Whitman Park (5ME.1186), and Grand Junction and Grand River Valley Railway (5ME.24074.1). The 22 remaining properties are either officially not eligible (four resources evaluated in the 2008) or are determined not eligible for the NRHP as part of this survey.

Please note that due to the number of properties, CDOT has included effect determinations in this report, but will also consult on those findings in official Section 106 correspondence.

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Abbreviations/Acronyms

AEC	Atomic Energy Commission
APE	Area of Potential Effects
B.P.O.E.	Benevolent and Protective Order of the Elks
CDOT	Colorado Department of Transportation
CFR	Code of Federal Regulations
D&RG	Denver and Rio Grande Railroad
D&RGW	Denver and Rio Grande Western Railroad
EA	Environmental Assessment
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
GJE	Grand Junction Electric Railway Company
GJ&GRV	Grand Junction and Grand River Valley Railway
GPS	Global Positioning System
I.O.O.F.	International Order of Odd Fellows
I-70B	Interstate 70 Business Loop
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
OAHP	Office of Archeology and Historic Preservation
OSB	Oriented Strand Board
RTPO	Mesa County Regional Transportation Planning Office
SHPO	State Historic Preservation Officer
sq ft	square feet

1.0 Introduction

HDR, Inc. performed a historic resources survey, evaluation, and finding of effect for a National Environmental Policy Act (NEPA) re-evaluation of the 2008 I-70 Business (I-70B) West Environmental Assessment (EA) and the 2008 I-70B West Finding of No Significant Impact (FONSI). The re-evaluation project area does not include the entire I-70B West corridor but is limited to a funded portion of the project that includes I-70B from approximately the southern side of the intersection of Rood Ave and I-70B (1st Street) and continuing along the corridor of I-70B (Pitkin Ave)/I-70Z (Ute Ave) to 6th Street in Grand Junction, Colorado. The project will receive federal funding and is considered an undertaking requiring compliance with Section 106 of the National Historic Preservation Act (NHPA 1966, as amended) and its implementing regulations (36 Code of Federal Regulations [CFR] 800). This report presents the results of the survey to identify and evaluate the National Register of Historic Places (NRHP) eligibility of historic properties potentially affected by the project. Furthermore, this report analyzes the effects of the proposed undertaking on NRHP-listed and NRHP-eligible historic properties per 36 CFR 800.5.

HDR completed field work for this study in April 2022 and identified 33 properties (30 buildings, one park, one linear feature, and one potential historic district) over 45 years old within the project's Area of Potential Effects (APE). These include 10 individual properties that were previously evaluated as part of the 2008 I-70B West EA *Historic Resources Survey Report* (completed in April of 2007 by Hermesen Consultants for CDOT) and 23 properties that either have become 45 years of age since the earlier study (6 properties) or were 45 years of age or older but not included in the 2008 I-70B West EA survey (17 properties). Four of the properties included in the 2008 I-70B West EA study were determined officially not eligible with Colorado State Historic Preservation Officer (SHPO) concurrence. Properties officially determined not eligible with SHPO concurrence were field documented but not re-evaluated during this current survey. However, re-visitation forms (#1405) were completed for these four properties to show that they had not undergone alteration to historic integrity to warrant reevaluation. The following report documents NRHP eligibility findings and effects for the 33 properties dating to the historic period within the APE.

John Ferguson (architectural historian for HDR) and Megan Mueller (archaeologist for HDR), both working under the supervision of HDR architectural historian Chad Blackwell, completed fieldwork and research to support the NRHP evaluations and findings of this report. John Ferguson and Chad Blackwell meet the Secretary of the Interior's *Professional Qualifications Standards* for Architectural History. John Ferguson prepared this report and the associated Colorado Office of Archaeology and Historic Preservation (OAHP) inventory forms. Research for this study was conducted in Grand Junction, Colorado.

Chapter 1 provides a description of the undertaking, a discussion and description of the APE, and an overview of research, field methods, and evaluation methodology used in this study. Chapter 2 presents a historic context exploring the development and evolution of the Grand Junction, CO area (generally) and the downtown I-70B corridor (specifically). Chapter 3 presents survey results and NRHP eligibility evaluations. Chapter 4 summarizes the conclusions of this survey and evaluation and provides an Effects Analysis for the undertaking. A report bibliography is found in Chapter 6. Appendix A includes the following OAHP inventory forms for the surveyed properties:

- 26 #1403 Architectural Inventory Forms;
- one #1404 Historic Cultural Landscape Inventory Form for Whitman Park;
- one combination Management Data Form/Linear Component Form for Grand Junction and Grand River Valley Railway (1400/1418);
- one Management Data Form for the potential historic district of Little Italy
- four 1405 re-visit forms for the already officially determined not eligible properties within the APE.

1.1 Project Description and Area of Potential Effects

The Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA) in coordination with the Mesa County Regional Transportation Planning Office (RTPO) are proposing transportation improvements to the I-70B corridor in Grand Junction. The proposed project will provide transportation improvements as identified in the 2008 I-70B West EA and 2018 Traffic Study. A NEPA re-evaluation of the 2008 I-70B West EA and the 2008 I-70B West FONSI is currently being completed. The re-evaluation project area does not include the entire I-70B West corridor that is approximately four miles in length and extends from 24 Road on the west end to where I-70B and Main Street meet on the east end. The NEPA re-evaluation is limited to the portion of the project corridor presently being funded that includes I-70B from approximately the southern side of the intersection of Rood Ave and I-70B (1st Street) and continuing along the corridor of I-70B (Pitkin Ave)/I-70Z (Ute Ave) to 6th Street.

The overall purpose of this proposed project is to improve traffic flow, safety, multi-modal opportunities, and provide effective access along I-70B. Planned improvements (2008 I-70B West EA Preferred Alternative) within the current APE include the following:

- Addition of a third lane along Pitkin Avenue, between Rood Avenue and 2nd Street;
- Addition of a third lane along Ute Avenue, between Rood Avenue and 5th Street;
- Curve flattening along Ute Avenue and Pitkin Avenue between Colorado Avenue and 2nd Street;
- Roadway milling, overlay and striping throughout the project area;
- Improvements at the intersection of Ute Avenue and 5th Street, including lengthening of the left turn lane on Ute Avenue and reconstruction of the median on 5th Street to better facilitate left turns;
- Pedestrian improvements throughout the corridor, including curb ramp reconstruction, sidewalk reconstruction and widening, bulb outs at select intersections, and 2 mid-block pedestrian crossing signals on Ute Avenue and Pitkin Avenue just west of 2nd Street;
- On street bicycle lanes on 5th Street north of Ute Avenue and on 4th Street, starting just north of Ute Avenue and ending just south of Pitkin Avenue;
- Sidewalk improvements at Whitman Park. The widened sidewalks on the north and south side of the park will be curvilinear and aligned to minimize tree impacts, and provide more separation from the Ute Avenue and Pitkin Avenue. The sidewalk on the west side of the

park will be detached from the roadway, creating a buffer between the sidewalk and 4th Street;

- Driveway accesses have been reviewed through an access management process including coordination with property owners which has resulted in driveway closures, consolidation, resizing, and relocations along the corridor.

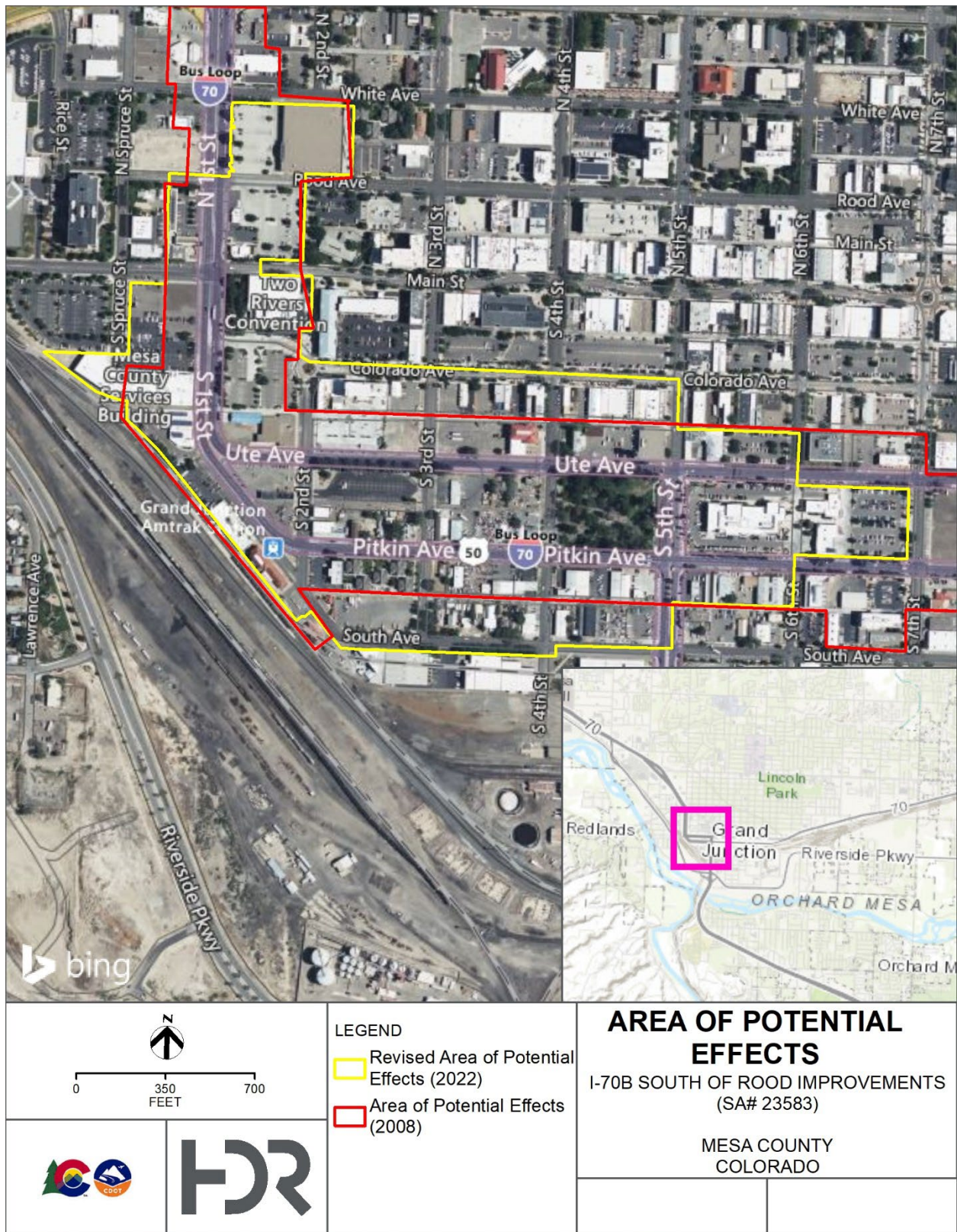
The 2008 I-70B West EA *Historic Resources Survey Report* recommended that the proposed Preferred Alternative would result in No Adverse Effect to historic properties within the project APE. The 2008 Survey Report defined the APE as “the parcels bordering the I-70B corridor from 24 Road at the west end to 1st Street. The corridor turns south along 1st Street until its intersection with the one-way couplets of Ute and Pitkin Avenues. The APE continues eastward along Ute and Pitkin Avenues to 15th Street, which is the east end of the study corridor.” The APE delineated for the 2008 study was a corridor APE that considered the I-70B corridor in its entirety. The 2008 report further states that “the cultural resources within the areas of the APE where roadway improvements are slated to occur were surveyed at the intensive level and photographed.” This indicates that the 2008 survey only targeted a select few properties that, at the time, were near proposed roadway improvements. The result was that only 20 properties along the entirety of I-70B were surveyed and intensively evaluated in 2008, and only 10 of these properties are located within the current, project phase-specific APE. Consultation with the SHPO regarding the APE for the entire I-70B West corridor took place in January of 2007 and a letter was received from the SHPO on January 29, 2007, indicating that they did not object to the proposed APE (CDOT 2008).

Considering the length of time since the 2008 study, CDOT determined that a re-evaluation of the APE and potential effects to cultural resources during this next phase of the project was warranted. Using the 2008 APE as a baseline, the current proposed project was examined to determine if and where modifications to the 2008 APE were warranted based on the current project components and particulars. The APE for this present study generally follows a similar course—specifically parcels bordering the roadways of 1st Street, Ute Avenue and Pitkin Avenue from Rood Avenue to 6th Street (Figure 1). The APE changes from 2008 to 2022 generally reflect changes in parcel boundaries, changes in project extents at cross streets, and that the 2022 APE is an excerpt for a phased construction project from a corridor study APE (2008). The boundary was also expanded to include the segment of the Grand Junction and Grand River Valley Railway, a historic streetcar that was not evaluated in the 2008 study. The boundary was also expanded to include the historic boundaries of Grand Junction’s “Little Italy” neighborhood, a potential historic district. However, the streetcar line and Little Italy are special additions to the APE and none of the other individual properties included in these areas outside of the project corridor are considered part of the APE. The expansion of the APE is only intended to include the railway and the potential historic district’s boundaries. In Figure 1 below, the red line represents the 2008 APE while the yellow represents the revised APE. Where the yellow line extends outside the red line represents areas where the APE has been modified as part of this current study. Note that at the north part of the map, there is an area of the red 2008 APE that is not included in the yellow revised APE line—this is because the red line here represents a broader corridor APE that is not within the limits for this project.

The APE includes all project development areas (areas physically impacted by the work) but consideration was also given to areas outside the adjacent property parcels where historic properties might be visually, audibly, or atmospherically impacted by the project. The APE delineated by CDOT

incorporates all effects anticipated from the project—physical and non-physical, permanent effects, and temporary effects occurring during construction.

Figure 1. Area of potential effects for 2022 study and 2008 corridor study.



1.2 Methodology and Field Work

1.2.1 Research

Before field work, HDR requested a file search from the OAHP for the project APE. The file search identified three previous surveys within or overlapping the APE (Table 1). A file search conducted January 5, 2022 identified 10 previously evaluated properties (all part of the 2008 I-70B West EA *Historic Resources Survey Report*) and two NRHP Listed properties within the project APE (Table 2). All available site records were reviewed on the OAHP's Compass online database and, when not accessible on Compass, emailed to HDR by OAHP staff. The 2008 I-70B West EA *Historic Resources Survey Report* (report completed in 2007; ME.CH.R27) provided 10 official NRHP evaluations for properties located within the APE. The 1996 and 1982 survey reports (ME.SHF.R1 and ME.CSU.R1, respectively) provided field eligibility determinations for several of the surveyed properties and useful background information. There are 33 properties (30 buildings, one park, one linear feature, and one potential historic district) over 45 years old within the project's APE. These include the 10 individual properties that were previously officially evaluated as part of the 2008 I-70B West EA Historic Resources Survey Report and 23 properties that either have become 45 years of age since the 2008 I-70B West EA Historic Resources Survey Report (6 properties) or were 45 years of age or older at the time but, for some reason, were not included in the 2008 I-70B West EA survey (16 properties). Four of the properties that were 45 years of age or older and included in the 2008 Survey Report were determined officially not eligible with SHPO concurrence. Given the passage of time, these four properties were documented on re-visitation forms. Altogether, the following report evaluates the NRHP eligibility of 33 properties dating to the historic period within the APE (See Table 3).

Table 1. Previous Surveys in the Project Area

Report No.	Year	Report Name	Author(s)
ME.CH.R27	2007	HISTORIC RESOURCES SURVEY REPORT I-70 BUSINESS WEST GRAND JUNCTION, COLORADO	HERMSEN CONSULTANTS FOR THE COLORADO DEPARTMENT OF TRANSPORTATION
ME.SHF.R1	1996	GRAND JUNCTION HISTORIC RESOURCES SURVEY, PHASE II (SHF PROJECT 95-01-57)	MUSEUM OF WESTERN COLORADO
ME.CSU.R1	1982	HISTORIC STRUCTURES OF GRAND JUNCTION, A SURVEY	KRAWITZ, ROBIN

Table 2. NRHP Nomination Forms (NRHP Listed Properties in the Project area)

Report No.	Year	Report Name	Author(s)
5ME.4147	2013	STRANGES GROCERY STORE NATIONAL REGISTER OF HISTORIC PLACES NOMINATION FORM	RACHEL PARRIS, COLORADO PRESERVATION, INC.
5ME.4163	1992	DENVER AND RIO GRANDE WESTERN RAILROAD DEPOT, PUFFERBELLY STATION NRHP NOMINATION FORM	KRISTIN ASHBECK, CITY OF GRAND JUNCTION

Documentary research was conducted at the Colorado Mesa University Library, The City of Grand Junction Historic Preservation Office, and the Mesa County Public Library. Cultural staff also consulted historic context and research materials provided by the OAHP regarding historic properties within the APE. Research documents included primary and secondary source material including histories of Grand Junction and the region, assessor records, historic maps, reports, government documents, historic photographs, and newspaper accounts. HDR conducted additional research online at sites such as Ancestry.com, newspapers.com, historicaerials.com, Grand Junction's public records online, Mesa County's online assessor data, and the Museum of Western Colorado Collections website.

1.2.2 Survey Fieldwork

Based on field observations and utilizing construction year data obtained from the Mesa County Assessor's Office and other local sources, 33 properties (30 extant properties with buildings, Whitman Park, one linear resource, and one potential historic district) were identified as being 45 years of age or older as of 2022 (Table 3). The buildings, the park, the linear resource (Grand Junction and Grand River Valley Railway, Segment 1), and the potential historic district (Grand Junction's Little Italy neighborhood) were surveyed and evaluated for NRHP eligibility (Figures 2 through 4). John Ferguson and Megan Mueller completed the field survey the week of April 18, 2022. Recordation for this project required the use of five different OAHP inventory forms (#1403 Architectural Inventory Form, #1404 Historic Cultural Landscape Inventory Form, #1400 Management Data Form, #1418 Linear Component Form, and #1405 Re-Visitation Form). Inventory forms were completed using field data, photographs, and other information from the field survey and historical research. New re-visitation forms were completed for the four properties determined officially not eligible (5ME.8643, 5ME. 15695, 5ME.15697, and 5ME.15699), as part of the 2008 survey to confirm their status as Not Eligible. Addresses and site numbers for these four properties can be found in Table 3.

All properties 45 years of age or older within the APE are evaluated or revisited in this report and documented on appropriate inventory forms, for a total of 33 surveyed properties. Each intensive property evaluation includes a detailed description of the resource, a discussion of character-defining features, alterations, historic context, location information, and a discussion of significance, integrity, and NRHP eligibility. The 26 intensively surveyed buildings are on private land, but all properties could be documented from the public right-of-way and rear alleyways. At minimum, photographs were taken of two exterior views of the surveyed buildings, with each photograph capturing two building elevations. Where possible, photos included all elevations and oblique views.

Whitman Park was documented as a historic cultural landscape. Fieldwork included GPS recording of all character-defining contributing features (and non-contributing features) and photographs. Overview photographs and detail photographs of contributing and non-contributing features were taken. Natural features such as trees, grass, and shrubs were noted and photographed during field work. Whitman Park is public land and surveyors had access to the entire site.

Grand Junction and Grand River Valley Railway, Segment 1 was documented as a linear resource component of the larger Grand Junction and Grand River Valley Railway, a streetcar system that operated throughout Grand Junction and the Grand Valley from 1890-1935.

Little Italy, a neighborhood and ethnic enclave that existed in downtown Grand Junction from 1890 through 1940, was documented and a potential historic district.

All properties 45 years of age or older and located within the project APE are listed in Table 3 along with their current, *pre-survey*, NRHP status. Note that this table includes resources identified as “unevaluated” –these were within the project APE in 2008 but for reasons unknown were not evaluated at that time.

Table 3. Properties > 45 years within the APE and NRHP Status.

Site Number & Name	Address	Construction Date	NRHP Eligibility from 2008 I-70B West EA Study (or noted)	Form Completed for Current Study
5ME.15689 Marconi's Auto Sales (Name changed to Don and Mel's 66 Service for this study)	124 North 1st Street	1955	Officially Eligible	#1403
5ME.15695 Bowman Biscuit CO	245 South 1st Street	1951	Officially Not Eligible	#1405
5ME.4145 Rainbow Marble CO (Name Changed to Louis Eliopillos Building)	319 South 2nd Street	1890	Unevaluated	#1403
5ME.8644 Fuoco Radiator Shop	330 South 2nd Street	1949	Unevaluated	#1403
5ME.23877 Simmons Lock & Key Shop	322 South 2nd Street	1900	Unevaluated	#1403
5ME.4146 Canvas Products Company	338 South 2nd Street	1890	Unevaluated	#1403
5ME.8649 Ochoa House	343 South 3rd Street	1939	Unevaluated	#1403
5ME.4151 Whitman School	248 South 4th Street	1935	Officially Eligible	#1403
5ME.4162 The Grand Junction Elks Home, B.P.O.E. 575	249 South 4th Street	1912	Officially Eligible	#1403
5ME.8643 Mary and Dominick Perry House	335 South 4th Street	1924	Officially Not Eligible	#1405
5ME.8654 Rio Grande Motorway Terminal/Greyhound Bus Station	230 South 5th Street	1937	Officially Eligible	#1403



Site Number & Name	Address	Construction Date	NRHP Eligibility from 2008 I-70B West EA Study (or noted)	Form Completed for Current Study
5ME.15699 Enterprise Rent-A-Car	406 South 5th Street	1951	Officially Not Eligible	#1405
5ME.1186 Whitman Park	4th Street (W) 5th Street (E) Ute Ave. (N) Pitkin Ave. (S)	1887	Officially Eligible	#1404
5ME.4147 Stranges Grocery	226 Pitkin Avenue	1909	Unevaluated (NRHP Listed in 2012)	#1403
5ME.8646 Aragon Residence	242 Pitkin Avenue	1900	Unevaluated	#1403
5ME.8647 Ellis House	244 Pitkin Avenue	1915	Unevaluated	#1403
5ME.7766 Samuel Waldroup House	260 Pitkin Avenue	1890	Unevaluated	#1403
5ME.23876 Catholic Outreach Day Center	302 Pitkin Avenue	1957	Unevaluated	#1403
5ME.23875 Filter Supply	308 Pitkin Avenue	1977	Unevaluated	#1403
5ME.8640 Eugene Mendicilli House	342 Pitkin Avenue	1910	Unevaluated	#1403
5ME.8641 Michael O'Conner House	352 Pitkin Avenue	1909	Unevaluated	#1403
5ME.4163 Denver and Rio Grande Western Railroad Depot	119 Pitkin Avenue	1905	Unevaluated (NRHP Listed in 1992)	#1403
5ME.23878 Western Pawn & Loan	309 Pitkin Avenue	1965	Unevaluated	#1403
5ME.7768 Michael Stranger House	319 Pitkin Avenue	1914	Unevaluated	#1403
5ME.23883 Scotty's Muffler Center	405 Pitkin Avenue	1977	Unevaluated	#1403
5ME.23884 Scotty's Auto Repair	437 Pitkin Avenue	1970	Unevaluated	#1403
5ME.15697 Karnes Carpet World	445 Pitkin Avenue	1956	Officially Not Eligible	#1405

Site Number & Name	Address	Construction Date	NRHP Eligibility from 2008 I-70B West EA Study (or noted)	Form Completed for Current Study
5ME.23880 Storage Rental Location No. 1	523 Pitkin Avenue	1972	Unevaluated	#1403
5ME.23881 Rocky Toppers & Campers	529 Pitkin Avenue	1976	Unevaluated	#1403
5ME.23882 Mesa County Building	549 Pitkin Avenue	1959	Unevaluated	#1403
5ME.15698 C.D. Smith Company/Museum of Western Colorado	462 Ute Avenue	1935	Officially Eligible	#1403
5ME.24074.1. Grand Junction and Grand River Valley Railway, Segment 1 of streetcar system		1890-1935	Unevaluated	#1400 & #1418
Little Italy		1890-1940	Unevaluated	#1400



Figure 3. Properties > 45 years within the APE and NRHP Status (2 of 3).

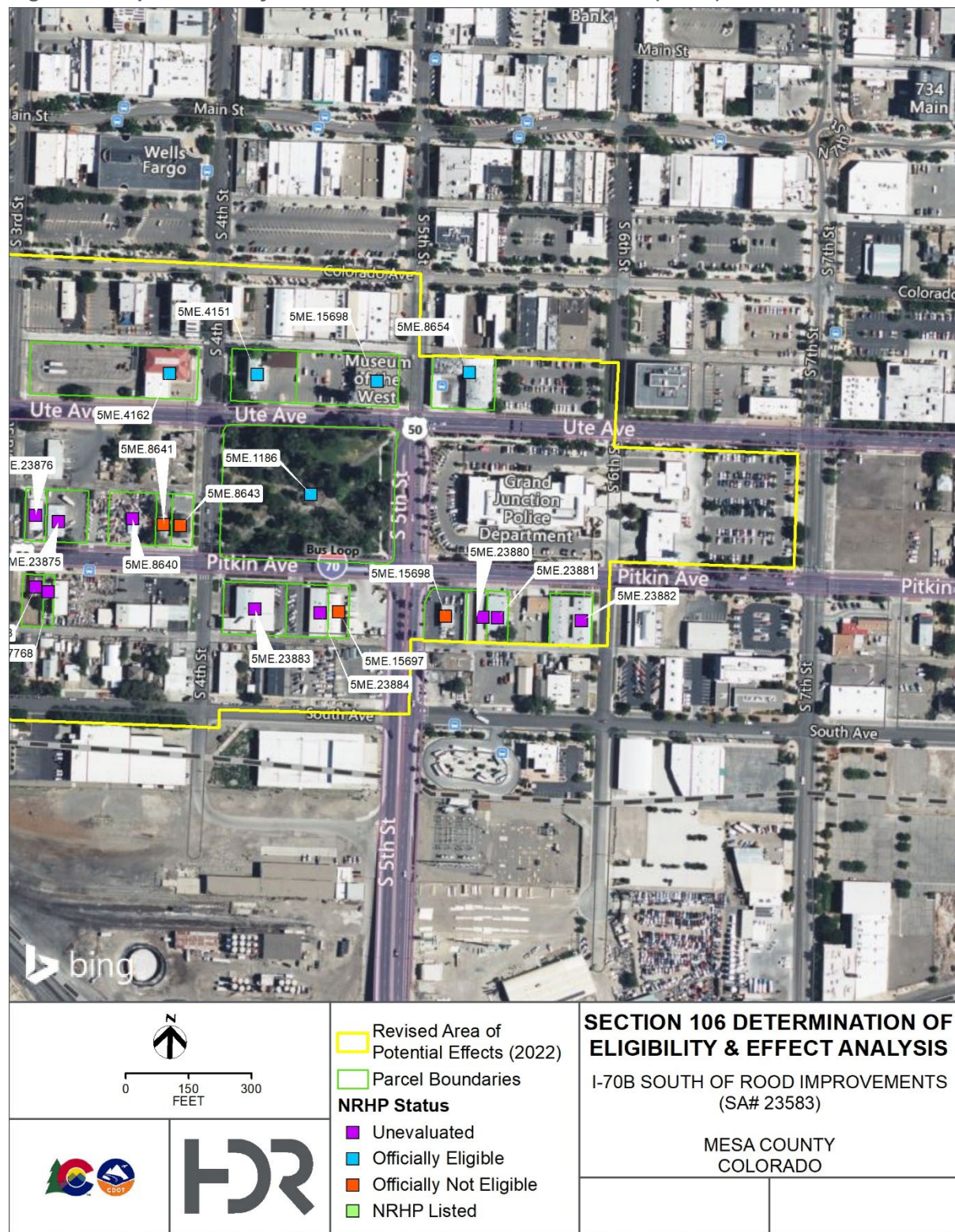
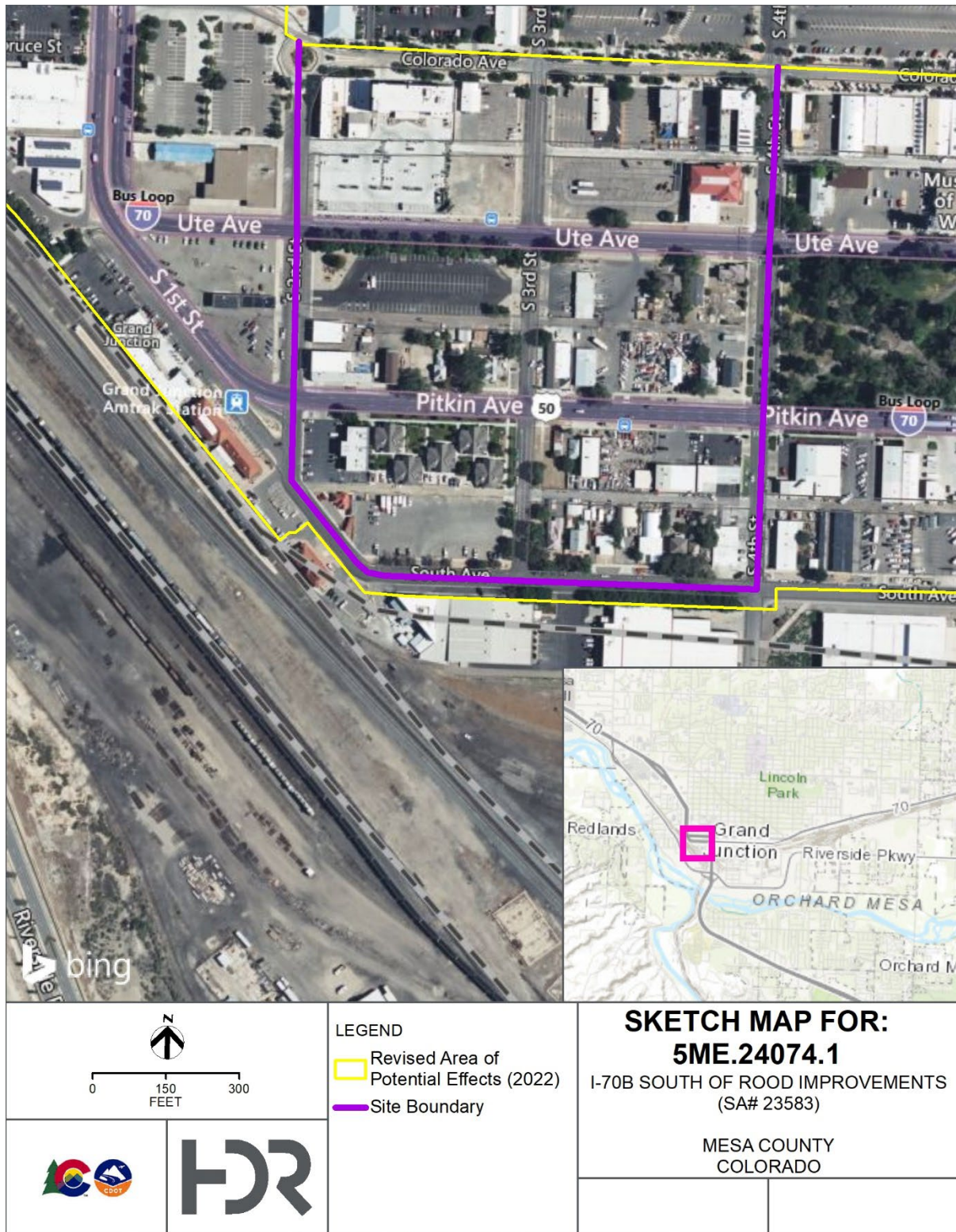


Figure 4. Properties > 45 years within the APE and NRHP Status (3 of 3) and 5ME.24074.1. Grand Junction and Grand River Valley Railway, Segment 1



1.2.3 Evaluation Methods

Under NHPA guidelines, cultural resources—including buildings, structures, objects, sites, and districts—are to be evaluated for NRHP eligibility using the NRHP Criteria for Evaluation as listed in 36 CFR 60.4. A “building” is principally a place designed to shelter human activity such as a house, barn, hotel, store, etc. A “structure” is distinguished from a building in that its function is not primarily for human shelter but rather for other purposes. Examples of structures include bridges, dams, silos, tunnels, etc. An “object” differs from other construction types in that it is primarily artistic in nature, small in scale, or simply constructed. Examples of objects include monuments, mileposts, fountains, and sculpture/statuary. A “site” is the location of a significant historic event or activity where the location itself possesses value and can include battlefields, cemeteries, designed landscapes, trails, etc. A “district” is formed by a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.

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

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

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

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

Cultural resources meeting these standards (age, eligibility, and integrity) are termed “historic properties” under the NHPA. Sites or structures that are not considered individually significant may be considered eligible for listing in the NRHP as part of a historic district. According to the NRHP, a historic district possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects that are historically or aesthetically united by plan or physical development.

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

- religious properties (Criteria Consideration A);
- moved properties (Criteria Consideration B);
- birthplaces or graves (Criteria Consideration C);
- cemeteries (Criteria Consideration D);
- reconstructed properties (Criteria Consideration E);
- commemorative properties (Criteria Consideration F); and
- properties that have achieved significance within the last 50 years (Criteria Consideration G).

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

Criteria Consideration G concerns the eligibility of properties that have achieved significance within the past 50 years. Criteria Consideration G was not applied to the evaluation of any property for this project. Surveyed properties between 45 and 50 years of age were evaluated as if they presently meet the NRHP age criteria in order to account for the overall project and construction timeline.

In order to evaluate cultural resources in the project area, the following NRHP bulletins were used as guides.

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

2.0 Historic Context

Grand Junction is located on the Colorado River near the state's western border. Platted and developed in the early 1880s in the arid Grand Valley of Colorado, "Junction" as locals affectionally call it, was an unlikely spot for a thriving agricultural community to flourish—but that's what happened. Made possible through massive irrigation projects, the fruit orchards and fields surrounding the city became the basis for an economy that continues to experience steady growth despite its history of occasional boom-and-bust cycles. Coal mining, and later, uranium mining in support of U.S. nuclear buildup during World War II and the cold war, were also powerful economic drivers for the town and region. Later still, shale oil created a boom and bust for the city. And all this growth was made possible through the efforts of local entrepreneurs and, of course, state support for road building and bridge construction and federal intervention through water infrastructure projects, and strategic investment in materials and transportation. And, perhaps most importantly, it was the railroad that ran through Grand Junction connecting the city to markets in the east and west that made growth possible in the first place.

Today, Grand Junction is a community of 65,000 people. It is bounded by the Book Cliffs to the north, the confluence of the Gunnison and Colorado Rivers to the southwest, and Grand Mesa to the east. Interstate 70, Colorado's predominant east-west connection, roughly parallels the Colorado River and the former Denver and Rio Grande (D&RG) railroad through Glenwood Canyon to the east. Just east of Grand Junction in the small town of Palisade, the river, the pavement, and tracks separate—I-70 continues due west, crossing the city on the north side, and the railroad moves down along the city's southern end. The I-70 Business Loop, the subject of this study, exits the freeway at Clifton and continues adjacent to the railroad into city's historic downtown corridor approximately where the Gunnison River enters the Colorado River at its southernmost point. The City of Grand Junction sits at 4,600 feet and is approximately four square miles in size. The original 1882 town plat was one square mile and the project APE for this study is located entirely within this original portion of the city. As the county seat and regional hub, suburban development surrounds the city and extends for miles to the south, east, and west (Reid 2006, 1-4, 21).

The following chapter begins with an exploration of early town development in Grand Junction until around 1910. This is followed by specific contexts of some of the area's significant themes, including: irrigation, agriculture, the railroad, early roadbuilding, and early transportation. This chapter finishes with brief contexts for the 1920s, 1930s, 1940s, 1950s, and 1960 to the present day.

2.1 Town Building in Grand Junction

Ute Indian bands occupied the region around Grand Junction for centuries until Federal Indian-removal campaigns decimated the Ute's way of life. During the 1800s, it is estimated that about 3,000 Utes resided in west-central Colorado, mostly located in the high desert plateaus. Spain also laid claim to this region and, as early as 1776, the explorers Antanasio Dominguez and Silvestre Escalante visited the Grand Valley. By 1821, after its independence from Spain, the area fell under the jurisdiction of Mexico. In the late 1840s, following the Mexican-American War, the region officially became part of the United States with the Treaty of Guadalupe Hidalgo in 1848. U.S. military reports from the early 1850s characterized this part of the country as "for the most part a desert, covered with a sparse growth of stunted sage brush, which grows in a stiff alkaline soil made from the Book Cliffs" (Reid 2006, 22; McCreanor 2002, 43; Tope 1995 2).

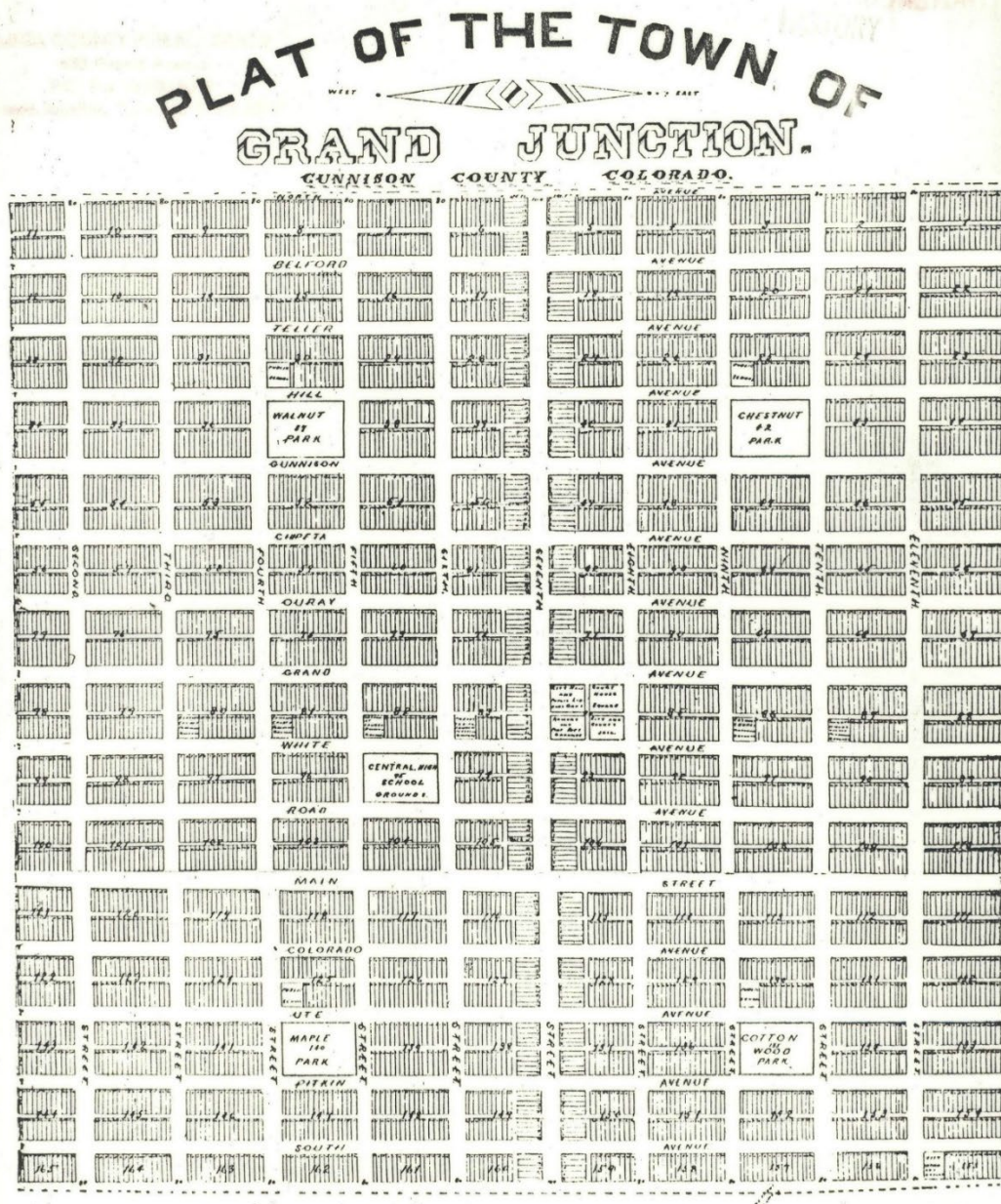
An article written in July 1880 supports these early characterizations:

The whole country, with the exception of some small valleys along the North Fork and the Grand is too rugged and mountainous to possess any value for agriculture and grazing purposes. Goats and mountain sheep might find it to their taste and no one who has seen it can begrudge its quiet possession to the Utes. For civilized man it is apparently about as valuable as would be a representative section of the Desert of Sahara. To parties contemplating a visit to this region, our advice would be don't go (Reid 2006, 23; Steinel 1926, 504-505).

However, as early as the mid-1870s, surveyors of the area reported that the problems associated with the Grand Valley's aridity could be solved by redirecting water through a canal system (Mehls 1982, 134; Reid 2006, 23).

In 1880, Ouray, the leader of the Utes, died. Ouray's death preceded Ute removal from the Grand Valley region in September 1881. European-American settlement of the valley followed in earnest. On Sept. 26, 1881, the new town's location was selected and stockholders in the enterprise established the Grand Junction Town and Improvement Company. Grand Junction, initially in Gunnison County, was platted at the confluence of the Gunnison and Grand rivers. The name "Grand Junction" was proposed by the new town's chief developer and booster, George A. Crawford [1827-1891]. Crawford, an experienced town developer, had also founded three towns in Kansas and he founded Delta, Colorado. Crawford, considered "the father of Grand Junction," served as President of the newly-established Grand Junction Town Company and supervised the planning of the original one-square-mile plat located just north of the river confluence (Figure 5). The plat oriented the Streets (1st through 12th) in a north-south direction and Avenues in an east-west direction with North and South Avenues making up the avenue boundaries (Reid 2006, 23-24). And built that year from local cottonwood trees, the town company office was Grand Junction's first building. It was a small log cabin located at 2nd Street and Ute Avenue. This building also served as the first post office.

Figure 5. The Town Plat from April 3, 1882. Map Courtesy of Western Colorado History—Rashleigh Regional History Room, Mesa County Libraries.

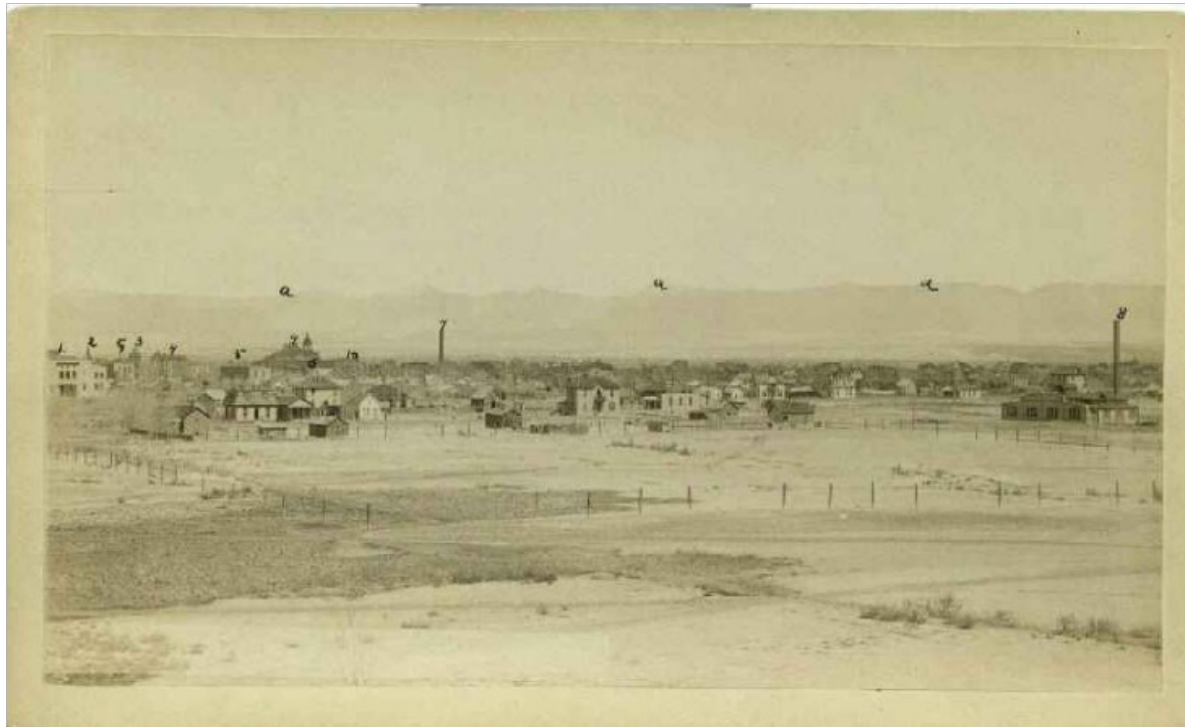


The City of Grand Junction officially incorporated in 1882 and formed a municipal government. Rail service followed shortly thereafter when the D&RG Railroad arrived that fall. The town developed quickly and served as a trading center for miners and farmers located throughout the Grand Valley. Local farmers played a key role in the business development of Grand Junction, supplying not only goods for sale but also ready markets for the town's new businesses. Within a year, downtown Grand Junction emerged as the principal supply center for local miners, farmers, and ranchers. Town development was further enabled by a variety of transportation systems including rail and horse-drawn wagon over newly developing supply roads (Alexandroff et al. 1995).

Grand Junction quickly grew as a major shipping and distribution center for agricultural products and, as such, downtown evolved into the region's primer business district. Colorado Avenue was the town's first major commercial center. In 1882, Colorado Avenue featured a general store and a hotel. Other early businesses included saloons and shops sometimes operating out of stone and/or wood-frame buildings but, more often than not, they conducted business out of tents and other temporary structures. That year, a sawmill was established to process river cottonwood trees for building construction. The December 2, 1882, edition of the Grand Junction News reported that the town contained "three butcher shops, five grocery and merchandise store, two bakeries, four clothing stores, two hotels, eight restaurants, twenty saloons, one hardware store, one drug store, one bank, four livery and transfer stables, two lumber yards, one furniture store, three blacksmiths shops and one printing office, and a good representation of the professions, trades and laborers." With this huge boom in commercial building came an equally large boom in residential development. The town's commercial areas expanded north from Colorado Avenue to Main Street. Most residential neighborhoods at this time were being constructed to the north and east of downtown. Infrastructural improvements included electric lights (in operation by 1888), a horse-drawn streetcar system was established in 1890 and, by the end of that year, the downtown area featured sidewalks. Also near downtown, a flour mill was built in 1887, the Durham Stockyards were established in 1894, and the Colorado Sugar Manufacturing Company (later acquired by Holly Sugar) was there in 1899. In addition to the commercial development taking place in downtown, Grand Junction's early prosperity was greatly assisted by Denver & Rio Grande Railroad which established Grand Junction as a major division point of the railroad—establishing repair and maintenance shops that provided employment (Alexandroff et al. 1995).

With a growing population and a stable outlook for the new town, cultural activities started to flourish. Locals established literary societies, churches, fraternal lodges, bands and orchestras, and acting troops. Musicals and plays became a regular pastime for town residents. In 1892, the large and ornate Park Opera House opened was at 430 Ute Avenue, directly facing the new park (what would be named Whitman Park; Figure 6). The site of the opera house is now the parking lot for the Museum of Western Colorado (5ME.15698). The Opera house remained in service until the 1920s and featured theatrical events, lectures, concerts, and traveling acting companies—including appearances from the Barrymores and the vaudeville act known as the Four Cohans (museumofwesternco.com 2022).

Figure 6. Early Grand Junction (Before 1902). Photograph is taken from just south of town looking northeast. The Opera House, marked “1” in the photo can be seen furthest to the left of the frame with the directly in front of it. *Photo Courtesy of the Museums of Western Colorado (Identifier: 2004.44.5)*



By 1900, Grand Junction had become a small city of 3,503. And it could boast almost all the same types of societal and cultural attributes, businesses and industries, and forms of transportation as many other larger cities throughout the U.S. However, as its population grew, and it evolved from a frontier town to a stable community of families, education became a priority. The original town plat had established specific lots dedicated to school buildings and these were located adjacent to the original plat's four public parks. The Park School, (the name would eventually be changed to Emerson Grade School; Figure 7) was built in 1903 at 9th Street and Ute Avenue—directly across the street from the park that would become Emerson Park—due east of the current project APE (Buckley 1990).

Figure 7. Park School (Later, Emerson School) shortly after it was built in 1903. *Photo Courtesy of the Museums of Western Colorado.*



Construction throughout town continued at a rapid pace. In 1904, over \$500,000 was spent on new buildings. The next year, at least one hundred new homes were built, each costing between \$1,500 to \$6,000. Also in 1905, at least \$600,000 was spent on commercial building construction including the development of two large business blocks and a new electric plant. This growth impacted every industry in Mesa County and the Grand Valley. The region's fruit growers reported a "banner crop" in 1905 and the Chamber of Commerce doubled its membership. Grand Junction's estimated population was 7,000 (Ashbeck 1992).

Another important feature of Grand Junction society, particularly in the southwestern portion of the new town, was the establishment of ethnic enclaves. As it happens, the project APE for this study is located almost entirely within what was historically known by locals as "Little Italy." Between 1880 and 1920, Italian immigration reached its peak and an estimated four million Italians arrived in the U.S. during this period. Many Southern Italians and Sicilians reported that conditions in Italy had worsened because of unification policies dating back to 1861. Southern Italians and Sicilians suffering from harsh economic conditions in their home countries came to the U.S. in large numbers and, like many other communities throughout the nation, Grand Junction had a sizable population of Italian immigrants. Beginning around 1890, an Italian community began to grow around the southwestern part of the city where the railroad was located. This immigration continued until the early 1920s when the Quota Act of 1921 and the Immigration Act of 1924 essentially ended Italian immigration into the US. Despite these racist policy changes, however, Grand Junction's "Little Italy" had stabilized and grown into a prosperous community located from 1st Street on the west end to 5th Street on the east end and approximately bounded on the north and south sides by Colorado Avenue and South Avenue, respectively. This neighborhood was a distinct "enclave where its Italian-American residents lived, worked, shopped, and educated their children." Most of the men worked for the railroad. And it was in Little Italy, at 226 Pitkin Avenue that Stranges Grocery store (5ME.4147; Figure 8) was established in 1909 (Parris 2012). In addition to other Italian-American owned businesses in this part of downtown, there were two other Italian grocery stores in the Little

Italy enclave including Longo's at 322 S. 2nd Street and Raso Grocery in the 200 block of S. Second Street (Jordan n.d.).

Figure 8. Left: Stranges Grocery store in 1909. Photo Courtesy of the Loyd Files Research Library Museum of Western Colorado. Right: Interior of Stranges Grocery, no date. Photograph found in the 2013 NRHP Nomination Form for the property.



As the first decade of the twentieth century ended, Grand Junction was coming to resemble a small city. Downtown Grand Junction boasted several large commercial buildings including the Margery Building and the new D&RG railroad depot (1906), the Schiesswohl Building (1908), and, in 1910, the five-story First National Bank Building. Many organizations that provided support services for members were established downtown—among these were the B.P.O.E. #575, established in 1900 (it was not until 1913 that B.P.O.E. #575 completed their permanent home at 4th Street and Ute Avenue caddy corner to the northwest of Whitman Park; Figure 9). Of course, several saloons and gambling establishments were part of downtown life as well (Alexandroff et al. 1995). In 1910, Grand Junction's population was 7,754— a 120 percent increase in one decade.

Figure 9. Elks Home for B.P.O.E. #575. Photo dated between 1913 and 1920. Copyright Colorado Historical Society, Denver and Rio Grande Collection.



2.2 Irrigation

Finding ways to supply the arid Grand Valley with water was crucial for the development and sustainability of Grand Junction. As early as 1881, area farmers organized to build irrigation ditches and canals. These early efforts would culminate in the establishment of famed canals such as the Grand Valley Canal, Highline Canal, Orchard Mesa Canal, the Independent Ranchmens Ditch, and Mesa County Ditch. Projects like these and others supplied river water to farms and transformed the arid valley land into productive farms and orchards capable of sustaining and bringing wealth to the Grand Junction community. Farms and fruit orchards (including apples, pears, apricots, cherries, strawberries, and peaches) were possible because of these efforts and, indeed, flourished. The produce from these lands met the dietary needs of the growing community and, with the assistance of newly established rail transportation, allowed farmers and traders to create markets in Denver and Salt Lake City (Alexandroff et al. 1995; museumofwesternco.com 2022).

Established in Palisade, CO in October of 1881, the Grand Valley Ditch was the first water project undertaken by area settlers. The Pioneer Ditch (later Mesa County Ditch) soon followed in 1882. The Pioneer Ditch ran from today's I-70 Business Loop and Grand Avenue to the eastern edge of Lincoln Park in Grand Junction, traveled south from Lincoln Park to D Road, then turned west and crossed 7th Street and 5th Street before returning to the Colorado River. Other examples include the Pacific Slope Ditch that supplied water to Grand Junction by July 1882 and the Pioneer Extension Ditch that was completed by early spring of 1884 (McCreanor 2002, 18; Reid 2006, 25-26).

Early settlers were resourceful when it came to irrigating their land. For example, in 1894, John A. "Duke" Wellington was able to convert a tract of arid land into a productive farm. As one source states:

Wellington wanted to grow an orchard on 160 acres of the high ground, but he faced a problem in getting water from the canal, which was a considerable distance below his property. His solution was to construct a huge water wheel, place it in the ditch, and forcibly lift water, delivering it transversely to his orchard through a wooden flume... The wheel was located where the north end of today's 17th Street meets the Grand Valley Canal (Davidson 1986, 24-26; Reid 2006, 26).

These and other similar irrigation projects transformed the valley into lush farmland. By the early 1900s there were nearly 40,000 acres of irrigated land in the Grand Valley. The crown achievement of the irrigation projects, however, was the federal Highline Canal project. Beginning with a United States Reclamation Service survey in 1908, the Highline Canal project would become the largest water project in the history of the United States. Ultimately, the canal was 57 miles long with three tunnels and required the damming of the Grand (later Colorado) River at a cost of \$4.5 million (approximately \$142 million in today's dollars). The Highline Canal was completed in 1918. By the 1920s, this major irrigation system that kept the Grand Junction area green, was in place and operating (Hermundstad n.d.; Reid 2006, 26-27).

2.3 Agriculture

With abundant water came profitable agricultural production. Apples, pears, and peaches thrived in the Grand Valley and brought higher prices than commodities like wheat and oats. As such, the Grand Valley Fruit Company, established in 1890, invested in two thousand acres of fruit land surrounding Grand Junction and sought to sell the land to settlers in subdivided ten-acre tracts. The company advertised:

that a ten-acre tract of fruit land would pay for itself ten times in five years after it began bearing, and that fruit trees could not be raised fast enough to supply the market created by the settling of the Rocky Mountain region (Rait 1988, 24; Reid 2006, 27).

Largely due to the abundance of rich farmland, the fruit market peaked in the early 1900s, and some local farmers saw the potential a future problem of market over-saturation. Because of this, many area farmers branched out into alfalfa, vegetables, grain, and even livestock. At this time, sugar beets became a popular crop among area farmers as well. In February 1898, a few Grand Junction entrepreneurs founded the Grand Valley Beet Sugar Company. The new organization hoped to attract outside investors and build a processing factory in town. Ultimately, the state's first beet processing plant was opened in Grand Junction in 1899. The sugar beet business would become a mainstay throughout Colorado, although it had limited success in the Grand Valley (Rait 1988, 74-81; Mehls 1982).

Fruit continued to be the valley's most important agricultural commodity, and this is evident based on the total number of fruit growers' associations that were established during Grand Junction's early history. These include the Grand Junction Fruit Growers Association established in 1891, the Palisades Fruit Growers Association established in 1904, and eventually, the Western Slope Association, formed in 1911. However, the Grand Junction Fruit Growers Association was by far the largest and administered most of the valley's crops. This boom in fruit production around the turn of the twentieth century, and to a lesser extent sugar beet production, helped contribute to Grand Junction's regional economic supremacy. By 1920 the city was the economic center of western Colorado and eastern Utah and the largest city between Denver and Salt Lake City. New highway

and road construction in the area provided greater access to markets and Grand Junction became a major distributor of the products from its surrounding farmland (Bergner 1937, 70; Mehls 1982; Reid 2006, 28-30).

The availability of farmland for cultivation attracted many outsiders to the area. By 1920 Grand Junction's population increased 425 percent in 20 years. Much of this growth was supported by boosterism. As stated in an excerpt from the 1893 Colorado Directory, Grand Junction has:

...a tributary territory of one hundred and fifty miles radius without a competitor...Grand Junction is the natural center and distributing point. Five railroads already terminate here.... Omitting all the various industries and manufactories the above-named resources will support, the fruit industry alone will attract enough people to this territory to make a city of from forty to fifty thousand people a necessity. ...The climate is free from extreme cold and heat, and no storms are known. Its healthfulness is becoming widely known and hundreds are seeking this country solely on account of its climate...Fruit lands that now can be bought from \$25 to \$50 per acre will soon bring from \$500 to \$1000 per acre as similar lands in California – in fact sales are frequently being made at these figures even now. City property can be had for one-tenth of what it will certainly bring within five years. ...From present indications one million dollars will be spent in 1893 in and near Grand Junction in permanent improvements, large capitalists are just beginning to invest (Reid 2006, 30; Colorado Directory 1893).

From 1915 to 1925, 47 percent of Grand Valley's fruit production shipped from Grand Junction to outlying areas and markets in Denver and Salt Lake City. But while production continued to increase, demand for the valley's products began to decline at a rapid rate. As such, prices dropped, and orchards began to lose value. One major cause for the decline in demand was the immense fruit production of California during this time. The Grand Valley experienced a brief reprieve during the late 1910s and World War I. During the war, valley fruit orchards generated approximately \$1 million per year and sugar beet cultivation and production generated about \$1.3 million annually. War demand led to the cultivation of new lands in the area and increased production. But this backfired, and by the end of the war, the fruit industry in Grand Valley again went into decline (Bergner 1937, 89; Mehls 1982; Reid 2006, 28).

Problems for fruit growers during this time included major price declines but also new problems with insect infestation, migrant labor strife, and issues obtaining credit because of weak capitalization. Disillusionment among fruit growers was widespread and resulted in the cancellation of Grand Junction's "Peach Day" in 1923. Farmers realized that dependence on monoculture led to market vulnerability. Thus, from 1920 until 1940, the agriculture of the Grand Valley began a march toward diversification, general agri-business, and a steady decline in orchard acres. Potatoes and beans replaced fruit (Rait 1945, 249; Rait 1988 45, 60-62, 69, and 148; Bergner 1937, 30, 33-35, 46-48; Mehls 1982; Reid 2006, 28).

Grand Junction and its business community depended upon a lucrative farm trade, and was adversely impacted by the overall decline of the industry. Growth slowed but did not stop, however. And the city continued in its role as the market center for western Colorado and eastern Utah. But by this time, mining outpaced agriculture as the primary growth industry. And what was once a lucrative

coal industry, would by the 1940s, become an industry dominated by local uranium extraction (Rait 1988 73, 84, and 152; Mehls 1982; Reid 2006, 1-4).

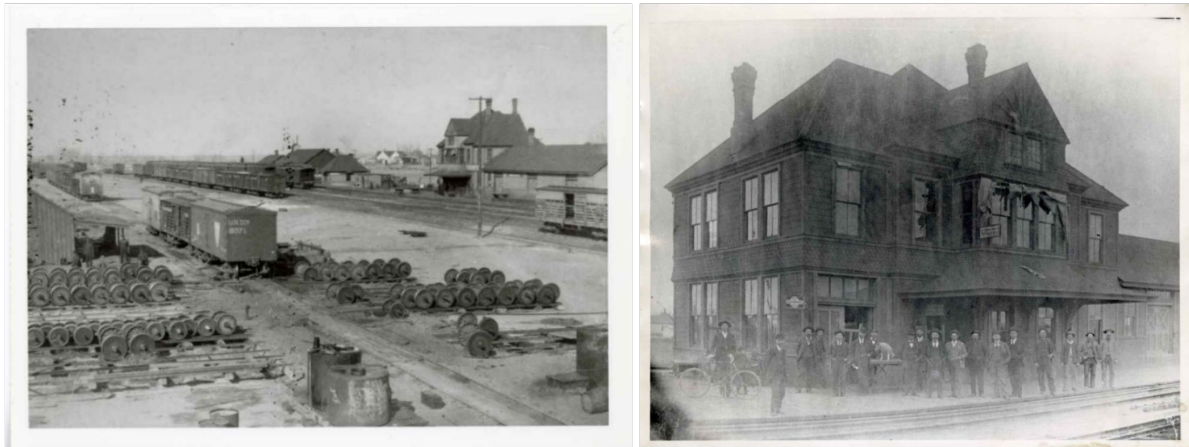
2.4 The Railroad

In late November of 1881, George Crawford and the Grand Junction Town Company entered negotiations with the D&RG. Crawford wrote to railroad officials and referred to Grand Junction as "the city of the future of the Grand River." On November 22, 1882, the D&RG arrived in Grand Junction on narrow gauge track (tracks would be retrofitted with standard gauge by 1890)—thus bringing to the fledgling new town the main line of one of the region's largest railroads (Ashbeck 1992).

The railroad, by providing Grand Junction with a link to other towns and cities of the west, was arguably the most important factor in the town's development. The railroad brought new residents and laborers, businesses, goods, and information. And it took away commodities and other products of the valley to be sold elsewhere in the west, thus creating additional markets for Grand Junction. Because of the D&RG, more families came to the area and helped change the town from an outpost to a functioning community. The railroad was primarily responsible for turning Grand Junction into the major market and transportation center of western Colorado. However, the railroad also brought a seedier element including cattle rustlers, horse thieves, and gun fighters to the young town. As one historian notes, "When the railroad reached town the crews went wild drinking, celebrating, and carousing. Grand Junction experienced many of the same problems of lawless behavior normally associated with a Kansas cow town or the 'Hell on Wheels' tent towns that followed Union Pacific construction crews across Nebraska and Wyoming" (Ashbeck 1992; Mehls 1982; Rait 1988, 16, 25-26; Athearn 1962, 121-122).

Following the new rail service to Grand Junction, D&RG continued rail construction to the Utah state line. Rails reached Utah in December of 1882, and by March of 1883, the line was connected to Salt Lake City, linking Grand Junction to a transcontinental railroad. In 1883, Grand Junction was made the western terminus of the D&RG and the eastern terminus of the Rio Grande Western. Investing in, and banking on, the new city's future prosperity, the D&RG purchased a large share of Grand Junction Town Company stock and enough land to build its major repair facility and switchyard with a roundhouse, major shops, and engine servicing facilities (located southwest of 1st Street and Pitkin Avenue). In short order, the railroad became one of Grand Junction's largest employers. The first railroad depot was a simple log building that was replaced in 1884 by a wood-framed Queen Anne style station (Figure 10) (Ashbeck 1992; Chapell 1977, 67-74; Mehls 1982).

Figure 10. Left: D&RG Railroad Depot in Grand Junction, 1904 (Identifier: 2HA63.6). Right: Grand Junction Depot Building, 1883-1908 (Identifier: F720.59). Both photographs courtesy of the Museums of Western Colorado.



In 1901, the D&RG merged with the Rio Grande Western Railroad. By 1905, the D&RG, the Colorado Midland Railroad, and two smaller railroad lines were headquartered in Grand Junction. In fact, Grand Junction's importance to these railroad lines was so great that construction of a new, grand depot was planned. Construction of the new depot, just south of the wood-framed depot building, began on April 6, 1905. Designed by Chicago architect, Henry J. Schlack and built by the William Simpson Construction Company of Denver, new depot building cost \$60,000, making it one of the most expensive railroad stations in the West (Figure 11). After sixteen months of construction, the depot was completed, and the Grand Junction Daily Sentinel reported it to be "a credit to a city five times as large. The putting into service of this splendid railroad building marks an important era of local history" (Ashbeck 1992).

Figure 11. Postcard from 1907 showing the newly complete D&RG Railroad Depot in Grand Junction (Identifier: 1980.155.27). There is a hand-written note on the front of the card that reads “completed in 1883.” This is incorrect. The building was completed in 1906. Postcard image is courtesy of the Museums of Western Colorado.



In the coming years, however, speculators weakened the D&RG business by using the railroad's equity to finance the construction of another railroad, the Western Pacific. During World War I, when the D&RG's financial situation worsened, the United States Railroad Administration took control of the D&RG and placed the railroad in receivership. Following these events, on July 31, 1921, the D&RG emerged from receivership as the newly re-incorporated Denver & Rio Grande Western Railroad (D&RGW) (Athearn 1962, 141-143).

In the late 1940s, modern engines replaced steam locomotives and Grand Junction became major stop for the California Zephyr, and later, the Rio Grande Zephyr—one of the most famous trains in the United States. The California Zephyr was a passenger train that ran between Chicago, Illinois and Oakland, California. The Zephyr was operated by the Chicago, Burlington & Quincy, D&RGW, and Western Pacific railroads. The Zephyr was dubbed "the most talked about train in America" and operated from March 19, 1949 to 1970. After 1970, the D&RGW continued service between Denver and Salt Lake City as the Rio Grande Zephyr. This train was the last privately-owned long distance passenger train in the country and was "famous for its vista-dome trips through the spectacular Rocky Mountains." In 1983, a publicly funded second iteration of the California Zephyr came under Amtrack's operation. This current California Zephyr operates partially over the route of the original Zephyr but still serves Grand Junction (Ashbeck 1992; Burns 2022).

2.5 Early Roadbuilding

Roadbuilding in the Grand Junction area began in earnest when the first settlers arrived in 1881. By 1882, construction was completed on a toll road from Gunnison to Grand Junction. However, many described "this first thoroughfare...as an impediment to commerce and totally inadequate for local needs." In 1884, the Grand Junction Board of Trade called for "an extensive program of road building, particularly along the Grand River"; and In 1885, prominent area settlers formed the Roan

Creek Toll Road Company. The Roan Creek Toll Road was the largest road construction effort during the 1880s. This road followed the Grand River from Grand Junction to Glenwood Springs and provided Grand Junction's merchants with better access to markets in Aspen and Red Cliff (Mehls 1982; Wyman 1936, 130; Murry 1973, 5; Rait 1988, 22-23).

Wagons used the Roan Creek Toll Road from the terminal in Grand Junction to Glenwood Springs. The trip cost \$2.50. Stage lines operated two-day passenger service between the towns with an overnight stop in Parachute, Colorado. The Roan Creek Toll Road remained in operation until 1889, "when the Denver and Rio Grande purchased it for roadbed for its proposed standard gauge railroad line to Grand Junction." All around Grand Junction during this period, road building's primary purpose was to connect the hinterlands to the Grand River and the D&RG in Grand Junction. And the Roan Creek Toll Company's success encouraged others to build roads throughout Grand Junction's surrounding areas during late 1880s and 1890s (Mehls 1982; Rait 1988, 23).

In 1899, the state allocated \$40,000 for the construction of a turnpike between Denver and the communities of western Colorado, including Grand Junction. Construction took four years and the result was the Taylor State Road (what would become the basis for U.S. Highway 6; Colorado's "main east-west trade and developmental axis"). Sweeping the nation during this time was the Good Roads Movement—an effort to upgrade the nation's roads in part because of the new automobile craze. In 1903, the first motorcar visited Grand Junction. Old Pacific, a two-cylinder Packard, passed through town on a trip from San Francisco to Denver. Promotional campaigns such as this caused Colorado citizens to appeal to the state legislature for funds to build more and more roads and highways (Mehls 1982; Urquhart 1970, 66 and 122; Reading Club of Rifle, Colorado 1973, 208; Hafen 1931, 10; Rait 1988, 120-124).

By 1910, the federal government also got involved in highway projects and announced plans for the construction of a transcontinental highway. Grand Junction campaigned for inclusion along this route. Boosters urged the use of the Taylor State Road as it was already built and would reduce the overall expense of highway construction. This argument prevailed and by 1916, the first paved transcontinental highway was proposed to bisect Colorado and pass through Grand Junction. With this, Grand Junction became "the highway center of the Western Slope" (Mehls 1982; Urquhart 1970, 123; Bergner 1937, 69; Rait 1988, 120-124).

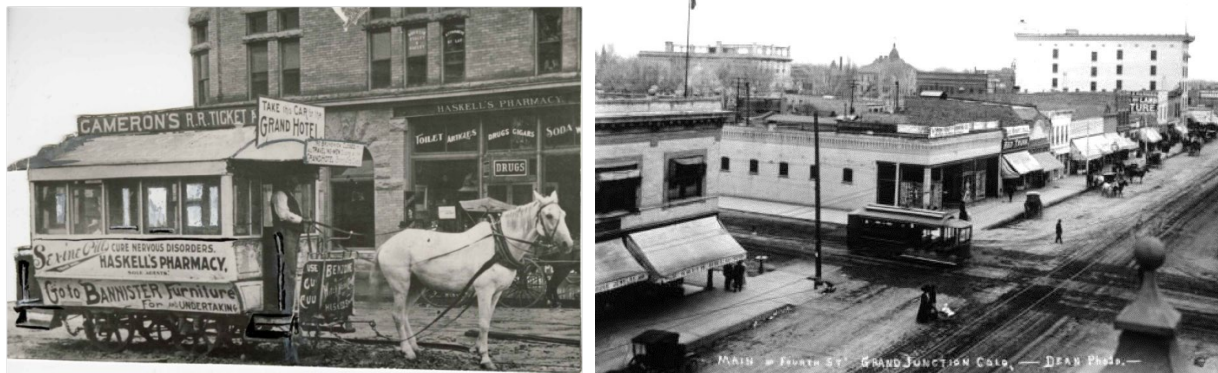
2.6 Local Transportation

Grand Junction's rapid population growth along with the need to efficiently ship goods to and from the surrounding areas required new modes of local transportation and new ways to connect people and goods with the D&RG line. Between 1890 and 1903, the Grand Junction Street Car Company (later the Grand Junction Street Railway Company) operated with two streetcars repurposed from the Pueblo Street Railway Company. These horse-drawn cars ran on dedicated narrow-gauge rail throughout downtown (Figure 12). The company abandoned the line in 1902 due to the toll the extreme heat took on horses (CDOT 2022).

In the years 1904-05 investors and business flocked to the Grand Junction area and this growth led to the construction of the valley's first electric railway. Throughout the nation, electric railway systems were growing in popularity, and this spread to the Grand Valley. In 1908, the Grand Junction Electric Railway Company (GJE) built an electrically powered streetcar system to replace

the horse-drawn system (Figure 12). During this time, most people walked or used horse and carriage. Few people owned automobiles and electric streetcars became a popular choice for commuters (Reid 2006, 30-32; Lampert and McLeod 1984, 101).

Figure 12. Left: Horse drawn street car circa 1890 (Identifier: F340.1). Image is courtesy of the Museums of Western Colorado. Right: A GJ&GRV streetcar at Main and 4th Streets in Grand Junction (Frank Dean E., "Main and 4th St., Grand Junction, Co.," 1910, Call # X-8680, Denver Public Library Western History Collection).



Also during this time, the town of Fruita, Colorado, to the east argued that it needed a commuter rail connection with Grand Junction. Such lines, known as interurbans, proved useful for brief travel between neighboring towns. In 1908, the GJE announced plans to construct an interurban line connecting Grand Junction with Palisade to the east and Fruita to the west. In 1909, the company reorganized under the name Grand Junction and Grand River Valley Railway (GR&GRV) and by July 1910, the two routes were complete and in regular use (Figure 13). The Fruita line, famously known as the "Fruit Belt Route," operated until 1935 (Mehls 1982; Ormes 1963, 262 and 294; Bergner 1937, 75). As one historian notes:

[I]t was used extensively by the apple growers to transport packed apples to the railroad loading docks in Grand Junction and Fruita. The Interurban also had a passenger service and ran passenger cars on round trips eight times a day. During apple harvest, more freight cars were added and the number of runs increased to accommodate the large shipment of apples from the orchards along the route (Sexton 1986; Reid 2006, 31).

Figure 13. Travelers using the GJ&GRV to travel to the Grand Junction fair. “Interurban Car, GJ & GRV Railway,” n.d., McGuire Collection, Call # 1980.210, Loyd Files Research Library, Museums of Western Colorado.



The electric streetcar line, the interurban, and the earlier horse-drawn lines existed partially within or very close to the current project APE. The interurban began at the D&RG depot at 1st Street and Pitkin Avenue, headed east on South Avenue to 12th Street where it turned north to Patterson Road and, from there, west toward Fruita (McGuire and Teed 1981).

These forms of public transportation alleviated many of the problems associated with travel between area communities along primitive roads. However, one notable event took place in October of 1912 when a group of motorists drove nine cars from Grand Junction to Salt Lake City. At this time, much of the road between the cities was a rutted and muddy wagon track occasionally blocked by streams that needed to be forded. The trip took the group of cars 11 days to complete one way and they were welcomed to Salt Lake City with a banquet in their honor. The cars were shipped back to Grand Junction by railroad (museumofwesternco.com 2022).

By 1916 the Grand Junction Motor Car Club had over 50 members and records indicate that the county was home to around 500 automobiles. This number would continue to grow as cars became more and more affordable to average citizens. Grand Junction's first automobile show was held in May of 1926 at the Lincoln Park Auditorium. The show featured all the popular brands of the time including Ford, Lincoln, Chevrolet, Dodge, Buick, Hudson, Nash, Studebaker, and Willys (museumofwesternco.com 2022).

In 1926, the city's electric street cars ceased operations and were replaced by a bus system. And in 1939, Rio Grande Motor Way, Inc. began offering long distance bus service from its new passenger terminal at 230 S. 5th Street (Figure 14) (museumofwesternco.com 2022).

Figure 14. Bus terminal for the Rio Grande Motor Way. April 2022.



2.7 The 1920s

Often called “The Roaring Twenties,” Grand Junction’s experience during these years can best be characterized as uncertain due to the decline in its two principal industries, fruit and coal mining. In 1922, the city adopted the council and city manager form of government that continues to the present day. There continued to be a lot of building construction, including a new courthouse, the Avalon Theatre, and several schools. The population reached 8,665 by 1920— an increase of nearly 12 percent from 1910. This influx of residents necessitated the construction of new homes. In response to demand, local lumber companies began erecting new dwellings for rent or for sale on credit (museumofwesternco.com 2022; Reid 2006, 33; Rait 1988, 12).

People continued to arrive in the valley with the hopes of making their fortunes in mining or the fruit industry, only to find that these markets were only experiencing a temporary boom associated with WWI demand. This prosperity did not last long. (Reid 2006, 33; Rait 1988, 8). As one historian notes:

Over the years other mines opened and closed around Grand Junction but it was World War I that led to increased coal production, reaching its highest level in 1918. Because of their small size most of the Mesa County mines were not unionized and during 1918 and 1919 coal miner’s strikes in other Colorado fields coupled with heavy wartime demand caused increased output in the valley. This prosperity was short-lived. The War’s end, along with the

abandonment of the Colorado Midland Railroad in 1919, resulted in temporary curtailment of coal mining around Grand Junction (Reid 2006, 33-34; Mehls 1982).

Unfortunately, these two principal sectors of Grand Junction's economy, agriculture and mining, declined nationally in the years following the war (Mehls 1982; Reid 2006, 34).

Significant changes in modes of transportation also occurred during this time. Busses replaced streetcars and private automobile use was on the rise. In response to demand, in 1925, local business leader Ray Schiesswohl opened the Super Service Station at 6th and Colorado (later called Schiesswohl Oil). Also in 1925, Grand Junction Junior College (now Colorado Mesa University) was established in the old Lowell School at 5th Street and Rood Avenue (The college is now located at 12th Street and North Avenue where it moved in 1940). That same year, Whitman Elementary School (Figure 15) and Lincoln Park School were built. The Whitman School was built directly across Ute Avenue from Whitman Park—the location as specified in the 1882 town plat. And despite adverse economic conditions, many other new construction projects and business ventures continued. For example, in March 1922 a group of locals incorporated the Grand Junction Clay Products Company. By the end of the decade this brick plant was producing much of the bricks and tile used to build local homes and businesses (museumofwesternco.com 2022; Reid 2006, 34-35; Rait 1988, 13; Alderman 1994, 17-18).

Figure 15. Whitman Elementary School in 1925. Photo found attached to the building's 1993 site record for 5ME.4151. Image is courtesy of the Museums of Western Colorado



2.8 1930s

The Great Depression of the 1930s affected all Americans, but Grand Junction weathered the economic decline better than much of the nation. By the 1930s, Grand Junction's population was around 10,000. This region of Colorado was not highly industrialized at the time, and "this added a degree of stability during the Depression." Furthermore, the D&RGW Railroad (D&RG re-incorporated in 1920 under the new name Denver & Rio Grande Western) provided steady employment for many of Grand Junction's citizens; and despite layoffs, D&RGW's payroll helped

keep the local economy relatively stable—at least early on in the decade (Reddin 1986, 3; Reid 2006, 35-36).

Eventually, however, the ongoing effects of the declines in the fruit and some of the mining industries began to slow growth. Insect infestation, competition from California growers, rising labor and transportation costs, and a decimated national market eventually reverberated through the region's fruit industry. Also, the precious metals mining industry declined, which adversely affected the wholesale and retail businesses of Grand Junction. Coal mining, however, began to recover from its 1920s losses during this period and grew to become a major industry in the area. Because of this, Grand Junction became a regional hub for mine owners and mining supplies (Alexandroff et al 1995).

Despite the national depression, Grand Junction's building construction boom continued. In 1931, for example, local building permits totaled over \$41,000. And in 1936, the C.D. Smith Company, a local operator of multiple drugstores and a large wholesale supplier for the region, built and opened its new office and warehouse building at 5th Street and Ute across the street from Whitman Park (today this building houses the Museum of Western Colorado; Figure 16). Indeed, Grand Junction at this time had become the second largest retail trade center in Colorado. Furthermore, the D&RGW Railway had officially made Grand Junction its division headquarters (McCreanor 2002, 59; Reid 2006, 36).

Figure 16. The C.D. Smith Company office and warehouse building constructed in 1936. Today this is the Museum of Western Colorado. April 2022



2.9 1940s

Grand Junction, like the rest of the U.S. during WWII, grew accustomed to living under war-time rationing of sugar, coffee, and gasoline. Speed limits around town were reduced, and to save on

fuel, few people traveled beyond the city limits. If a family was lucky enough to own a car, these cars could not be repaired easily or maintained due to the scarcity of replacement parts. But the impact of the automobile on Grand Junction's built environment had become readily apparent. This era saw major changes in area transportation patterns that began trending away from railroad use with the construction of more and better roads and highways. With the need to store and protect new vehicles, most dwellings were built with detached single-car garages or carports. Older properties often incorporated new garage buildings (usually located behind the principle dwelling and accessible via the ally). By 1940, the city's population had increased to approximately 12,500, a 22 percent increase from 1930 (Lindeman 1997, 2; museumofwesternco.com 2022; Reid 2006, 36; Mehls 1982).

The rise of automobile culture in Grand Junction led to more of a diffusion of commercial enterprises throughout the city and this caused a shift away from downtown as the primary commercial center in the city. As such, the historic downtown became a less desirable location for businesses and began to go into decline. The buildings of the period reflect this shift away from downtown. Areas outside of the city center, especially along Highways 6, 50, and 24, became popular locations for gas stations, auto dealerships, auto repair shops, restaurants, hamburger drive-ins, and motels. Many of these new commercial and retail buildings were constructed with long, low proportions in the strip-mall form because space was no longer a constraint. In 1947, the town's first drive-in movie theater, the Starlight, opened. Loyd Files built the Starlight at 24th Street and North Avenue and this was the second drive-in theater in the state (Reid 2006, 37-38).

Following the war, a rapidly growing consumer economy emerged in Grand Junction. As the city:

grew in size and prosperity....the number of cars on the road grew. By the end of the forties, gas rationing ended, speed limits were raised and a record number of cars crowded the roads. In 1949 the number of cars licensed in Mesa County increased by 1,900 and by 1950, that number had risen by another 1,500....Many people bought a second car...(Lindeman 1997, 5; Reid 2006, 37).

World War II ended the Great Depression for the Grand Junction area's farmers, businesses, and regional mining enterprises. Wartime demand for food production, transportation, and labor virtually eliminated unemployment. Farming, especially in Mesa County, continued to be the principle economic driver. During this time, Mesa County led Colorado in fruit production. And area fruit growers had gained national recognition for the quality of their produce (Mehls 1982; Struthers 1963, 1 and 6; Smith 1949, 113).

Also during WWII, Grand Junction experienced an economic boom associated with Uranium mining and the nation's intra-war Manhattan Project and associated nuclear weapons production and armament. This new economic driver led to a huge population increase and a resultant expansion of city limits. Many new homes were built to accommodate the increased population from the mid-1940s through the 1950s. By 1947, the Atomic Energy Commission (AEC) established the Grand Junction Projects Office in town. The AEC offered area miners incentives and rewards for the discovery of quality uranium ore, and "amateur prospectors could send 55 cents to the U.S. Government Printing Office for a how-to pamphlet, buy a Geiger counter in Grand Junction or Moab, Utah, and set out in search of yellow carnotite ore" (Abbott et al 1982, 307; Reid 2006, 36-37).

2.10 1950s

In 1950, Grand Junction's population reached 14,500, a 16 percent increase from 1940. Rail passenger and freight service continued to decline in the area as more and more roads were built, more people acquired cars, and commercial shipping came to rely more on trucks. Perhaps the most significant cause for this shift was the massive highway and interstate construction campaign begun during the Eisenhower administration. Businesses often found it easier, cheaper, and more convenient to "load trucks at a warehouse or plant and have these items transported directly to the recipient, rather than ship part way by rail, only to have the material unloaded from the train and then hauled by truck." Area business grew considerably during the 1950s. Grand Junction's wholesale companies that supported almost all of western Colorado, were second only to Denver in the size and scope of their business. The C. D. Smith Company, now with wholesale drug and chemical divisions, prospered from its location at 5th Street and Ute Avenue (museumofwesternco.com 2022; Reading Club of Rifle, Colorado 1973, 227).

The availability of affordable automobiles and a robust post-war/Cold War economy ushered in "a period of infrastructure investment and expansive growth, leading, within a few decades, to paved and well-maintained roads that connected ever-expanding cities." In 1956, the new Interstate Highway System was authorized by Congress under the Federal-Aid Highway Act. President Dwight D. Eisenhower championed the legislation as critical to the country's national defense and argued that the extant two-lane blacktop highway system was "insufficient for moving military equipment and troops if needed." The result was a proposed 42,500-mile highway and interstate system that would connect population centers to "areas of national strategic importance" (CDOT 2002; Clinco 2009).

Grand Junction, like so many other cities and towns in the West, became an easy-to-reach destination. The city grew in all directions and cars provided freedom and led to the development of new auto-related infrastructure throughout town. By 1956, Grand Junction hosted several motels and many car-related enterprises including gas stations, car washes, car dealers and showrooms, and auto repair shops on or near Pitkin Avenue and Ute Avenue. National gasoline companies like Gulf, Texaco, and Phillips 66, to name a few, insisted upon standardized building designs and required franchisees to prominently display corporate logos, use particular color palates, and provide a standard set of services. Building designs tended to follow the popular international style and utilized abundant glass and concrete block laid out with clean lines and futuristic storefronts (Jones 2003; Clinco 2009; Powell 2011; Randl 2008; Reid 2006, 38-39; History Colorado 2022).

Buildings like Don and Mel's 66 Service Station, located on the southeast corner of 1st Street and Rood Avenue, were the most common gas station type and style found throughout the U.S. during the mid-twentieth century (Figure 17). Typically, gas stations like Don and Mel's included a small office area, storage areas, customer restrooms, and garage service bays. These stations "wanted to lure customers inside with auto-related products and public bathrooms and water coolers were installed and snack items and cold drinks were available" (Powell 2011). Most gas stations constructed during this period were made of concrete block and they often incorporated contemporary architectural design trends to stand out and attract business. In addition to the pumping of gas, the office/retail areas of these buildings were most often found on one architecturally distinctive corner of the building and, as this part of the building was usually the most aesthetically interesting part, always faced the road or intersection. The clean lines and gleaming surface of the display glass office windows made the buildings very conspicuous to passing drivers. New, full-service gas stations reached their peak in Grand Junction in the mid-1950s, just as they did

along busy streets and intersections in almost every town in America (Jones 2003; Clinco 2009; Powell 2011; Randl 2008; Reid 2006, 38-39; History Colorado 2022).

Figure 17. Left: Formerly Don & Mel's 66 Service Station built in 1956 according to Phillips 66 standard designs of the time. This building would have originally featured prominent signage and gas pumps. Photo taken in April 2022. Right: An example of a similar standardized Phillips 66 station located in Tulsa, Oklahoma (photograph found in Jones 2016, 7-12).



Also during this time, uranium extraction became a huge economic driver for Grand Junction. Uranium mines were developed in the surrounding area and the ore was brought to Grand Junction to be processed and shipped. Local boosters began calling the city the “Uranium Capital of the World,” and this claim, along with an artistic rendering of an atomic particle, could be found on official city stationery, signs around town, and police car doors. The uranium boom brought to Grand Junction a large influx of prospectors, geologists, and other professions in support of the industry. The AEC expanded its local programs with a new uranium processing mill in town. And the Grand Junction area was soon home to at least 35 mining companies—some of them major national mining corporations. By 1960, mining had become the county’s second largest employer after agriculture (Reid 2006, 39; museumofwesternco.com 2022; Alexandroff et al 1995; Struthers 1963, 6).

However, despite the economic boom and the influx of new residents to the area, the residential character in the south part of downtown began to diminish. New arrivals to the Grand Junction area chose to live in newer tract housing developments outside of the old city center. There was high demand for this type of housing and new subdivisions sprouted up all over Grand Junction and surrounding areas. With this, the area around downtown, and particularly along Pitkin and Ute Avenues, began to shift away from residential space to become more commercially oriented. This trend would continue throughout subsequent decades up to the present day. Newer tract developments provided Grand Junction’s growing middle-class with inexpensive housing—and houses in these developments eschewed the Victorian, Craftsman and Tudor details of earlier downtown homes in favor of simple rectangular plans and low-pitched hip roofs. This pattern of residential development away from city centers was happening all over the nation, completely changing the way Americans lived and worked and often to the detriment of downtown spaces all over the country (Reid 2006, 40).

Grand Junction grew at a tremendous rate during the 1950s and the uranium prospecting boom continued until 1957 when the AEC decided that they would no longer subsidize the development of new mining prospects and would only purchase ore from established operations. This abruptly ended the uranium boom in the Grand Valley and the influx of new prospectors to the area.

However, Uranium continued to be a significant part of the local economy for years to come (Reid 2006, 42).

2.11 1960-Present

In 1960, Grand Junction had grown to around 18,700 residents, a near 29 percent population increase from 1950. One popular and unique initiative early in the decade was to find a way to revitalize the aging and neglected downtown area. In spring of 1962, the city (with the help of government grants) implemented “Operation Foresight,” a major redevelopment of downtown Main Street. Improvements included new, wider sidewalks, a narrowed serpentine street, extensive landscaping (large planters, trees, and flower boxes), covered benches, and more parking. Upon completion of the project, in May 1963, Look Magazine awarded the city with “All America City” recognition for the new downtown “shopping park.” At the time in the United States, a downtown revitalization project like this was very uncommon and it helped refocus attention to downtown businesses after years of marginalization (museumofwesternco.com 2022; Alexandroff et al 1995; Reid 2006, 38).

In 1965, Interstate 70 reached Grand Junction from the west with the completion of the interchange at Horizon Drive. I-70 skirted the city along the north side and the principal route completely avoided the downtown area. However, by 1966, the I-70B route through downtown was complete. The new interstate shared much of its principal route and business loop with Highway 6 and Highway 50. At Exit 26 to the northwest of town, Highway 6 crossed over I-70 from the north to the south side and continued east to join Highway 50 and I-70B toward downtown. The three routes then headed southeast as an expressway, where at North Avenue an interchange was built, and Highway 6 continued east along North Avenue. I-70B/Highway 50 continued southeast to 1st Street as a four-lane commercial boulevard (expressway) to the one-way couplet of Pitkin and Ute Avenues through downtown Grand Junction. At the intersection of Ute/Pitkin and 5th street in downtown, Highway 50 turned south and out of Grand Junction. I-70B continued east along the couplets of Ute/Pitkin until at 14th Street the business loop again became an expressway. I-70B then rejoined Highway 6 at Fruitvale, northeast of downtown. The two roads continued northeast and rejoined I-70 at Clifton (Exit 37). By 1989, all of Mesa County’s I-70 construction projects were complete. However, I-70 through Glenwood Canyon, the final link in the national interstate system, would not be finished until the early 1990s (museumofwesternco.com 2022; MESalek.com 2006)

The arrival of the I-70B along Ute/Pitkin Avenues significantly altered the architectural character of this part of downtown. Once predominantly residential, these avenues between 1st Street to the west and 14th Street to the east became predominantly commercial properties. In particular, the route east of 5th Street has seen most of its residential properties demolished or replaced with commercial buildings. Most of these replacement commercial properties were relatively simple, functional structures that served as retail storefronts, offices, or warehouses. Most new commercial buildings were single-story rectangles or simple shapes. They featured flat or low-pitched gable roofs with little-to-no ornamentation and either plain, nearly flush fascia (close rakes) or overhanging boxed-in soffits or eaves. Concrete block and metal siding predominated. Many of the commercial buildings were auto related. Today, the area has multiple auto repair shops, detail shops, parts stores, gas stations, and car washes dating to within the historic period. Interspersed among these newer commercial buildings is the occasional residential remnant.

During the 1970s, the city's boundaries continued to expand beyond the original downtown area, and while the commercial center around Main Street largely retained its historic character, the southern portion of the original town plat, especially along Ute and Pitkin Avenues, continued to evolve more and more into a commercial and light industrial corridor. Since most of the town's residents now lived in newer suburbs away from this older part of town, architecture became highly utilitarian, functionalist, reductive, and auto-friendly; with several instances of entire city blocks of residential neighborhoods demolished to construct simple commercial buildings and large parking lots. In many instances during the 1970s, Queen Anne, Craftsman, Minimal Traditional, and other early twentieth century-type dwellings, once part of the old and mostly residential neighborhoods, found themselves adjacent to, up against, or encompassed by large unadorned or minimally adorned commercial buildings. As a result of this, by 1980, the entire corridor's built environment looked and felt more haphazard than planned—and this trend continues to this day. With this part of downtown shifting away from residential space, the entire look and feel of the corridor shifted to a place of utilitarian convenience—a place to simply conduct business before getting in the car and driving back to the suburbs. The construction of I-70B appears to be a principal cause of this shift in the historic built environment since the business loop increased traffic and improved access to this part of town. Historic aerial maps and county parcel records show that this trend dramatically increased following the arrival of I-70 and its business loop (I-70B). And the presence of this large and busy expressway, continuously feeding this part of Grand Junction with auto traffic promises to further encourage this trend into the future. It is also worth noting that many of the remaining historic residential properties are in advanced states of disrepair and many appear abandoned.

In 1970, Grand Junction had a population of 20,000, only an 8 percent increase from 1960. And while the uranium industry continued its decline that began in the 1960s, the 1970s saw huge corporate investment in the development of shale oil and natural gas projects in the area. Grand Junction's prospects greatly improved when Exxon located one its regional headquarters in town. Early in the decade, U.S. oil consumption steadily increased while domestic production dwindled. The economic vulnerabilities caused by this foreign-dependent consumption became clear in 1973 when the Organization of Petroleum Exporting Countries (OPEC) instituted an oil embargo. While the embargo caused fuel shortages and higher prices for much of the country, it also created business opportunities for oil producing regions like the Grand Junction area. As a result, Grand Junction's population exploded during the decade with a nearly 39 percent increase. (museumofwesternco.com 2022; Alexandroff et al 1995; Reid 2006, 43-44; Jones 2016, 8-1.).

Oil prices remained high throughout the 1970s. However, significant price declines early in the 1980s resulted in Exxon's abrupt decision to abandon its investment in the region. The loss of Exxon took a significant toll on the local economy. And considering its high production costs, the shale oil industry was no longer viable. (museumofwesternco.com 2022; Alexandroff et al 1995; Reid 2006, 43-44; Jones 2016, 8-1.).

Today, Grand Junction has a population of around 65,500 (2020 Census) and is still the region's primary city. Its agricultural economy, supplemented by a large tourism industry, continues to thrive. Furthermore, it has become a popular place to live for retirees and this has become a significant economic driver for the region.

3.0 Survey Results and Evaluations

3.1 Survey Results Summary

The CDOT PA stipulates that all properties 50 years of age or older (we have used 45 years of age or older for this study) within the APE need to be evaluated. This includes all properties previously officially determined eligible and/or NRHP listed if the determination or listing occurred over five years ago. As the PA states “If the property has been determined eligible or was listed on the NRHP and it has been over five years since the property was initially recorded, CDOT shall conduct a reevaluation of the property...” Every NRHP eligible and NRHP listed property within the APE was evaluated/listed over five years ago. The PA further states that “If the property has been determined officially not eligible, CDOT may rely on the previous determination without review by SHPO unless alterations to the property’s integrity warrant reevaluation. In instances where a property was less than 50 years old when it was determined not eligible, but is now more than 50 years old, CDOT will complete a revisitation form for that property.” Four properties in the APE were determined officially Not Eligible with SHPO concurrence in 2008 (5ME.8643, 5ME. 15695, 5ME.15697, and 5ME.15699), and HDR completed revisitation forms for those properties to confirm none had alterations that would warrant a change in eligibility. In total, HDR documented 33 properties for this present survey, including 21 previously unevaluated properties, four reevaluated properties previously determined Not Eligible, two NRHP listed properties, and six properties previously determined eligible for the NRHP.

The survey identified and evaluated (or revisited) 33 resources—30 properties with buildings, one landscape, and one linear resource— with an associated segment, and the Little Italy neighborhood, within the project APE that were 45 years of age or older, i.e., constructed in 1977 or earlier (Figures 18 and 19). The oldest surveyed resource, Whitman Park (5ME.1186), was developed in 1889 as part of the original Grand Junction town plat. The most recently constructed resources are all commercial buildings dating to the mid-to-late 1970s. Among the individual properties surveyed for this project, every decade from the 1880s through the 1970s is represented. Of the 33 properties in the APE, 8 are detached residential; 7 are auto or travel related; 10 are commercial/light industrial; 2 are special purpose buildings (an Elks Lodge and a Railroad Depot); and one each of: commercial/retail grocery, commercial storage, school building, public park, a segment of a municipal railway/streetcar system, and a neighborhood/ethnic enclave evaluated for district potential.

Character-defining features identified throughout this section for individual properties are based on the Colorado Historical Society’s “Field Guide to Colorado’s Historic Architecture & Engineering” (CHS 2008).

Table 4. Survey Log and Eligibility Determinations

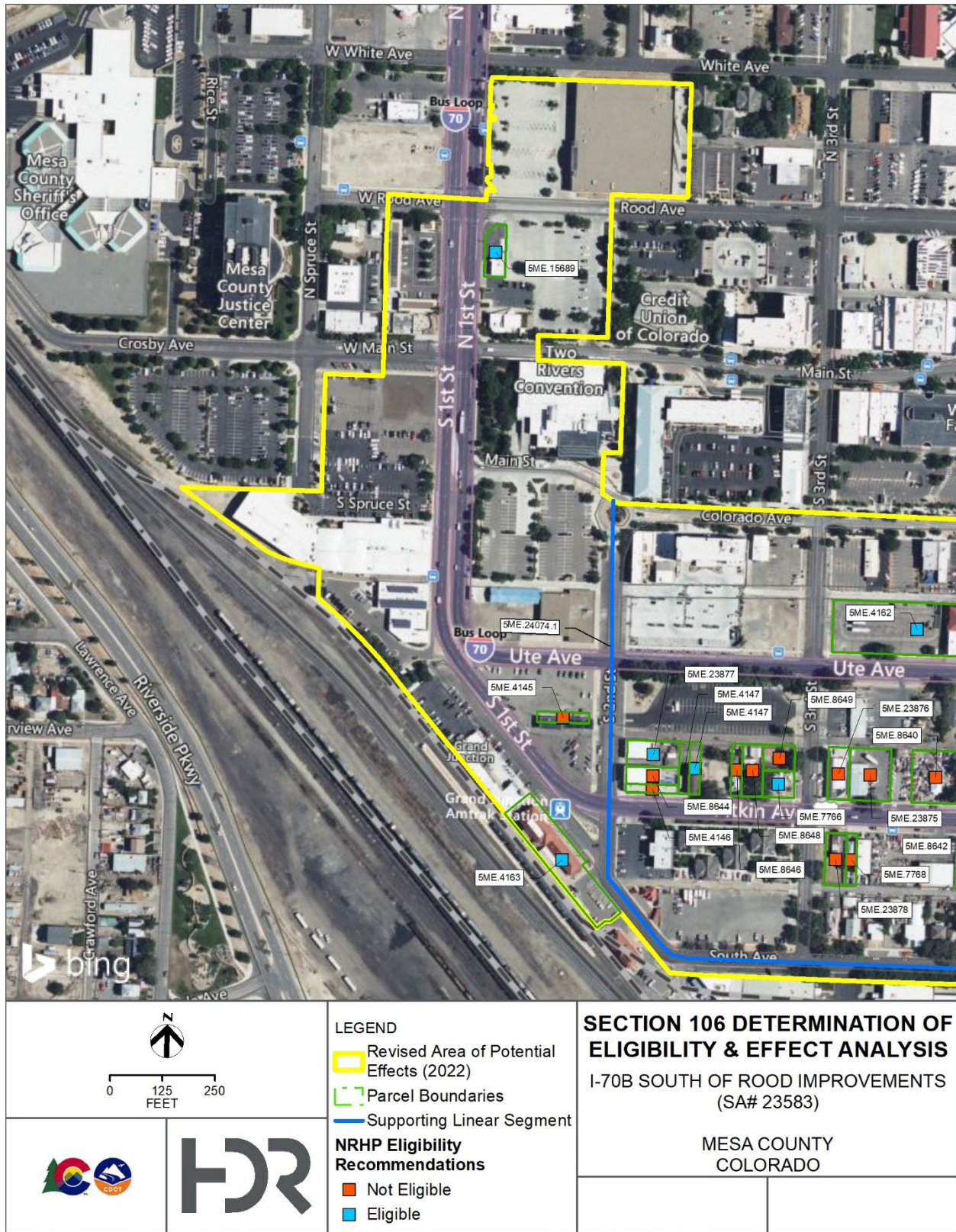
Site No.	Address	Resource Type	Name	Date of Construction (Estimated or Actual)	NRHP Eligibility/ Determinations
5ME.15689	124 N 1st Street	Auto/Travel	Don and Mel’s 66 Service	1955	Eligible



Site No.	Address	Resource Type	Name	Date of Construction (Estimated or Actual)	NRHP Eligibility/ Determinations
5ME.4145	319 South 2nd Street	Commercial/Light Industrial	Louis Elioplilos Building	1890	Not Eligible
5ME.8644	330 South 2nd Street	Auto/Travel	Fuoco Radiator Shop	1949	Not Eligible
5ME.23877	322 South 2nd Street	Commercial/Light Industrial	Simmons Lock & Key	1900	Eligible
5ME.4146	338 South 2nd Street	Commercial/Light Industrial	Canvas Products CO	1890	Not Eligible
5ME.8649	343 South 3rd Street	Residential	Ochoa House	1939	Not Eligible
5ME.4151	248 South 4th Street	School	Whitman School	1935	Eligible
5ME.4162	249 South 4th Street	Special Purpose: Fraternal	The Grand Junction Elks Home, B.P.O.E. 575	1912	Eligible
5ME.8654	230 South 5th Street	Auto/Travel	Rio Grande Motorway Terminal/ Greyhound Bus Station	1937	Eligible
5ME.1186	4th Street (W) 5th Street (E) Ute Ave. (N) Pitkin Ave. (S)	Public	Whitman Park	1887	Eligible
5ME.4147	226 Pitkin Avenue	Commercial/Retail	Stranges Grocery	1909	Eligible and NRHP Listed
5ME.8646	242 Pitkin Avenue	Residential	Aragon Residence	1900	Not Eligible
5ME.8647	244 Pitkin Avenue	Residential	Ellis House	1915	Not Eligible
5ME.7766	260 Pitkin Avenue	Residential	Samuel Waldroup House	1890	Eligible
5ME.23876	302 Pitkin Avenue	Commercial/ Light Industrial	Catholic Outreach Day Center	1957	Not Eligible
5ME.23875	308 Pitkin Avenue	Commercial/ Light Industrial	Filter Supply	1977	Not Eligible
5ME.8640	342 Pitkin Avenue	Residential	Eugene Mendicilli House	1910	Not Eligible

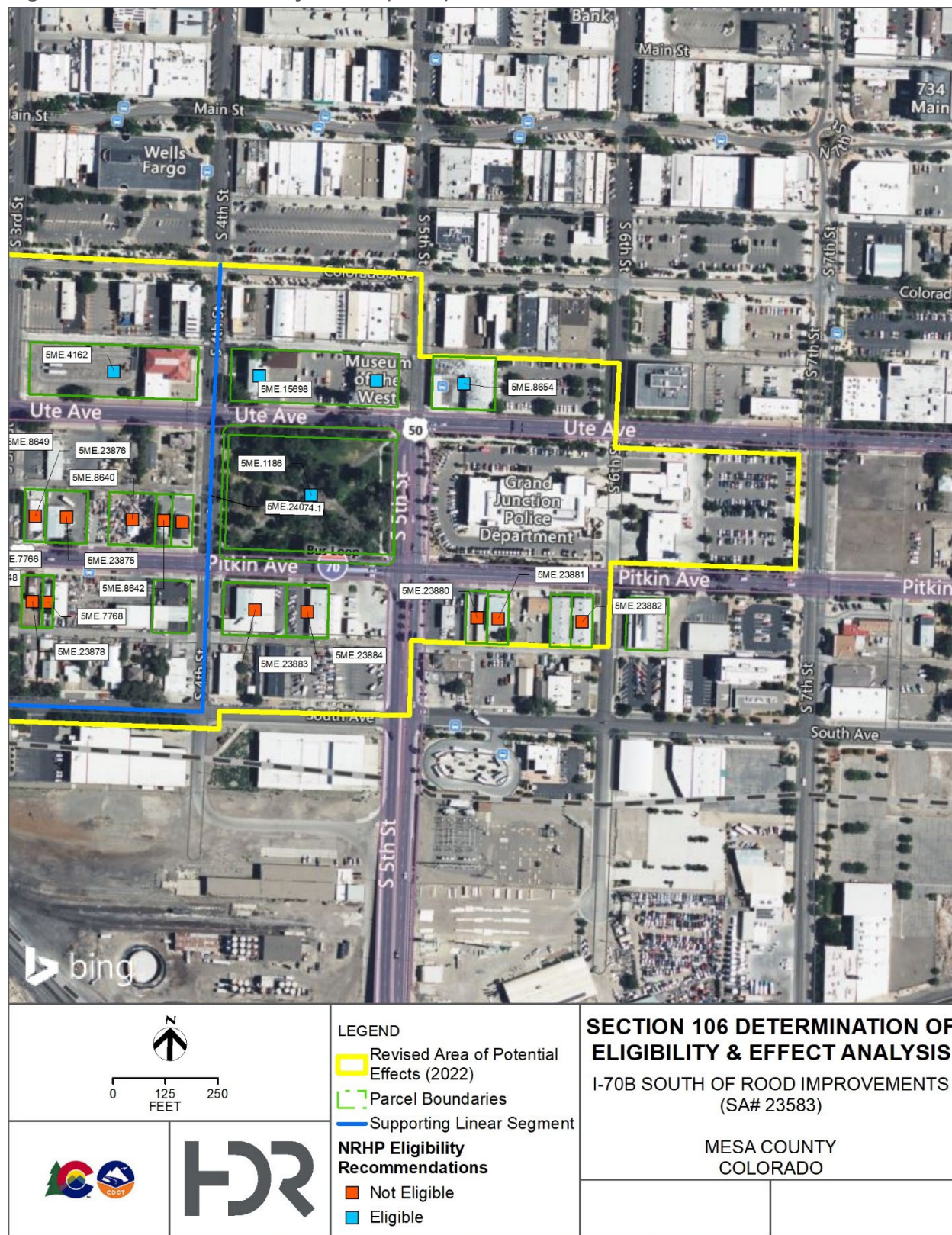
Site No.	Address	Resource Type	Name	Date of Construction (Estimated or Actual)	NRHP Eligibility/ Determinations
5ME.8641	352 Pitkin Avenue	Residential	Michael O'Conner House	1909	Not Eligible
5ME.4163	119 Pitkin Avenue	Special Purpose: Railroad	Denver and Rio Grande Western Railroad Depot	1905	Eligible and NRHP Listed
5ME.23878	309 Pitkin Avenue	Commercial/Retail	Western Pawn & Loan	1965	Not Eligible
5ME.7768	319 Pitkin Avenue	Residential	Michael Stranger House	1914	Not Eligible
5ME.23883	405 Pitkin Avenue	Auto/Travel	Scotty's Muffler Center	1977	Not Eligible
5ME.23884	437 Pitkin Avenue	Auto/Travel	Scotty's Auto Repair	1970	Not Eligible
5ME.23880	523 Pitkin Avenue	Storage	Storage Rental Location No. 1	1972	Not Eligible
5ME.23881	529 Pitkin Avenue	Commercial/Light Industrial	Rocky Toppers & Campers	1976	Not Eligible
5ME.23882	549 Pitkin Avenue	Commercial/Light Industrial (Now County Government)	Mesa County Building	1959	Not Eligible
5ME.15698	462 Ute Avenue	Commercial/Light Industrial	C.D. Smith Company/Museum of Western Colorado	1935	Eligible
5ME.24074.1		Municipal Railway/Streetcar System	Grand Junction and Grand River Valley Railway (GJ&GRV) Segment 1.	1890-1935	Eligible
5ME.24081		Neighborhood/ Ethnic Enclave	Little Italy	1890-1940	Lacks Historic District Potential/Not Eligible

Figure 18. Eligibility Recommendations (1 of 2).



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Figure 19. Architectural survey results (2 of 2).



3.2 Analysis of Potential Historic District

The project APE exists within the enclave historically known by locals as “Little Italy.” This area was assigned site number 5ME24081 and was evaluated for historic district potential as required in Item 45 of the Architectural Inventory Form 1403. Historically, the boundaries of Little Italy were approximately from 1st Street on the west end to 5th Street on the east end and bounded on the north and south sides by Colorado Avenue and South Avenue, respectively (see Figure 20). Little Italy encompassed approximately eleven blocks. This neighborhood was a distinct “enclave where its Italian-American residents lived, worked, shopped, and educated their children.” The Italian community in Grand Junction began to grow in the 1890s with the railroad providing employment. During the 1920s and early 1930s, the Italian community became well established in Grand Junction. Community growth continued until the Great Depression, which destabilized railroad jobs and caused many community members in Little Italy to leave the Grand Valley to find other work. Based on this, this neighborhood has significance in the Area of Ethnic Heritage under Criterion A.

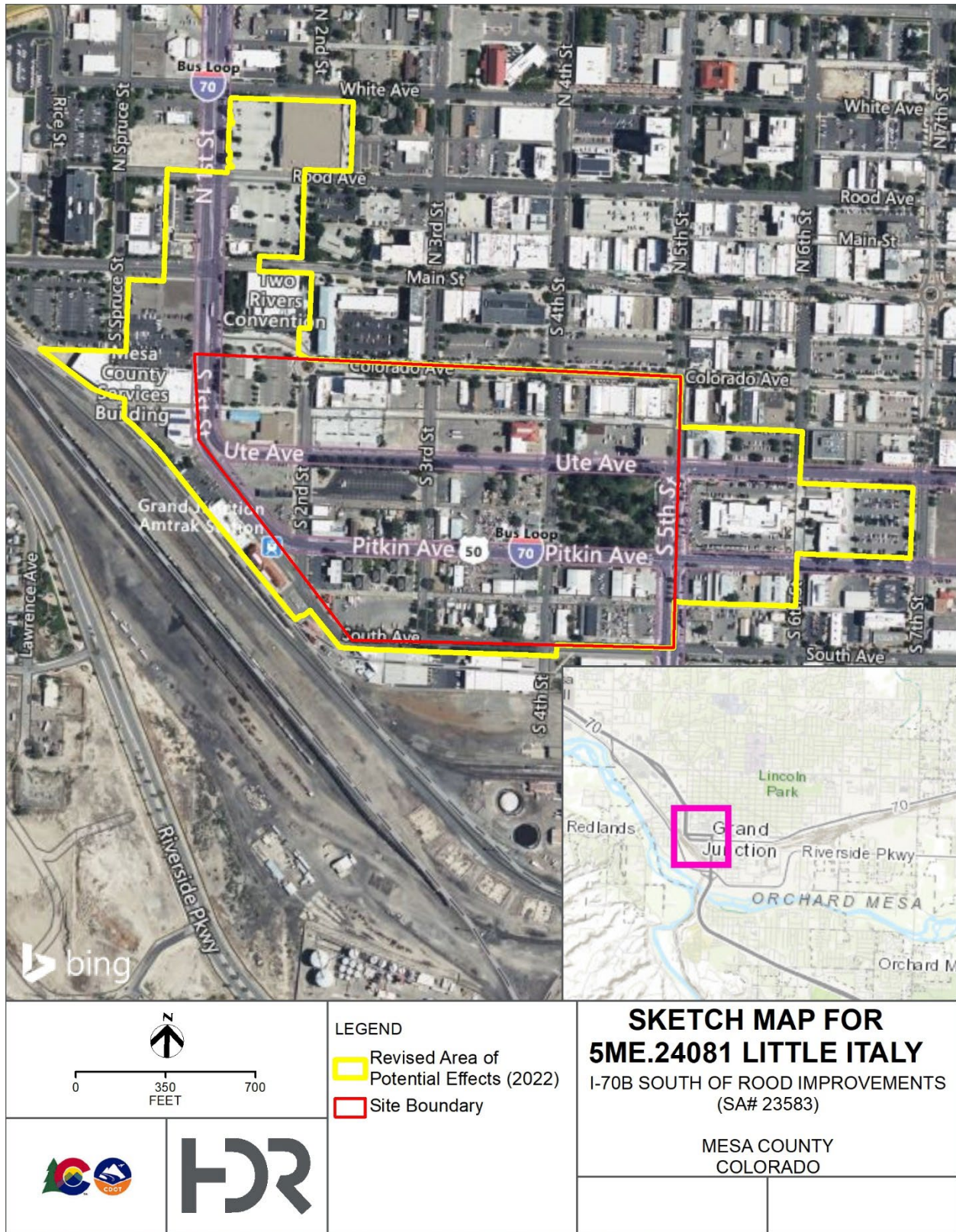
Following the loss of the neighborhood’s ethnic distinction during and after the Great Depression, the Little Italy area was further altered by a shift from a predominantly residential area to a predominantly commercial area with the development of the I-70B corridor through its boundaries. Most of the buildings that historically made up this neighborhood enclave either have been demolished or substantially altered. The neighborhood’s integrity of setting has been irreversibly altered because Little Italy is no longer intact as an ethnic neighborhood. Since most of the old neighborhood’s original buildings have been demolished, leaving vacant lots or newer infill buildings, the neighborhood has irreversibly diminished integrity of design, workmanship, materials, feeling, and association. Only a few buildings dating to the existence of the original Little Italy enclave remain and these tend to be dispersed among newer buildings or vacant lots. The neighborhood has lost nearly all of what could be considered character-defining. As such, none of the properties within the project APE exist within a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.

Regarding the newer 1950s, 1960s, and 1970s buildings that replaced the residential neighborhoods of “Little Italy”, these buildings share a historic context as properties that infiltrated the area following the advent of the I-70B corridor through town. The arrival of I-70B along Ute/Pitkin Avenues significantly altered the architectural character of this part of downtown. Once predominantly residential, the properties along these avenues between 1st Street to the west and 6th Street to the east became predominantly commercial. This was not a planned developmental shift, but instead evolved organically, one property at a time, usually through the demolition of the respective property’s dwelling and the construction of the new commercial business. Most of these replacement commercial properties are relatively simple, functional structures that served as retail storefronts, offices, or warehouses. And the business types vary widely and show little continuity of theme other than they are the types of businesses that require large square footage and easy vehicular access. Interspersed among these newer commercial buildings is the occasional residential remnant from the area’s initial development period (i.e., Little Italy). These 1950s, 1960s, and 1970s developments were done for expedience and not in accordance with a particular plan or aesthetic. As a result of this, today the entire corridor’s built environment looks and feels disjointed.

The area’s 1950s, 1960s, and 1970s properties were envisioned, designed, constructed, and functioned mostly as businesses serving the larger Grand Junction community beyond the

boundaries of the downtown corridor and this is not part of a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development. Based on this analysis of significance and integrity, it has been determined that there is no historic district potential for the Little Italy neighborhood enclave, but there may be individual properties within this enclave that are significant. HDR completed a Management Data Form (documented as 5ME.24081) to capture the above information and analysis, along with historic aerials demonstrating the changes within the neighborhood over the second half of the twentieth century.

Figure 20. Grand Junction's "Little Italy" historic boundaries.



3.3 NRHP Eligible Properties

Of the 33 properties evaluated in the APE (30 buildings, one historic cultural landscape, one linear resource and associated segment, and one neighborhood evaluated for historic district potential), nine properties are determined eligible for listing in the NRHP as part of this survey effort and two are already listed in the NRHP. The remaining 22 properties are recommended not eligible for listing in the NRHP. The NRHP-eligible and NRHP-listed properties are summarized in Table 5 and described in detail below (See Appendix A for the 26 #1403 Architectural Inventory Forms ,the #1404 Historic Cultural Landscape Form for Whitman Park, #1400/#1418 Form for Grand Junction and Grand River Valley Railway, Segment 1, and the #1400 Form for the Little Italy Neighborhood/Ethnic Enclave).

Please note that references to character-defining features identified throughout this section for individual properties are based on the Colorado Historical Society's "Field Guide to Colorado's Historic Architecture & Engineering" (CHS 2008).

Table 5. NRHP eligible and NRHP Listed properties in the APE.

Site Number	Address	Current Use	Name	Const. Date	Significance
5ME.15689	124 North 1st Street	Vacant	Don and Mel's 66 Service	1955	Architecture & Transportation (Criteria A & C)
5ME.4151	248 South 4th Street	School	Whitman School	1925	Education (Criterion A)
5ME.4162	249 South 4th Street	Elks Home	The Grand Junction Elks Home, B.P.O.E. 575	1912	Architecture (Criterion C)
5ME.8654	230 South 5th Street	Vacant	Rio Grande Motorway Terminal/Greyhound Bus Station	1937	Architecture & Transportation (Criteria A & C)
5ME.4147	226 Pitkin Avenue	Vacant	Stranges Grocery	1909	NRHP Listed (Criteria A & C)
5ME.4163	119 Pitkin Avenue	Railroad Depot	Denver and Rio Grande Western Railroad Depot	1905	NRHP Listed (Criteria A & C)
5ME.15698	462 Ute Avenue	Museum	C.D. Smith Company/Museum of Western Colorado	1935	Architecture & C.D. Smith (Criteria C & B)
5ME.23877	322 South 2nd Street	Commercial Property	Simmons Lock & Key	1900-1912	Architecture (Criterion C)
5ME.7766	260 Pitkin Avenue	Dwelling	Samuel Waldroup House	1890	Architecture (Criterion C)
5ME.1186	4th Street (W) 5th Street (E) Ute Ave. (N) Pitkin Ave. (S)	Public Park	Whitman Park	1887	Recreation (Criterion A)



Site Number	Address	Current Use	Name	Const. Date	Significance
5ME.24074.1		Municipal Railway/Streetcar System	Grand Junction and Grand River Valley Railway (GJ&GRV)	1890-1935	Transportation (Criterion A)

3.3.1 5ME.15689 – 124 North 1st Street (Don and Mel's 66 Service)

This 1955 building is a single-story, 1,320 square foot, former gas station constructed in the Ice Box or Oblong-Box type, a unique blend of Moderne and International styles popular with roadside gas stations in the mid-twentieth century (Figure 21). This station is a stylized variation of the ice box due to the space-age design of its office section. The building is segmented into a two-bay garage (car service area) and a small office wing located on the building's northwest corner. The office portion is clipped diagonally along the front entrance and features a recessed commercial glass front door with a transom flanked by large fixed-pane display windows. The windows extend from the decorative stone footing wall at the base of the building and tilt outward at a slight angle with the top of the windows extending slightly further out than their bases. These windows, canted at an outward angle, can be considered reminiscent of the rocket tail fins or fins found on new automobiles during the early Cold War period. This glassed-in portion of the office is bookended by decorative stone walls laid in regular courses that communicate freely from the interior to the exterior of the building. The roof is flat with the office roof approximately 3 feet lower than the garage area. The building's walls are painted concrete block on the rear (east) elevation and painted brick on the north, south, and west sides. There are two overhead garage doors for the service bays on the west elevation, each featuring 15 glass panes. The north elevation has two narrow pedestrian panel doors that access the restrooms. Each door features a single large upper pane of glass. There are two 12-pane fixed windows on the south elevation. Roof-wall junctions on the office portion of the building feature wide overhangs with simple fascia and are enclosed on the underside with wood paneling. Gas pumps and signage have long since been removed.

Buildings like Don and Mel's 66 Service Station were the most common gas station type and style found throughout the U.S. during the mid-twentieth century. This particular building is based on a standard Phillips 66 plan. In the mid-1950s, Phillips 66 was building around 3,000 new gas stations annually throughout the U.S. and they designed their buildings as a standard oblong box form, but also added upward slanting windows and stone masonry work around the office (Jones 2016, 7-11). Typically, gas stations included a small office area, storage areas, customer restrooms, and garage service bays. These stations "wanted to lure customers inside with auto-related products and public bathrooms and water coolers were installed and snack items and cold drinks were available" (Powell 2011). As with this property, most gas stations constructed during this period were made of concrete block (most common) or brick (very common) and they often incorporated contemporary architectural design trends to stand out and attract business (Randl 2008). In addition to the pumping of gas, the office/retail areas of these buildings were most often found on one architecturally distinctive corner of the building and, as this part of the building was usually the most aesthetically interesting part, it always faced the road or intersection. The clean lines and gleaming surface of the display glass office windows made the buildings very conspicuous to motorists. And as we see here, the service garage portions of these buildings were most often two-bays and

utilitarian in construction. A prominent Phillips 66 sign would have existed on or adjacent to this building in the 1950s (History Colorado 2022).

The business began as Don and Mel's 66 Service Station during a time when gas stations were prominent and abundant features in Grand Junction and other Colorado communities. Full-service gas stations reached their peak in the mid-1950s. They were commonly found along busy streets and intersections in almost every town in America. This was because, for the first time in history, most American families owned a car (Powell 2011). From 1960 through 1972, the business changed to Bob's 76 Service Gas Station. In 1975, it was the location of Mr. Muffler. Modern Classic Motors, a used car dealership, occupied the space in 1980. Grand Junction's Family Auto Center was the proprietor in 1985. The building remained vacant for most of the 1990s. In 2000, Auto Quest, a new and used car dealer was there. From 2002 to the mid-2000s, Marconi's Auto Sales occupied the space. The building is now vacant.

Figure 21. 124 North 1st Street (5ME.15689). Front elevation. View to southeast. April 2022



Character-defining features include the following:

- Corner office with large display windows canted outward;
- Clipped flat roof over the office with wide overhanging roof projections;
- Varied roof heights of the service bays and the office;
- Two bay service garage;
- Concrete block walls and brick walls;

- Decorative stone walls that extend from interior to exterior space;
- Public toilets accessible from the exterior;
- Flat hard surface landscape.

This building was included in the 2008 I-70B West EA Historic Resources Survey Report and officially determined eligible for listing in the NRHP. The building has had few modifications outside of the period of significance and retains integrity of location, design, workmanship, materials, feeling, setting, and association. The period of significance under Transportation for the property under Criterion A is from 1955 when it was built through 1972, the period of its use as a gas station. It retains local significance under Criterion A for its association with mid-century automobile transportation in Grand Junction. It is also locally significant under Criterion C as one of the city's few remaining examples of the Ice Box or Oblong-Box architectural style popular with roadside gas stations in the mid-twentieth century with a period of significance for Architecture under Criterion C of 1955. It has been determined eligible for the NRHP under Criteria A and C.

3.3.2 5ME.4151 – 248 South 4th Street (Whitman School)

Whitman School is a two-story, 8816 square foot, front-facing T-shaped (original portion), brick building designed in the late nineteenth and early twentieth century Renaissance Revival style. It features a low-pitched hipped roof and wide overhanging eaves. The foundation is a stepped-out poured concrete footing wall. The front (west) elevation has a centered entryway flanked by symmetrical bays that are each accentuated by four pilasters. The recessed entry has double 8-pane glass and wood doors under a large 4-pane transom. On the second floor of the front elevation and directly above the entrance is a pair of 6-over-1 windows. A short canopy with a limestone lintel caps the entrance. There are two ribbons of five, 6-over-1 windows on each of the two floors that flank the centered entry door. The north and south elevations have no windows but feature decorative geometric brick patterns. Each corner of the primary structure is accentuated by a wrap-around brick pilaster. The rear (east) elevation has a large cross-hip section that once featured several prominent windows and doors. These window and door openings have been filled-in with brick. There is a large exterior brick chimney located at the intersection of the main building and the cross-hip section on the north side of the cross hip. A one-story addition to the original building was constructed at the northeast corner of the school building. The addition was built after the Museum of Western Colorado acquired the property to provide display space for the museum. The masonry addition has a flat roof with no windows or ornamentation (Figures 22 and 23).

Figure 22. 248 South 4th Street (5ME.4151). Northwest-facing oblique. View to the southeast. April 2022

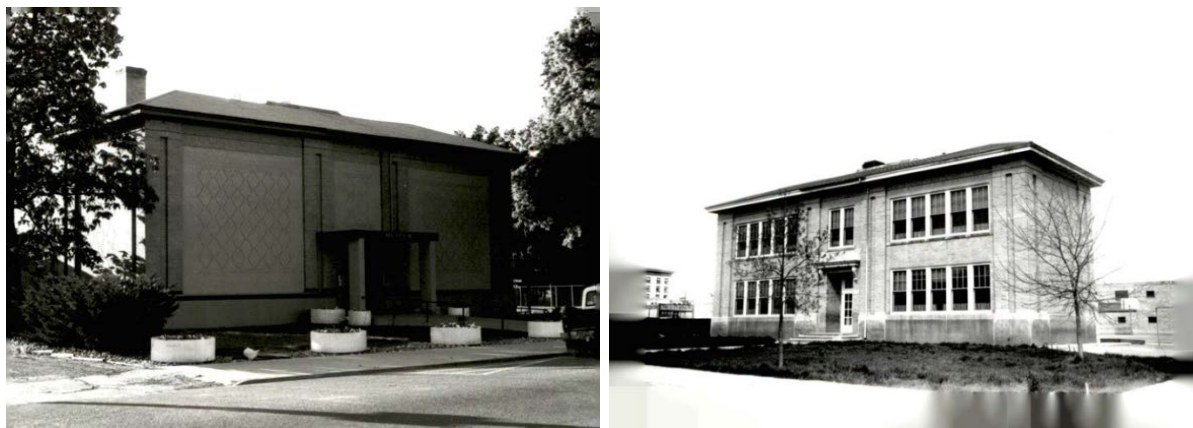


Figure 23. 248 South 4th Street (5ME.4151). Left: front elevation (view to the east). Right: rear elevation (view to the northwest). April 2022



Whitman School was built in 1925 to meet Grand Junction's growing population following World War I. In February of 1925, the community overwhelmingly passed a bond issue to construct eight new schools—including this four-room school. Whitman School, along with the adjacent park to the south, was named for the well-known western missionary, Marcus Whitman, whose journey to and from Oregon brought him through the Grand Junction area. The school housed grades one through four until declining enrollments caused its closure after the 1961-1962 school year. Beginning in 1965, the building housed the Museum of Western Colorado (Figure 24).

Figure 24. 248 South 4th Street (5ME.4151). Historic views of the west (front) elevation. Left: Circa 1993 showing the alterations to the front elevation that were made when the building was converted to a museum. Right: 1925 shortly after construction.



Character-defining features include the following:

- horizontal division;
- belt/string course of brick pilasters.

In 1993, the property was officially determined not eligible for the NRHP because of the replacement of the front and rear elevation windows with brick infill (in a similar pattern to the side elevations), the alterations to the main entry (Figure 24), and the construction of the 1965 northeast museum addition. However, since that time, the alterations to the building's front elevation were reversed through work funded by a Colorado Historical Society grant. This building was included in the 2008 I-70B West EA Historic Resources Survey Report and officially determined eligible for listing in the NRHP under the area of Education under Criterion A only. Despite the extant alterations to the rear elevation and the northeast addition, Whitman School retains integrity of location, design, workmanship, materials, feeling, setting, and association. The period of significance for the property is from 1925 when it was built through 1965. It retains local significance under Criterion A as one of the early schools in Grand Junction and because it was built on land that had been designated for a school by the original 1882 town plat. Furthermore, the City of Grand Junction listed Whitman School as a local historic landmark in 1995. Whitman School is Eligible for the NRHP under Criterion A. The school building is also locally significant under Criterion C as one of the few remaining examples of late nineteenth and early twentieth century Renaissance Revival architecture in Grand Junction.

3.3.3 5ME.4162 – 249 South 4th Street (The Grand Junction Elks Home, B.P.O.E. 575)

The Elks Home is a 22,880 square foot, two-story, irregular-shaped, stuccoed brick building designed in the Classical Revival style. The principal structure is a front-facing L-plan with a large single-story addition at the building's southwest corner. The building has numerous prominent architectural elements. It features a classical cornice with paired corbels (brackets) and dentils under a deep overhanging hipped roof clad in red tile. The front (east) elevation roof slope features a large hip dormer extending outward to a balcony situated at the eave line. This balcony has a decorative balustrade with cast concrete spindles. The building's front entrance is glassed in (a newer feature) and opens to a set of double-entry doors under another balcony. This balcony features a balustrade

of decorative ironwork. The entrance portico is flanked by two large radius half-round pilasters protruding far outward from the wall and two large ionic columns. There are two symmetrical arched windows (originally glass doorways) communicating with the front elevation veranda. Two additional double-hung windows are located on the second story of the front elevation directly above the arched windows. Each of these windows features a 10-pane upper sash and a single-pane lower sash. The veranda displays a decorative cast concrete balustrade along the front elevation that extends partially around the south sides of the building where it is abruptly cut-off by a newer single-story hip-roof addition. Originally, this balustrade extended all the way to the present location of what is now the large single-story flat-roof addition on the building's southwest corner. This flat-roof addition replaced (or encompassed) the building's original single-story southwest protrusion (See historic photo in Figure 25). The building is accessed via a large concrete front step. Additional historic windows include: four 10-over-1 double-hung windows on the second story south elevation (two of these on the cross-hip portion of the building have been adversely impacted and now serve partially as openings for HVAC equipment), three 6-over-1 double-hung windows on the rear (west) elevation, and four 1-over-1 and four 6-over-1 double-hung windows on the north elevation. All first story windows on the south, west, and north elevations are newer replacements. The building features three interior chimneys; one on the south elevation roof slope, one on the north elevation roof slope, and one on the west elevation roof slope of the cross-gable (Figure 25).

Significant alterations include the following:

- The glassed-in entrance foyer (reversible);
- Walled-in openings of the original arched windows on the front elevation;
- HVAC equipment entering the building through the upper sashes of the second story south elevation windows on the cross-hip;
- All first story windows on the south, west, and north elevations are newer replacements;
- The two large additions.

J. Morrison Wohlfort, a drug store clerk, founded the Grand Junction Benevolent and Protective Order of Elks (B.P.O.E.) in 1900. The new B.P.O.E held its earliest group meetings at the International Order of Odd Fellows (I.O.O.F.) Hall and then at rented quarters in the Currie Building at 5th and Main Street. The Grand Junction B.P.O.E. acquired a few lots along Main Street to build a home, but instead sold those and purchased the lot at 249 South 4th Street. Planning for the building began in 1905 and construction began late in 1912. The home was officially opened on December 31, 1913. The total cost for the completed lodge, including fixtures and furniture, was \$79,815.31. At the time, many considered the new Elks Home the finest of its kind in Colorado. And it was certainly one of the most distinguished structures in Grand Junction (Figure 26). For years, many of the town's leading citizens were members and lodge activities were a notable part of Grand Junction society.

Character-defining features include the following:

- Classical cornice;
- attic story with hipped dormer;
- Entrance portico;

- Rectangular and radius pilasters;
- Ionic columns;
- Monumental proportions.

The Elks Home was included in the 2008 I-70B West EA Historic Resources Survey Report and officially determined eligible for listing in the NRHP under Criterion C. The property was evaluated on a new site form for this study. Despite some significant alterations to character-defining features, 249 South 4th Street retains historic integrity. The period of significance for the building is 1913 when it was built. It remains locally significant under Criterion C as a prominent example of Classical Revival architecture in Grand Junction. Furthermore, the City of Grand Junction listed the property as a local historic landmark in 1995. It is recommended eligible for the NRHP under Criterion C. The building is also locally significant under Criterion A for Social History (i.e. its association with the I.O.O.F.) with a period of significance from 1913 through 1977 (the 45 year cutoff date for the NRHP historic period).

Figure 25. 249 South 4th Street (5ME.4162). Front (east) elevation. View to the west. April 2022



Figure 26. 249 South 4th Street (5ME.4162). Photo dated between 1913 and 1920. Copyright Colorado Historical Society, Denver and Rio Grande collection Historical Society, 1300 Broadway Denver, Colorado 80203.



3.3.4 5ME.8654 – 230 South 5th Street (Rio Grande Motorway Terminal/Greyhound Bus Station)

The Rio Grande Motorway Terminal is a single-story, L-shaped, barrel-roofed (with parapet), brick building with a concrete foundation and designed in the early twentieth century commercial tradition. It occupies 13,370 square feet (sq ft) and includes a terminal space (bus station lobby and café) and bus service garages. The cafe is accessed on the west (front) elevation through recessed centered double doors separated by a stainless-steel post. The doors are metal frame, full-glass, with push bars and metal frame transoms. The north door opens to the cafe and the south door opens to the bus station lobby. The entrance is flanked on both sides by single single-pane display/show windows (located within the recess) and, along the elevation wall, single-pane display windows in ribbons of three. The south and west elevations on the inside of the “L” shape also feature similar doors and large show windows. All of these windows have steel frames and brick sills and lintels. The building’s west and south elevations are detailed with full-height pilasters (and partial height pilasters above the front elevation ribbon windows and two of the south elevation bay doors) that rise one foot above the parapet. The pilasters feature decorative brick patterns and caps above the parapet. The west and south elevations have wire-cut terra cotta brick walls that have been artfully laid in various bond and course patterns. The east and north elevations are yellow brick with a simple undetailed parapet. The east elevation has steel sash windows with wire safety glass. The southeast wall of the south elevation has two loading doors and two glass block windows inside recessed brick bays. A large bay door is located at the inside corner of the “L” shape. The north (alley) elevation has a vehicle entry, three pedestrian doors and, eight small steel-frame windows with safety glass located on the upper portion of the wall. A large metal canopy extends from the south wall of the café south

across the paved concourse. Three steel I-posts support the canopy. The canopy is a newer addition (Figures 27 and 28).

Figure 27. 230 South 5th Street (5ME.8654). West (front) elevation. View to the east. April 2022



Figure 28. 230 South 5th Street (5ME.8654). Left: West elevation (view to the northeast). Right: South elevation (view to the north). April 2022



Completed in 1937, this building served as a regional bus station up until the late 2000s. Initially, it served as a terminal for the Rio Grande Motorway. Starting in 1950 and through most of the 1970s, it was the bus station for the Continental Bus System. By 1980, it was the terminal for the Trailways Bus System that transitioned into the Greyhound-Trailways System in the early 1990s. In the 2000s, it operated as the Greyhound Bus Lines Station. The terminal lobby shared a space with Pig Parlor Café (Followed by the Crain Café) that Emmett Crain owned and operated through 1960.

Presently, the building is owned by the Grand Junction Downtown Development Authority and no longer operates as a bus station.

Character-defining features include the following:

- Parapet roof;
- Metal frame doors and transoms;
- Recessed entrance;
- Large display/show windows;
- Full and partial-height pilasters and caps;
- Decorative brickwork (ire-cut terra cotta brick laid in various bond and course patterns).

This building was included in the 2008 I-70B West EA Historic Resources Survey Report and officially determined eligible for listing in the NRHP under Criterion A for Transportation. A new site form was completed for this resource. It has undergone few alterations to character-defining features and retains historic integrity. The period of significance for Transportation under Criterion A is 1937 when it was built through 1977, which is the 45-year age threshold identified for properties in this survey. During this survey, it was determined that the property is also locally significant under Criterion C as a good example of early twentieth-century commercial architecture in Grand Junction with a period of significance of 1937. The property is determined eligible for the NRHP under Criteria A and C.

3.3.5 5ME.4147 – 226 Pitkin Avenue (Stranges Grocery)

Stranges Grocery building is a rectangular (1,403 square foot), two-story, rusticated, random-course ashlar stone commercial building constructed in the Romanesque Revival tradition. It has a low-pitched front-gable roof (apparently added c.1924) that is partially obstructed on the front (south) elevation by the original stone parapet. Three stone arches span the width of the building on the front elevation main level—the middle arch is slightly narrower than the outer two and features the main glazed double entry doors. These doors were not extant during project fieldwork but presumed to be housed elsewhere to prevent them from being damaged. The entry is currently sealed with Oriented Strand Board (OSB). There is a single-pane arched transom window above the doors. The other two arches each feature a large single-pane show/display window and a single-pane arched window. Both display windows are covered with OSB. A beltcourse of stone (stone band) visually separates the main story from the second story. The front elevation second story has two double-hung windows with single pane sashes centered over the two outer arches on the main level. There is another beltcourse of stone visually separating the second-story windows from the parapet. A simple stone cornice with stone dentils runs along the top of the building directly below the base of the parapet. Each gap between the dentils has a small “x” chiseled into the stone. Centered underneath the row of dentils is a stone carved with the building’s construction year “1909.” A short flat parapet wall hides the low-pitched front-gable roof and features a small triangular pediment projecting upward from the center to mimic the roof’s slope. This triangle feature was added after the original flat roof was replaced with a gable roof. Each end of the parapet displays a short pier topped with a stone ball finial.

The main story of the north (rear) elevation has an entrance just west of center. To the east of the entrance is a six-pane fixed window (this apparently replaced an older 25 pane window). This elevation once featured a wood staircase at the northeast corner of the building that accessed a second-story wood porch supported by four wood posts. This staircase and porch are no longer extant. However, the building is currently undergoing restoration and it is possible these features could be reconstructed in the future. The second story features a door opening flanked by two double-hung windows with single-pane sashes and a singular smaller window opening without a sash. The original stone parapet is still visible directly beneath the wood-framed and shiplap-sided gable end.

The west elevation has an entrance at the northwest corner. The second story has four symmetrically placed double-hung windows with single-pane sashes and stone sills. Interspersed among these windows are two small fixed-pane lights. There is also a square eave-wall chimney made of stone. A painted sign at the southwest corner eave line reads, "GROCERY." The east elevation second story features three double-hung windows with single-pane sashes and one paired set of double-hung windows with single-pane sashes (Figures 29 and 30).

Figure 29. 226 Pitkin Avenue (5ME.4147). South (front) and west elevations. View to the northeast. April 2022



Figure 30. 226 Pitkin Avenue (5ME.4147). North (rear) and east elevations. View to the southwest. April 2022



In the 1880s at the age of 22, Carl L. Stranges immigrated to the United States from Italy and settled in Colorado. He opened this grocery store in 1909 in what was then referred to as Grand Junction's "Little Italy" (this was due to the concentration of Italian residents and Italian-owned businesses in the city's southwest neighborhood). At the time, the neighborhood featured three other grocery stores within two-blocks of Stranges' store. Carl Stranges operated the grocery business until just before his death in 1942 (Figure 31). Subsequently, his niece's family ran the business until 1963 (Parris 2013).

Character-defining features include the following:

- Rock-faced stone (random-course ashlar stone);
- Round masonry arches (stone arches);
- Display windows and transom (commercial property features).

Stranges Grocery was not evaluated as part of the 2008 I-70B West EA Historic Resources Survey Report. It was found officially eligible in 2011 and was listed on the NRHP in 2013. Based on that nomination, Stranges Grocery is significant at the local level under Criterion A in the areas of Commerce and European Ethnic Heritage with a period of significance from 1909 to 1963, and Criterion C as a unique local example of Romanesque Revival architecture (with a period of significance from 1909 to 1924 when the gable roof was added). The grocery represents one of the last surviving examples of the social and commercial development of Grand Junction's Little Italy. As the 2013 NRHP Nomination Form states, "This store is representative of the strong commercial

center that helped Little Italy remain viable. Going to the local market was something that occurred either every day, or every couple of days; beyond being a necessary shopping trip, it also served as social center for the community.” (Parris 2013).

Stranges Grocery store exhibits a high level of historic integrity (location, design, workmanship, materials, feeling, and association) with few major irreversible alterations to character-defining historic fabric. However, the building’s integrity of setting has been irreversibly altered because Little Italy is no longer intact as an ethnic neighborhood. Most of the old neighborhood’s original buildings have been demolished leaving vacant lots or newer infill buildings and making Stranges Grocery one of the last historic properties in the area. This building was not included in the 2008 I-70B West EA Historic Resources Survey Report. However, in 2013 Stranges Grocery was listed in the NRHP. It is still recommended as eligible for the NRHP under Criteria A and C.

Figure 31. 226 Pitkin Avenue (5ME.4147). Stranges Grocery store in 1909. Photo courtesy of the Loyd Files Research Library Museum of Western Colorado.



3.3.6 5ME.4163 – 119 Pitkin Avenue (Denver and Rio Grande Western Railroad Depot)

The Denver and Rio Grande Western Railroad (D&RGW) Depot is an irregular-shaped (12,500 square foot), varied-story, brick and terra cotta stone building constructed in the Italian Renaissance tradition. The main two-story hip-roof section of the building is a rectangle with symmetrical bays on the street-side (northeast) elevation. The track side (southwest) elevation features a large protruding cross-hip section with rounded hips (at the hip rafter) over radius walls. Both roof sections are clad in red tile and feature a stone cornice detail with prominent dentils. The northeast recessed entrance has a set of wooden double-entry doors under a transom and decorative pediment, and all within, and surrounded by, a large entrance portico flanked by two large rectangular pilasters protruding far outward from the wall and two large columns. Also, within this portico feature at the second-story level is a single arched window with four panes. The symmetrical bays on either side of the portico have three rectangular six-pane windows on the main story and three four-pane arched windows on the second story directly above the first-floor windows. Each upper and lower combination of windows is within a recessed stone arch with brick and stone pilasters interspersed.

The southwest elevation consists of three vertical divisions. There is a single-story flat-roofed protrusion centered on the cross-hip section of the building. This feature has one centered rectangular window on the southwest side under an identification panel that reads “Grand Junction.” Single window openings can be found on the southeast and northwest sides of this single-story section, and the section’s three exterior walls feature symmetrical pilasters with ionic finials. The remainder of the southwest elevation has six rectangular 6-pane windows on the main story and seven arched 7-pane windows on the second story. There are two entrances on the southwest elevation—one on either side of the flat-roofed protrusion and each featuring a set of double oak doors and upper transom. Brick and stone pilasters intersperse the windows and are located at the building’s corners. Two radius awnings can be found on either side of the single-story protrusion.

The northwest elevation has three evenly spaced five-pane rectangular windows on the first story and three four-pane arched windows directly above on the second story. Windows are interspersed with brick and stone pilasters.

There is also a rectangular, hip-roof, single-story wing on the southeast end of the building. This wing has 12 double-hung windows (with single-pane sashes symmetrically dispersed on the wing’s three sides), six bay-door openings (three each on the southwest and northeast sides), and two pedestrian door openings on the southwest elevation. All the bay doors have been replaced with newer overhead doors or infilled with pedestrian doors and glass lights (Figures 32–34).

Figure 32. 119 Pitkin Avenue (5ME.4163). Street side (northeast) elevation. View to the south. April 2022



Figure 33. 119 Pitkin Avenue (5ME.4163). Track side (southwest) elevation. View to the north. April 2022



Figure 34. 119 Pitkin Avenue (5ME.4163). Track side (southwest) elevation. View to the north. April 2022



Character-defining features include the following:

- Horizontal divisions
- Stone cornice and details;
- Engaged columns;
- Arcades and arched openings;
- Belt/string course.

Designed in 1905 by famed Chicago architect Henry J. Schlacks in the Italian Renaissance style (a popular style in the United States, reflecting the City Beautiful movement), some considered the building to be the finest depot of its size in the west (Figure 35). The Grand Junction Daily Sentinel reported at the time of the Depot's opening that the Depot was "...a credit to a city five times as large. The putting into service of this splendid railroad building marks an important era of local history." The Depot fell out of service in the 1980s and has been vacant since (Ashbeck 1992).

Figure 35. 119 Pitkin Avenue (5ME.4163) c. 1906. Track side (southwest) elevation. View to the east. Museum of Western Colorado Collection. Photographer Unknown.



The D&RGW Depot is historically significant under Criterion A for its contribution to the development of Grand Junction (specifically) and western railroad history (generally). The building signifies Grand Junction's shift from an outpost settlement to a stable community interconnected by rail to other communities throughout the United States. The depot is also significant under Criterion C as one of Grand Junction's most distinct architectural icons. It is one of the few remaining examples of turn-of-the-century railroad depot design and construction in the state. Furthermore, it is the largest Italian Renaissance style depot in Colorado.

This property was included in the APE identified for the 2008 I-70B West EA Historic Resources Survey Report but it was not documented for eligibility or assessed for effects at that time. The Depot was listed in the NRHP in 1992. A new site form was completed for this study. Based on the NRHP nomination, the property is significant under NRHP Criterion A in the areas of Transportation and Community Planning and Development with a 1905-1942 period of significance. It is significant under Criterion C in the area of Architecture with a 1905 period of significance. Property boundaries conform to those established by the NRHP listing from 1992.

3.3.7 5ME.15698 – 462 Ute Avenue (C.D. Smith Company/Museum of Western Colorado)

The C.D. Smith Company/Museum of Western Colorado is a rectangular (25,000 square foot), two-story, brick building with a poured concrete basement and constructed in the modern industrial warehouse design tradition popular during the 1930s. It has a flat roof with a concrete-capped parapet. Brick walls on the south and east elevations feature symmetrical brick pilasters interspersed between window bays. Brick walls are mostly laid in a running bond but also feature various intricate bond and course patterns on the east and south elevations around windows, doors, pilasters, and along the parapet.

The building's original front elevation is located on 5th Street and the original entrance has been filled in with brick and covered with a large mural. The entrance is flanked by, and located within, a stepped brick recess where the brick is laid in a stack-bond and capped with a soldier course of brick. Above the old entrance at the second-story level is the building's largest multi-pane window. Directly below the window is a sill of intricate basketweave-bonded brick over a stone cap. This window is flanked by a continuation upward of a single course of the stack-bond brick pattern from around the entrance. Directly above this window, the parapet is raised and skirted with a protruding wedge-shaped brick quoin pattern. Variations on basketweave bonds and soldier courses are found between and around all windows on the east and south elevations. Directly under the parapet cap along the south and east elevations is a soldier course of brick over a single course of protruding bricks (header face of the brick protruding outward).

Most of the building's first floor window openings have been sealed and are covered with murals and/or museum advertisements. Three windows on the first floor of the south elevation remain uncovered but have newer sashes. All windows on the east and south elevations still have their original surrounding brickwork. Many single-pane windows exist along the building's east, south, and north elevation foundation wall. Several of the building's original second story multi-pane factory/warehouse-style windows remain in place on the east elevation. The multi-pane windows on the second story of the south elevation appear to be newer, somewhat in-kind, replacements. The west elevation features one large overhead bay door. This elevation also serves as the new main entrance accessed via a newer concrete step. This elevation also features the newer and largely out-of-character tower structure. Almost all the original windows on the west and north elevations have been filled-in with brick. Both the north and west elevations are largely barren of character-defining features (Figures 36–38).

Figure 36. 462 Ute Avenue (5ME.15698). East elevation. View to the west. April 2022



Figure 37. 462 Ute Avenue (5ME.15698). South elevation. View to the north. April 2022



Figure 38. 462 Ute Avenue (5ME.15698). West (front) elevation. View to the east. April 2022



In 1900, C.D. Smith opened his first drugstore in Grand Junction and by 1907 his company had grown to six more drugstores in western Colorado. In 1910, he expanded his retail business beyond drugs to lotions, wholesale candy, case goods, and beverages. By the 1930s, the C. D. Smith Company employed 33 workers and was growing so quickly that Smith decided to build this large headquarters facility. Construction finished in 1935 and Smith's company remained in the building for more than 55 years before moving to another location in Grand Junction. The building was vacant for a few years in the mid-1990s but by 1997 the Museum of Western Colorado housed their archives in the building. By 2000, the Museum of Western Colorado had fully moved in, and the property was opened to the public.

This building was designated a local landmark in 1994 but has undergone many significant alterations since then due to its conversion to a museum. Alterations include: the addition of the tower, sealing with brick most of the building's original windows and doors, and relocating the front entrance to the west elevation. However, the modern industrial/utilitarian design of the building remains mostly intact, particularly on the south and east elevations.

This building was included in the 2008 I-70B West EA Historic Resources Survey Report and officially determined eligible for listing in the NRHP under Criterion B only. It was documented on a new site form for this study. In this evaluation, it has also been determined locally significant under Criteria A, B, and C. The property is locally significant under Criterion A for Commerce for its association with the C.D. Smith Company, a prominent retail drug company, wholesale distributor, and employer that operated in the Grand Valley region for nearly a century. Although the 2008 survey identified significance under Criterion B, it was unsupported and current research did not identify sufficient direct association between the building and C.D. Smith's importance as an individual. Therefore, the property is not significant under Criterion B. The property is also locally

significant under Criterion C as one of the few surviving examples of early twentieth century modern industrial warehouse architecture in the city and surrounding area. Furthermore, the skill and intricacy of the brickwork found on the east and south elevations is extraordinary. The building has undergone many alterations to character-defining features. However, the modern industrial/utilitarian design of the building remains mostly intact, particularly on the south and east elevations. It retains integrity of location, design, workmanship, materials, feeling, setting, and association. It is Eligible for the NRHP under Criteria A and C.

3.3.8 5ME.23877 – 322 South 2nd Street (Simmons Lock & Key)

This property has not been included on any survey and it has never been evaluated. 322 S. 2nd Street is a one story, 2,880 square foot, brick building with a concrete foundation constructed in the early twentieth century commercial style. The building's front (west) elevation is divided into three identical slightly recessed storefront bays. Originally built as a rooming house, it is not known when or if these three segments were converted to a storefront design, nor is it known what the design of these residential spaces might have looked like since no building plans or historic photographs could be located. Each bay features a central wooden door with a large glass pane. Each door is flanked by large display windows. Above each door and set of display windows is vertically oriented wooden siding that appears to have replaced large clerestory windows. The building has a very low pitch shed roof with a stepped parapet and a minimally detailed front elevation cornice with rows of dentils and stepped finials atop pilasters. The north elevation has a single window and an arched doorway that has been sealed. The rear (east) elevation has at least five brick arched windows of varied sizes and a single central arched doorway. These windows feature ashlar stone sills (Figure 39).

Originally built as a rooming house, it is not known when the building came to resemble a storefront. Perhaps it always did, but this seems unlikely considering that, at one point, the majority of each bay's west elevation wall was glass. And at an unknown date, but after the conversion to a storefront, the large clerestory glass was removed and covered with vertical wood siding. No building plans or historic photographs could be located.

Sanborn maps from October of 1912 through June of 1926 list 322 S. 2nd Street as lodgings with three separate, equally sized interior spaces. Between 1926 and 1945, the building's use is uncertain. As mentioned above, one source has it operating as a grocery store for a period during the interlude. It is likely that the building's front elevation was converted from its original design to look more like a storefront. Simmons Lock and Key, the current owner, has been in the space since 1945.

The building's west (front) elevation was likely irreversibly altered from its original boarding house design when it was converted into a commercial storefront sometime between 1926 and 1945. All the framing, glass, siding, and doors within each front elevation bay recess appears much newer than the rest of the brick structure. And these newer features have continued to be altered over time with the replacement of the large clerestory with vertical wooden siding. However, despite these alterations, the building continues to display its early twentieth century architectural character. The building retains integrity of location, design, workmanship, materials, feeling, setting, and association.

Character-defining features include the following:

- Very little ornamentation;
- Parapet (Decorative brickwork along the parapet);
- Flush entrance;
- Decorative brickwork.

The building is locally significant under Criterion C as one of the city's remaining examples of early twentieth century commercial architecture. Research did not reveal any associations between the property and historic themes, events, or persons significant to local, state, or national history and it is not significant under Criterion A or B. The property is not likely to yield important information in history or prehistory and is not significant under Criterion D.

Figure 39. 322 South 2nd Street (5ME.23877). View to the southeast. April 2022



3.3.9 5ME.7766 – 260 Pitkin Avenue (Samuel Waldroup House)

Built in 1890, 260 Pitkin Avenue is a 1,156 square foot, one-story, irregular-shaped, cross-gabled simple Queen Anne-style dwelling with a cut ashlar stone foundation wall and clad in wood bevel siding. There is an enclosed entry with hip roof on both the southeast and northeast inside corners of the cross gable. The southeast porch has tall, narrow, one-over-one double-hung wood sash windows. The northeast porch's windows have been covered with OSB. There are two doors on each porch. Each door is accessed via a concrete step. The southeast doors are paneled with large single lights. On the northeast porch, one door is a newer hollow-core steel type and the other has

been covered with a piece of OSB. Windows around house are one-over-one double-hung wood sashes. In the center of the south (front) elevation and in the center of the east elevation are large five-sided bay windows with pentagonal hip roofs. Each bay has windows on three sides. Both bay windows are skirted with vertical and diagonal siding. The south bay window header has courses of hexagonal wood shingles. The east bay window header has courses of notched wood shingle siding. The east and south upper gables feature sunbursts. There is also one interior brick chimney on the ridge. The west elevation has two cross gables—both are perpendicular to the principal gable.

The northeast porch's windows have been covered with OSB and are presumed missing and one door is a newer hollow-core steel type and the other has been covered with a piece of OSB. The building only has one remaining interior chimney; it once had two. All these changes occurred since the property was surveyed in 1996.

Samuel A. Waldroup, a well-known railroader, owned and resided at 260 Pitkin Avenue from its construction in 1890 through 1946. Waldroup, an alderman for the City of Grand Junction from 1901-1905 and April-November 1909, was the great uncle of baseball great Ty Cobb. Charlene Giebler owned the property as early as 1972. By 1977, Harold and Rose Mulder owned the property until they sold in 1989 to Donald O'Brian. In 1995, O'Brian sold to Julia Widdop and Gary Messano. Gary Messano is the current owner.

Despite a few reversible alterations, this property retains integrity of location, design, workmanship, feeling, and association. It's integrity of setting has been altered by the infiltration of newer developments on the other three corners of the intersection of S 3rd Street and Pitkin Avenue, nearby demolitions, and the presence of the paved avenue and street, both of which would have been dirt track at the time of the building's construction.

Character-defining features include the following:

- Bay windows;
- Sunburst detailing;
- Porch;
- Multiple gables.

The property is locally significant under Criterion C as a good example of a Queen Anne Cottage. Research did not reveal any associations between the property and historic themes, events, or persons significant to local, state, or national history and it is not significant under Criterion A or B. The property is not likely to yield important information in history or prehistory and is not significant under Criterion D.

Figure 40. 260 Pitkin Avenue (5ME.7766). View to the north. April 2022



3.3.10 5ME.1186 – Whitman Park

Whitman Park is laid out flat on one full city block (Approximately 400 feet east-west by 270 feet north-south or 2.48 acres) between the north-south streets of 5th and 6th and the east-west avenues of Ute and Pitkin in downtown Grand Junction. A concrete city sidewalk surrounds the park on all four sides. The park's most prominent feature is an asphalt walkway in an X pattern crossing from the northeast to the southwest corner and from the northwest to the southeast corner and intersecting the perimeter city sidewalk at each corner. Each leg of the X then splits into two forks that intersect a large centrally located circular asphalt walkway (Figures 41 and 42). This path was part of the park's design as far back as 1919 (where it is indicated on a Sanborn Map as a simple "X" without forks or a central circle). An aerial image from 1939 shows the path with the forks and circle had existed by that time.

Within the walkway circle is a small, rectangular, brick restroom with a hip roof clad in asphalt composition roofing. The construction date of this building is c.1971 when it first shows up in the city's property asset records. Adjacent to the building at its northeast corner is a metal plaque mounted on a large granite boulder. The plaque reads: "Whitman Park in honor of Marcus Whitman—Patriot and Missionary who swam the Grand River near this point on his heroic trans-continental ride, Mid-Winter, 1842-43, which saved the great Northwest to the United States. Mount Garfield Chapter D.A.R. Grand Junction Chapter of the S.A.R., July 4th, 1917" (Figure 43).

In addition to the building and path, the park features seven historic lampposts dispersed along the asphalt pathways (Figure 44). The precise install date for these posts is unknown but they exhibit a

modern look and feel and appear to date to the post-WWII historic period. Another two lampposts between the sidewalk and South 5th Street to the east are newer features made to look historic (Figure 44). These are manufactured by the Sternberg Lighting Company and can be found all along South 5th Street through downtown.

Located on the park's south side is a partially buried square stone etched with what appears to be a directional marker. Records do not indicate when this stone was installed. The park has many mature and juvenile deciduous and coniferous trees that do not appear to be laid out in any discernable pattern. One source indicates that trees were not planted at the park until 1926.

Other newer features found in the park include signage identifying the park and its rules and regulations, a ground-level memorial plaque from 1986 under a tree planted that same year, movable picnic tables, and two poured concrete picnic bench pads.

Between 1998 and 2001, the park's perimeter sidewalk was altered on the east side. This once straight leg of sidewalk along the eastern right-of-way just outside the park boundary was moved further to the west into the park parcel boundaries and reconnected to the existing east-west legs of the sidewalk by an ogee offset bend at the park's northeast corner and an angular extension at the southeast corner. This alteration cut off part of one of the X's legs at the southeast corner (Figure 41).

Figure 41. Whitman Park (5ME.1186) aerial image. *Image courtesy of the City of Grand Junction Online Maps Website.*



Figure 42. Whitman Park (5ME.1186). View to the southeast. April 2022



Figure 43. Whitman Park (5ME.1186). Marcus Whitman Monument. View to the west. April 2022



Figure 44. Whitman Park (5ME.1186). Left: one of the nine lampposts within the park perimeter. Center: one of the two posts between the sidewalk and 5th Street. Right: Directional stone. April 2022



Grand Junction's original 1882 plat set aside parcels designated for schools, churches, public buildings, and parks. This plat reserved four separate city blocks (each located in the center of a quarter section of Section 14) for Walnut Park to the northwest, Chestnut Park to the northeast, Cottonwood Park (presently known as Whitman Park) to the southwest, and Maple Park to the southeast. However, in 1883 a city ordinance was passed that transposed the names of Maple and Cottonwood parks. Thus, Cottonwood became Maple and Maple became Cottonwood. Development of Maple (formerly Cottonwood) Park began in 1889 with the planting of grass, but further development stalled for many years from lack of funding. It was not until around 1911 that development work resumed. The original landscaping plans for the park were precise. Trees were to be planted 12½ feet apart and were to be "straight, vigorous, and thrifty; one-to-two inches in diameter, cut back to six feet in height; and trunks to fork no lower than 5 feet." In 1916, Maple Park, by city ordinance #249, became Whitman Park in honor of Marcus Whitman. The other three original parks were given new names as well: Walnut Park became Hawthorne Park, Chestnut Park became Washington Park, and Cottonwood Park became Emerson Park (Buckley 1990). Because two of other three parks were named for famous writers of the time, it is often presumed that Whitman Park was named in honor of Walt Whitman.

Whitman Park was included in the 2008 I-70B West EA Historic Resources Survey Report and officially determined eligible for listing in the NRHP and was evaluated on an Architectural inventory Form (1403). At that time the park was determined significant in the area of Entertainment and Recreation under Criterion A, with a period of significance from 1887 to the present. The park was evaluated as part of this recent survey effort on a Historic Cultural Landscapes Form (1404). The 2008 survey's inventory form did not identify character-defining features of the park, but the architectural description mentions the X-pattern walkway, the boulder plaque memorial to Marcus Whitman, and a restroom in the middle of the park. Other features identified during the present study include: the grass lawns, mature trees, and lampposts (both mid-century and more recent). These features date to the period of significance but also show the park's evolution over time. Whitman

Park has undergone few alterations to character-defining features and retains integrity of location, design, workmanship, materials, feeling, association, and setting. Table 6 below identifies the park's contributing and non-contributing features. In this evaluation of the park, it has been determined that the period of significance is 1882, when the park was established, to 1977, which is the 45 year age threshold for properties evaluated for this survey. In 2008, the park was determined significant under Criterion A in the area of Entertainment and Recreation, but under this survey the area Community Planning and Development was included to reflect its role in the development of Grand Junction. The park is significant under Criterion A as one the city's four original planned public parks—and over 140 years later, the land is still being used as intended. Whitman Park remains eligible for inclusion on the NRHP under Criterion A.

Table 6. Whitman Park's Contributing and Non-Contributing Features

Feature	Year Built or Installed	Details	Contributing or Non-Contributing to NRHP Eligibility
Restroom	Built c. 1971	The exact construction date of this building is unknown, but it shows up on the City's property asset records in 1971	Contributing
The seven lampposts along the asphalt path	Unknown	They exhibit a modern look and feel and appear to date to the post-WWII historic period.	Contributing
Lampposts between the sidewalk and S. 5th Street	Unknown	These are newer additions meant to appear historic.	Non-Contributing
Asphalt "X" path	After 1919	This path was part of the park's design as far back as 1919 (where it is indicated on a Sanborn Map as a simple "X" without forks or central circle). However, this path has been resurfaced and redesigned with forked legs intersecting a central circle. An aerial image from 1939 shows the path with the forks and circle.	Contributing
Trees	After 1911	One source indicates that trees were not planted until 1926.	Contributing
Whitman Monument	1917		Contributing
2 Concrete Park Bench Pads	Unknown	Simple poured concrete pads	Non-Contributing
Directional Stone	Unknown		Contributing
Ground-level Memorial Plaque	1986		Non-Contributing
Two Picnic Benches	Unknown, less than 20 years old	Movable picnic benches	Non-Contributing

Feature	Year Built or Installed	Details	Contributing or Non-Contributing to NRHP Eligibility
Encroaching sidewalk along the eastern boundary	Between 1998 and 2001	This section of sidewalk replaced the original north-south sidewalk that existed completely within the right-of-way and outside the park boundaries. This sidewalk meanders into the park's historic boundaries.	Non-Contributing

3.3.11 5ME.24074.1 – Grand Junction and Grand River Valley Railway (GJ&GRV).

Between 1890 and 1910, the Grand Junction Street Car Company (later the Grand Junction Street Railway Company) operated horse-drawn cars on dedicated narrow-gauge rail through downtown (See inventory form). This line existed along the following streets:

- The line extended from the D&RG railroad depot at 119 Pitkin Avenue north along South 2nd Street to Main Street.
- The line extended all along Main Street from the intersections of Main Street/Crosby Avenue in the west to Main Street/7th Street to the east.
- From Main Street one block south along South 4th Street to Colorado Avenue.
- From Main Street one block south along South 5th Street to Colorado Avenue.
- From Main Street north along North 1st Street (US 50) to White Avenue.

Later, in 1908, the Grand Junction and Grand River Valley Railway Company (GJ&GRV) operated an electrically powered streetcar system to replace the horse-drawn system. In most cases, this operation utilized the existing narrow-gauge rail from the horse-drawn line and expanded into new routes (see Figure 45). This line existed along the following streets:

- The line extended from the D&RG railroad depot at 119 Pitkin Avenue north along South 2nd Street to Main Street.
- East along South Avenue from the railroad depot to South 12 Street
- The line extended along Main Street from the intersections of Main Street/2nd Street in the west to Main Street/12th Street to the east.
- From Main Street south along South 4th Street to South Avenue.
- From Main Street north along North 4th Street to Gunnison Avenue.
- From Main Street north along North 10th Street to Gunnison Avenue.
- The line extended along Gunnison Avenue from the intersections of Gunnison Avenue/N. 4th Street in the west to Gunnison Avenue/N. 12th Street to the east.
- A short spur line connected the Main Street line to the GJ&GRV Office/Depot at the southwest corner of Main Street and S. 3rd Street.

- The line extended along 12th Street from the intersection of South Avenue/S. 12th Street to just north of Patterson Avenue where the line meandered in a northwesterly direction all the way to the Town of Fruita (see Figure 46).

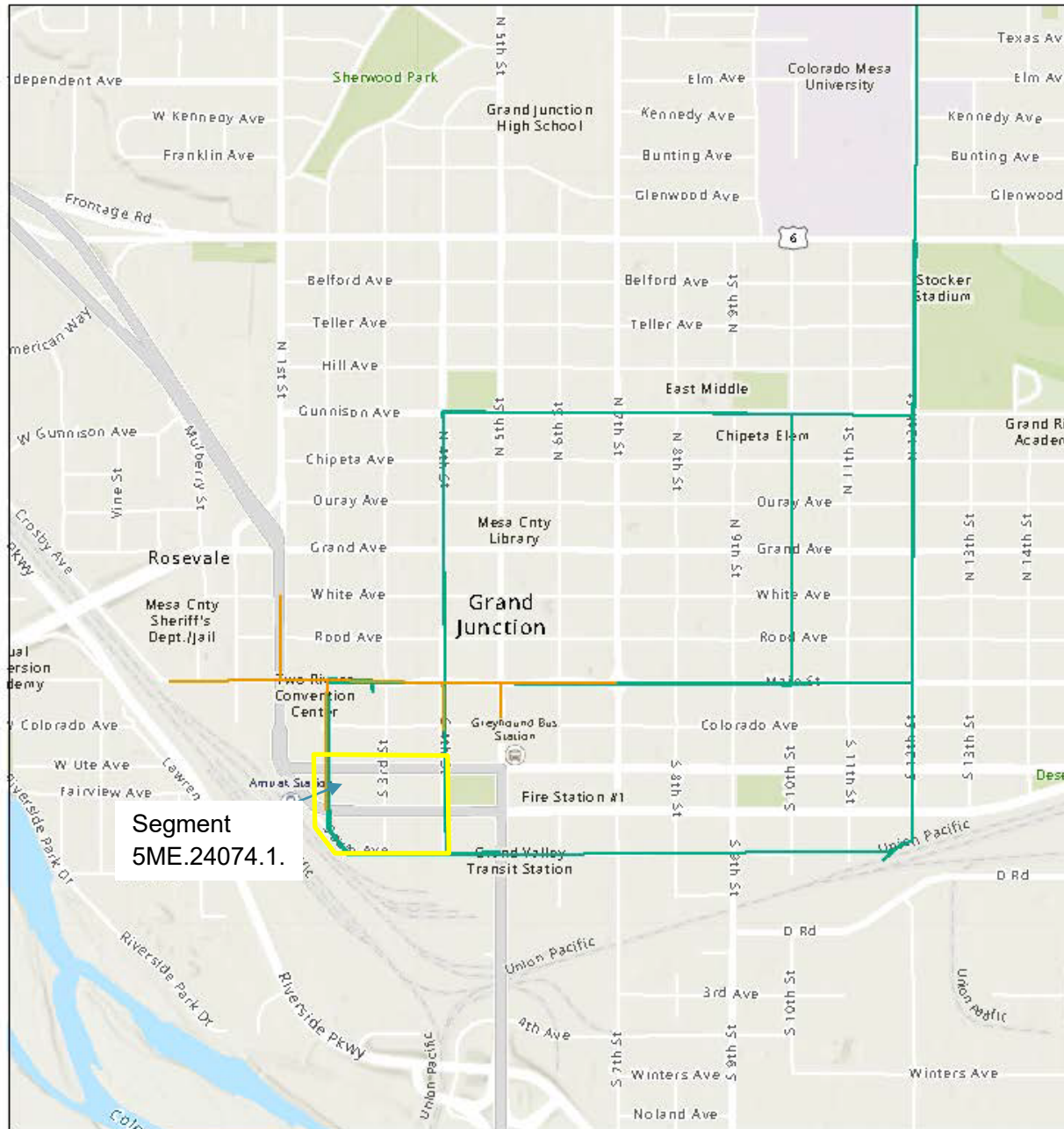
Completed in phases from 1890 to 1903, the streetcar/interurban railway is locally significant under Criterion A for its association with early transportation in the Grand Junction area. The period of significance is from its initial construction as a horse-drawn line in 1890 through 1935 when the streetcar system ceased all interurban operations.

Segment 1 (5ME.24074.1) of the GJ&GRV is U-shaped and extends from the intersection of Ute Avenue and S. 2nd street south to the intersection of S. 2nd Street and South Avenue. It then extends east along South Avenue to the intersection of South Avenue and S. 4th Street. Here the segment turns north and ends at the intersection of S. 4th Street and Ute Avenue. The total length of this segment is 2,317 feet or 0.44 miles of approximately 5-foot wide railroad grade (includes 3 foot narrow-gauge rail line and buffer for presumed extant rail ties laying perpendicular to rails over rail grade) hidden under asphalt pavement (See sketch and location maps in Continuation Sheet).

Both horse and electric lines operated streetcars along South 2nd Street between Ute and Pitkin Avenues and the electric line operated streetcars along the remainder of the segment. Although not visible on the surface, it is probable that tracks for the surveyed segment remain underneath the present pavement. Parallel cracks in the pavement found along the 300 Block of S. 2nd Street between Ute and Pitkin Avenues along the surveyed segment are approximately the width of narrow-gauge rail (Figure 47). There is no such evidence of subsurface tracks along 4th Street between Ute and Pitkin Avenues. However, in one instance at the northwest corner of 4th Street and South Avenue, tracks can be viewed through an opening in the pavement where the narrow-gauge line turns from 4th street west onto South Avenue. This remaining visible portion of track likely extends further north along S. 4th Street and further west along South Avenue.

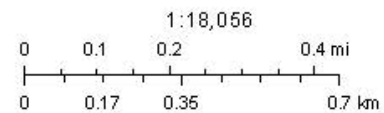
Segment 5ME24074.1 of the GJ&GRV line is presumed to be remnants of narrow-gauge rail measuring 3 feet wide (travel width). Along this segment, an approximately 8-foot long section of the rail line is exposed along a corner radius (See Figure 48). This section is located near the northwest corner of the intersection of S 4th Street and South Avenue. This exposed section shows two steel rails seated in concrete and surrounded by asphalt overlay. Only the rails are visible. The ties or rail bed cannot be observed. All other rail within this segment is presumed to exist incased in concrete and covered in asphalt overlay and its condition is impossible to assess. However, based on this observable exposed portion, the remaining rail is presumed to be protected in its concrete and asphalt enclosure. Since these probable historic remnants are obstructed by layers of pavement and cannot be observed, it is difficult to provide an assessment of historic integrity- for segment 5ME24074.1. This segment of the GJ&GRV is presumed to feature remnants of narrow-gauge rail measuring 3 feet wide (travel width) and associated ties and roadbed.

Figure 45. Map of downtown streetcar systems in Grand Junction (Segment location indicated).



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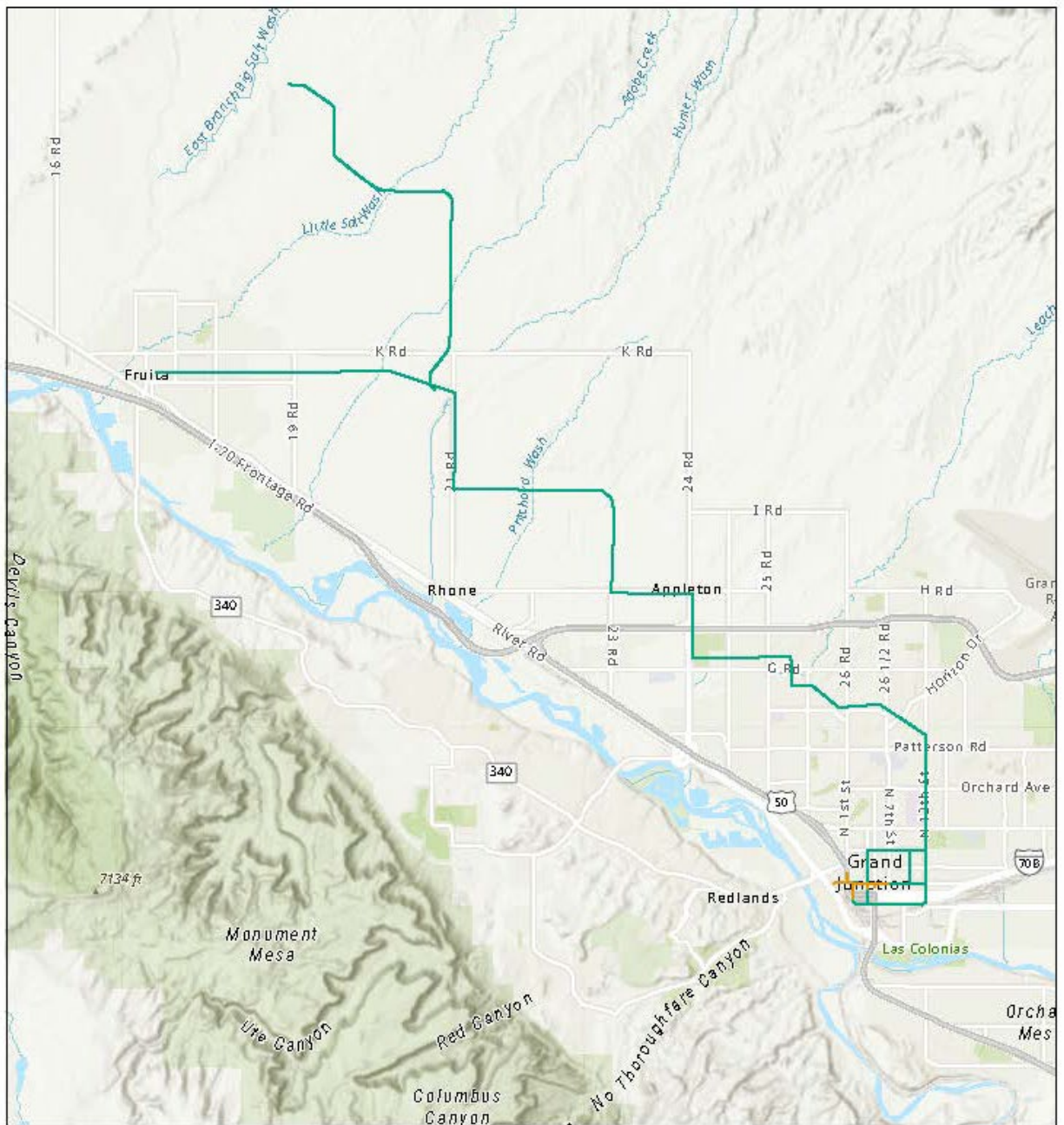
— Horse Streetcar Lines
— Electric Streetcar Lines



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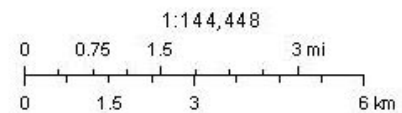
Esri, NASA, NGA, USGS, FEMA | Esri Community Maps Contributors, City of Grand Junction, County of Mesa, ©OpenStreetMap, Microsoft, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc., Web AppBuilder for ArcGIS

Figure 46. 5ME.24074.1 Map of regional extent of Grand Junction streetcar system.



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- Horse Streetcar Lines
- Electric Streetcar Lines



Esri, NASA, NGA, USGS, City of Grand Junction, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METANASA, USGS, Bureau of Land Management, EPA, NPS, USDA

Esri, NASA, NGA, USGS | City of Grand Junction, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METANASA, USGS, Bureau of Land Management, EPA, NPS, USDA | Web App Builder for ArcGIS

The condition of the steel rails exposed at the northwest corner of S 4th Street and South Avenue appears to be good. However, encased in concrete and surrounded by asphalt overlay, only the steel rails are visible, and no assessment can be made for the condition of the rail ties or bed. No condition assessment can be made for the remainder of Segment 1 (5ME.24074.1) since if the rails are extant elsewhere, they are completely hidden by the asphalt road surface.

The segment likely continues to reflect its historic context during the period of significance for the overall streetcar system. The segment retains integrity of location, design, workmanship, materials, feeling, and association. Integrity of setting for Segment 1 has been compromised since the built environment surrounding the segment has undergone major alteration due to its shift from a predominantly residential area to a predominantly commercial area after the Segment's period of significance. However, based on what is visible and an assumption that track is still extant beneath the surface, the segment supports the significance of the entire streetcar system.

Figure 47. 5ME.24074.1. Parallel cracks can be seen in the pavement along the 300 block of 2nd Street between Ute and Pitkin Avenues. View north. Image courtesy of Google Earth.



Figure 48. 5ME.24074.1. Exposed streetcar tracks at the northwest corner of 4th Street and South Avenue. View north. Image courtesy of Google Earth.



3.4 Properties Determined Not Eligible

The following 22 properties were determined not eligible for listing in the NRHP. This includes 18 properties surveyed and evaluated for the first time as part of this study and 4 properties determined officially not eligible in 2008 that were revisited to confirm no change in the previous determination was warranted. The properties determined not eligible for NRHP listing are summarized in Table 7 and described in detail below.

Table 7. Properties Determined Not Eligible in the APE.

Site No.	Address	Current Use	Name	Date of Construction (Estimated or Actual)
5ME.4145	319 South 2nd Street	Auto Sales	Louis Elioplilos Building	1890
5ME.8644	330 South 2nd Street	Brewery	Fuoco Radiator Shop	1949
5ME.4146	338 South 2nd Street	Rock & Gem Shop	Canvas Products CO	1890
5ME.8649	343 South 3rd Street	Dwelling	Ochoa House	1939
5ME.8646	242 Pitkin Avenue	Dwelling	Aragon Residence	1900
5ME.8647	244 Pitkin Avenue	Dwelling	Ellis House	1915

Site No.	Address	Current Use	Name	Date of Construction (Estimated or Actual)
5ME.23876	302 Pitkin Avenue	Mission	Catholic Outreach Day Center	1957
5ME.23875	308 Pitkin Avenue	Commercial Business	Filter Supply	1977
5ME.8640	342 Pitkin Avenue	Dwelling	Eugene Mendicilli House	1910
5ME.8641	352 Pitkin Avenue	Dwelling	Michael O'Conner House	1909
5ME.23878	309 Pitkin Avenue	Vacant	Western Pawn & Loan	1965
5ME.7768	319 Pitkin Avenue	Dwelling	Michael Stranger House	1914
5ME.23883	405 Pitkin Avenue	Auto Shop	Scotty's Muffler Center	1977
5ME.23884	437 Pitkin Avenue	Auto Shop	Scotty's Auto Repair	1970
5ME.23880	523 Pitkin Avenue	Storage	Storage Rental Location No. 1	1972
5ME.23881	529 Pitkin Avenue	Commercial Business	Rocky Toppers & Campers	1976
5ME.23882	549 Pitkin Avenue	Minimum Security Jail	Mesa County Building	1959
5ME.8643*	335 South 4th Street	Dwelling	Mary and Dominick Perry House	1924
5ME.15695*	245 South 1st Street	Commercial Business	Bowman Biscuit CO	1951
5ME.15697*	445 Pitkin Avenue	Commercial Business	Karnes Carpet World	1956
5ME.15699*	406 South 5th Street	Commercial Business	Enterprise Rent-A-Car	1951
5ME24081	Various	Neighborhood	Little Italy	1890-1940

* Determined officially not eligible in 2008, revisitation form completed in 2022

3.4.1 5ME.4145 – 319 South 2nd Street (Louis Eliopilos Building)

This property underwent reconnaissance survey in 1982 and was included in Historic Structures of Grand Junction, by Robin Krawitz. It was not evaluated as part of the 2008 I-70B West EA Historic Resources Survey Report. Built in 1890, 319 S. 2nd Street is a 1-1/2 story, 3,063 square foot, brick (front portion) and concrete block (rear portion) building constructed in the late nineteenth century commercial style. The building is segmented into a front (east) single-story brick section measuring 25 feet wide and 103 feet deep and a rear (west) two-story concrete block section measuring 25 feet wide and 52 feet deep. This two-story rear section is a newer feature completed in 1955. The east (front) elevation was heavily altered in 2008 (although photos from the early 1980s show that these 2008 alterations replaced other significant alterations). Its only remaining historic features include a stamped metal cornice and a brick footing wall. The remaining front elevation features include, horizontal wooden siding, two windows with fixed center panes flanked by sliders, simple wooden trim around the windows, and a recessed entry with a single-pane wooden door. The south and

north elevations of the single-story section are mostly unadorned and are composed of stucco-covered brick. The roof features a parapet that steps downward toward the rear of this section. The north elevation has two arched window openings that have been filled in with brick. The south elevation has one pedestrian doorway.

The rear two-story section of the building has a recessed main entrance on the south elevation with a single-pane metal frame door. Also within this recess is a hollow-core metal door with a single upper pane. There is also a small one-over-one window. This window is located in what appears to be the former location of a display window or a set of double doors that has/have since been walled over. The walls under this recessed portion are composed of ashlar brick veneer laid in stack courses. The north elevation of this section has a set of double doors also with single panes and metal frames. The remaining windows on this section are either fixed central panes with flanking sliders or single fixed-pane windows (Figures 49 and 50).

An 1899 Sanborn Map describes the building as a rooming house. By 1919 it was converted into a grocery store and operated as such until around 1941. It was owned and operated by Louis Elioplilos until 1932 when operation of the business shifted to Thomas Williams. However, ownership of the property remained in the Elioplilos family until 1981. After 1941, the building was a cigar shop followed by a thrift store. The building's rear two-story section was added in 1955. Rainbow Marble Products occupied the space in during the mid-1970s and early 1980s. In 1982, ownership of the property shifted to Lyman and Allyce Ford. The Ford's trust sold the property to Marjorie Montgomery in 1993. After this, the building housed a moving company and later an auto broker. In 2008, the building underwent a remodel that replaced the building's front-elevation display windows with smaller windows and walled over the remainder of the openings. The front door and all trim were replaced, and horizontal siding was added. However, photo records indicate that these alterations themselves replaced earlier significant front-elevation alterations. Montgomery retained ownership until 2016 when her estate sold the property to AMDM, LLC, the current owner.

The building's east (front) elevation store front has been irreversibly altered at multiple times throughout its history. Most recently, in 2008, horizontal wooden siding was added, two relatively small historically inappropriate windows (fixed center panes flanked by sliders) replaced the larger display windows, and the front entrance is a newer single-pane wooden door. A photo from the early 1980s shows that these 2008 alterations replaced other significant alterations (Figure 51). Furthermore, the north elevation has two arched window openings that have been filled in with brick. The building's surrounding environment has also been significantly altered through the removal of adjacent structures. As such, it is the only remaining structure on the city block.

Research did not reveal any associations between the property and historic themes, events, or persons significant to local, state, or national history and it is not significant under Criterion A or B. The property is not likely to yield important information in history or prehistory and is not significant under Criterion D. The building is locally significant under Criterion C as one of the city's remaining examples of late nineteenth century commercial architecture. It has an 1890 period of significance. However, distinctive characteristics have been lost during non-historic alterations and the Louis Elioplilos Building no longer retains integrity of design, workmanship, materials, feeling, setting, and association. As such, the property does not convey its historic context from the period of significance. It is recommended not eligible for the NRHP.

Figure 49. 319 South 2nd Street (5ME.4145). East elevation. View to the west. April 2022



Figure 50. 319 South 2nd Street (5ME.4145). View to the northwest. April 2022



Figure 51. 319 South 2nd Street (5ME.4145). East elevation. View to the west. This image is found in the property's 1982 site record prepared by Robin Krawitz. Note the adjacent building to the north and the modern display glass.



3.4.2 5ME.8644 – 330 South 2nd Street (Fuoco Radiator Shop)

This property underwent reconnaissance survey in 1996 and was included in Grand Junction Historic Resources Survey, Phase II by the Museum of Western Colorado. It was not evaluated as part of the 2008 I-70B West EA Historic Resources Survey Report. Built in 1949, 330 S. 2nd Street is a large (3,200 square foot), two-story, rectangular store front building with a flat roof and a concrete foundation. The second story was added in 2015. A large metal vehicle overhead door is centered on the front (west) elevation. This overhead bay door replaced the original raised seam rolling steel door. On each side of this bay door is a new steel pedestrian door and an adjacent new multi-pane window with transom. The building was clad in stucco as late as 1996 but this has since been removed and bare painted concrete block remains. The only original feature on the front elevation is the clerestory ribbon of six 10-pane glass block lights. The north and south elevations have no windows. Six concrete block pilasters are on north and south elevations. Roof is a rubber membrane (Figures 52 and 53).

The Fuoco Radiator Shop was owned and operated by George and Minnie Fuoco from 1949 through at least 1958. The building continued to operate as a radiator shop under other names until at least 1996 when it housed Western Slope Radiator. The Fuoco family owned the building until 2018 when the Fuoco estate sold the property to Jefferey Reid and Joy McIntosh, the current owners. The building has been completely remodeled and is now Foam and Folly Brewing.

Research did not reveal any associations between the property and historic themes, events, or persons significant to local, state, or national history and it is not significant under Criterion A or B. The property does not represent the work of a master architect nor does it embody distinctive characteristics of a type, period, or method of construction and it is therefore not significant under Criterion C. Furthermore, the property has undergone major non-historic alterations that make it no longer a good example of a mid-century commercial building. Specifically, the addition of a second

story has changed the building's massing compared to adjacent properties. The property is not likely to yield important information in history or prehistory and is not significant under Criterion D. Therefore, the Fuoco Radiator Shop does not meet any NRHP significance criteria and is determined not eligible for the NRHP.

Figure 52. 330 South 2nd Street (5ME.8644). View to the southeast. April 2022



Figure 53. 330 South 2nd Street (5ME.8644). View to the southeast. This image is found in the property's 1996 site record prepared by the Museum of Western Colorado.



3.4.3 5ME.4146 – 338 South 2nd Street (Canvas Products CO)

This property underwent reconnaissance survey in 1982 and was included in Historic Structures of Grand Junction, by Robin Krawitz. It was not evaluated as part of the 2008 I-70B West EA Historic Resources Survey Report. Built in 1890, 338 S. 2nd Street is a one story, 2,625 square foot, brick (front portion) and concrete block (rear portion) building constructed in the late nineteenth century commercial style. The building is segmented into a front (west) single-story brick section measuring 21 feet wide and 70 feet deep and a rear (east) single-story concrete block section measuring 21 feet wide and 55 feet deep. This rear section is a newer feature built sometime after 1954 but before 1966. Both sections have flat roofs, and both have a stepped parapet. The west (front) elevation features a chamfered corner where the entrance is located and has a set of newer wooden double doors with large single-pane lights. To the north of the entrance are two newer display windows. Both the doors and windows are surrounded by newer horizontal wood siding. The entire front elevation was heavily altered sometime after 1982. A photo from a 1982 survey shows the original door opening as centrally located on the front elevation. This entrance was a single recessed doorway flanked by a large display window to the north and another display window to the south located on the chamfered wall. The original brick portion of the building has a minimally detailed cornice and brick pilasters all along the west and south elevations. The rear addition roof and concrete block walls are unadorned. The south elevation of the original building has three arched window openings and one arched doorway. The south elevation of the addition has two window openings, two door openings, and two bay door openings. Both bay openings have been sealed and are clad in horizontal siding. One of the pedestrian doors has been cut into one of these enclosed bay door openings (Figure 54).

The building at 338 S. 2nd Street was constructed in 1890. It was a saloon until at least 1907. By 1912 it was listed as a grocery store followed by a restaurant as early as 1919. The restaurant

occupied the space until at least 1926. Over the years, the building has also been an auto shop, cafe, bakery, mission, awning repair shop (Canvas Products Company), a thrift store, and, finally, Moon Mountain Gems Rock Shop. County parcel records for the property show that it was owned by John and Patricia Zellner from 1971 until the Zellner Trust sold the property to Thomas Watson in 2009. Watson sold the property to John Crouch, the current owner, in 2011. Following its use by Canvass Products Company, the building underwent a major front elevation remodel.

The building's west (front) elevation store front has been irreversibly altered. The entire front elevation has been rebuilt and reconfigured in a way that is not in-kind with the building's historic character (Figure 55). Presently, the entrance has been relocated to the chamfered wall and is now a set of newer wooden double doors. Two newer display windows are found along the portion of the wall that parallels S. 2nd Street and these windows are much smaller than the originals. The wall surrounding the windows has been reframed and is much more closed in than the original 1890s commercial storefront wall that was basically all glass and a singular central door. This new wall is clad in horizontal wood siding.

Research did not reveal any associations between the property and historic themes, events, or persons significant to local, state, or national history and it is not significant under Criterion A or B. The property is not likely to yield important information in history or prehistory and is not significant under Criterion D. This building is locally significant under Criterion C as one of the city's remaining examples of late nineteenth century commercial architecture. The period of significance is 1890. However, distinctive characteristics have likely been lost during non-historic alterations and the Canvas Products CO building no longer retains integrity of design, workmanship, materials, feeling, and association. As such, the property does not convey its historic context from the period of significance. It is recommended not eligible for the NRHP.

Figure 54. 338 South 2nd Street (5ME.4146). View to the east. April 2022



Figure 55. 338 South 2nd Street (5ME.4146). View to the east. This image is found in the property's 1982 site record prepared by Robin Krawitz. Note the original commercial storefront with a central recessed single-door entrance flanked by large display windows.



3.4.4 5ME.8649 – 343 South 3rd Street (Ochoa House)

This property underwent reconnaissance survey in 1996 and was included in Grand Junction Historic Resources Survey, Phase II by the Museum of Western Colorado. It was not evaluated as part of the 2008 I-70B West EA Historic Resources Survey Report. Built in 1939, 343 S. 3rd Street is a small (702 square foot), one-story, T-shaped, side-hip-on-gable, Minimal Traditional dwelling with a concrete foundation and a concrete stoop. The front (east) elevation stoop features a steeply pitched cross-gable entrance cover supported by knee brace brackets and clad in round edge shingles. The rear (west) elevation has a secondary cross-hip-on-gable projection. Roof-wall junctions feature projecting eaves and overhangs that are enclosed with newer vinyl soffits and vinyl fascia. Exterior walls are clad in newer vinyl drop siding. Gable ends are clad in vinyl drop siding as well. There is a small brick interior chimney located on the rear roof slope of the principal side-hip-on-gable. The building has eight windows visible from the right-of-way—four these are one-over-one double hung types and four are newer vinyl windows (two single hung and two casement). The front door is hollow-core wood with an upper diamond-shaped light. All window and door casements are newer vinyl (Figure 56).

All the building's original wood siding, soffits, and fascia, and door and window casements were replaced with vinyl material sometime before 1996. The building has eight windows visible from the right-of-way—four these are one-over-one double hung types and four are newer vinyl windows (two single hung and two casement). Replacement windows were added sometime before 1996. All window and door casements are newer vinyl. Since 1996, the buildings wood shingle roofing was replaced with asphalt composition roofing. The location at 343 S. 3rd Street was originally owned by Pearl and Samuel Waldroup and they used the property as a rental through 1946. Tenants during this time included several railroad workers. Clarence Baxter, a railroad engineer, and his wife Fern lived at the residence in 1946. Martha and Howard Heist owned the property until 1975. Joe and Ramona Sanchez owned the property from 1975 until 2000 when they sold the property to Linda and Matthew Brawley. The Brawleys owned the property until it was purchased by the Hale Trust in 2005. That year, the Hale Trust transferred ownership to South Third Street Properties, LLC. The LLC then sold the property in 2008 to Sarah and Primitivo Ochoa, the present owners.

Research did not reveal any associations between the property and historic themes, events, or persons significant to local, state, or national history and it is not significant under Criterion A or B. Due to physical alterations including modern replacement siding, fascias, soffits, trim and casements, and windows, the property is no longer a good representative example of a style of form. The property does not represent the work of a master architect nor does it embody distinctive characteristics of a type, period, or method of construction and it is therefore not significant under Criterion C. Furthermore, the property has undergone major non-historic alterations. The property is not likely to yield important information in history or prehistory and is not significant under Criterion D. Therefore, the Ochoa House does not meet any NRHP significance criteria and is determined not eligible for the NRHP.

Figure 56. 343 South 3rd Street (5ME.8649). View to the southeast. April 2022



3.4.5 5ME.8646 – 242 Pitkin Avenue (Aragon House)

This property underwent reconnaissance survey in 1982 and 1996 and was included in Historic Structures of Grand Junction, by Robin Krawitz and Grand Junction Historic Resources Survey, Phase II by the Museum of Western Colorado, respectively. It was not evaluated as part of the 2008 I-70B West EA Historic Resources Survey Report. Built in 1900, 242 Pitkin Avenue is a small (886 square foot), one-story, wood-framed, irregular-shaped, Hipped Roof Box with no discernable style and a concrete foundation. The entire building is clad in newer horizontal vinyl siding. The front (south) elevation features a shed roof addition that completely obstructs the building's original façade. This addition has a newer centrally-located hollow-core metal door. The front elevation also has a steeply pitched secondary cross gable. The west elevation has a steeply pitched secondary cross-gable and no windows on this side of the principal building. The rear (north) elevation has a series of newer additions that extend outward one after another. The first of these is a secondary cross-hip leading to a shed roof addition that leads to a shallow gable addition. The addition of this gable to the shed roof portion required a new ridge and valleys to be added atop the shed. All the building's windows are newer vinyl sliders or single-hung types (Figure 57).

All the building's original wood siding, doors, and windows were either replaced or removed sometime after 1996 but before 2013. Since 1996, a brick interior chimney has been removed. Several additions to the rear have been added since 1996 and the intricate wooden ornamentation on the front cross gable has been either removed or covered by vinyl siding (Figure 58).

George Porter was the original owner of 242 Pitkin Avenue and had the house until 1908. Ownership passed to Nick Caruso from 1909-1919, and Ned Robinson from 1919 to 1920. Arthur Robinson, a laborer, and his wife May rented the house in 1919. Emma Harris owned the house from 1921-1926 and used it as rental property. George Spraker, a manager of the Denver Boarding and Carriage Company, and his wife Josephine rented the house in 1926. Carl and Marguerita Stranger owned the property ca. 1927-1942 and lived there 1931-1932. Other early tenants included laborers and a brakeman for the railroad. Genevieve Cholas rented the property from 1938-1940 and the tenant in 1943 was Carmeletti Armijo. Jewell and Cora White were the owners/occupants in 1946. Tony and Mary Aragon owned the property until 1987 and the property stayed in the Aragon family until 2003 when it was sold to William Hoover. Hoover shifted the property to Hoover, LLC in 2004 which then shifted ownership to Pitkin, LLC, the current owner, in 2008.

Research did not reveal any associations between the property and historic themes, events, or persons significant to local, state, or national history and it is not significant under Criterion A or B. The property does not represent the work of a master architect nor does it embody distinctive characteristics of a type, period, or method of construction and it is therefore not significant under Criterion C. Furthermore, the property has undergone major non-historic alterations that have affected its character defining features and it is no longer a good example of a Hipped Roof Box with no discernable style. The property is not likely to yield important information in history or prehistory and is not significant under Criterion D. Therefore, the Aragon House does not meet any NRHP significance criteria and is determined not eligible for the NRHP.

Figure 57. 242 Pitkin Avenue (5ME.8646). View to the north. April 2022



Figure 58. 242 Pitkin Avenue (5ME.8646). View to the north. This image is found in the property's 1996 site record prepared by the Museum of Western Colorado. Note the chimney and the ornamentation on the front cross-gable.



3.4.6 5ME.8647 – 244 Pitkin Avenue (Ellis House)

This property underwent reconnaissance survey in 1982 and 1996 and was included in Historic Structures of Grand Junction, by Robin Krawitz and Grand Junction Historic Resources Survey, Phase II by the Museum of Western Colorado, respectively. It was not evaluated as part of the 2008 I-70B West EA Historic Resources Survey Report. Built in 1915, 244 Pitkin Avenue is a 1,560 square foot), one-story, rectangular, combination hipped (main front section) and gable (rear section) Classic Cottage with a concrete foundation and a full-width front (south) porch under a shed roof. This porch was once enclosed with fiberboard siding and was newly rebuilt in 2008-2009. Roof-wall junctions feature enclosed eaves and overhangs. The front elevation porch is six feet deep and is supported by 6 x 6 posts. It features a simple railing with balusters and is accessed via a small wooden step. The porch is skirted with vertically oriented wood planks. The building is clad in horizontal wood cove siding. The rear (north) gable portion of the building was added at an unknown date and features the same wall cladding and a raised-seam metal roof. Windows appear to be one-over-one double-hung types of various sizes. The front entrance is a newer wood door with an oval light (Figures 59 and 60).

The rear (north) end of the property has another dwelling that has in the past been treated with a separate cultural resource number (5ME.8648). This seems inappropriate since the dwelling is located on the parcel, shares the same address, and is subservient to the main building. The secondary building is 30 feet wide and 24 feet deep, wood-framed, side gabled with a full-width enclosed shed roof section on the front (west) elevation. Roof-wall junctions are open with exposed rafter ends.

The building once featured an open front porch that was enclosed at some point but then opened again and remodeled in 2008. However, it is highly unlikely that this building originally featured a full-

width covered porch—particularly with a roofline like the type shown here that creates an architectural break with the original building's eave-line and interrupts the vertical plain (the porch roof is simply a shed extension of the original roof slope with no change in pitch). Furthermore, the building's original front door was located approximately three feet to the west of the current front door. The original door was in line with the current porch stairway and has since been enclosed and the exterior filled in with short splices of siding. The current front doorway was installed in 2008 and features a newer hollow-core metal door with a large oval light. Other new features include front door trim, porch railings and balusters, and vertical wood skirting at foundation level. The rear secondary dwelling featured a carport as late as 1996 but this has since been removed. The 1996 site record for the outbuilding indicated that there were multiple double-hung windows on the building. Most of these appear to have been removed and the openings boarded shut. Assessor records claim the building at 244 Pitkin Avenue dates to 1915. However, a Sanborn map from 1919 shows no buildings located on lots 20 and 21. But by 1921, William Post owned and occupied the dwelling at 244 Pitkin Avenue and held on to the property through 1927. Charles Ellis, a carpenter, and his wife Clara were the owners/occupants from 1928 through 1944. By 1946 Sadie and Jerry Mariz owned the property. The dwelling at the rear of the property also hosted several tenants including Ella and Elmer Zorn (1928-1936) and Albert and Carrie Forsbeck (1946). Other tenants included a rancher and a driver, among others. The Mariz family owned 244 Pitkin Avenue until 1989 when they sold the property to Sandra and Thomas Spiegelberg. The Spiegelbergs owned the property until 1999 when they sold to Juanita and Victor Munoz. The Munoz family owned the property until 1919 when they sold to Michael and June Clegg, the current owners.

Research did not reveal any associations between the property and historic themes, events, or persons significant to local, state, or national history and it is not significant under Criterion A or B. The property does not represent the work of a master architect nor does it embody distinctive characteristics of a type, period, or method of construction and it is therefore not significant under Criterion C. Furthermore, the property has undergone major non-historic alterations. The property is not likely to yield important information in history or prehistory and is not significant under Criterion D. Therefore, the Ellis House does not meet any NRHP significance criteria and is determined not eligible for the NRHP.

Figure 59. 244 Pitkin Avenue (5ME.8647). View to the north. April 2022



Figure 60. 244 Pitkin Avenue (5ME.8647). View to the northwest. This image is found in the property's 1996 site record prepared by the Museum of Western Colorado. Note the enclosed front porch.



3.4.7 5ME.23876 – 302 Pitkin Avenue (Catholic Outreach Day Center)

This property has not been included in any previous survey and it has never been evaluated. This 1957 building is a single-story, 4,128 square foot, concrete block commercial-type building with a combination medium-pitched front-gable roof and a flat roof. The front (south) elevation features a metal rolling overhead door and a gable end clad in newer painted steel siding. The west elevation has six window openings and one door each with a roll-up metal cover. The rear (north) elevation has three windows with rolling metal openings and a single steel door. The upper gable end on this elevation is also clad in painted steel siding. The east wall is bare, and this is the section of the building with the flat roof (Figure 61).

In 1957, the property featured a relatively small front gable building. In 1989, an open-air courtyard was added to the rear (north) elevation, and this extended north to the alleyway. Circa 2019, the rear courtyard was removed and replaced with an extension of the gable to the north end of the property, the large flat roof addition was built on the east elevation, and the front elevation concrete-block-enclosed courtyard was added to the front elevation. These alterations have mostly encompassed the original structure and today it looks and feels like a new building.

The property at 302 Pitkin Avenue was in the possession of the Bishop of Pueblo for many years. It was transferred to Grand Valley Catholic Outreach, LLC in 2004.

Research did not reveal any associations between the property and historic themes, events, or persons significant to local, state, or national history and it is not significant under Criterion A or B. The property does not represent the work of a master architect nor does it embody distinctive characteristics of a type, period, or method of construction and it is therefore not significant under Criterion C. Furthermore, the property has undergone major non-historic alterations. The property is not likely to yield important information in history or prehistory and is not significant under Criterion D. Therefore, the Catholic Outreach Day Center does not meet any NRHP significance criteria and is determined not eligible for the NRHP.

Figure 61. 302 Pitkin Avenue (5ME.23876). View to the northeast. April 2022



3.4.8 5ME.23875 – 308 Pitkin Avenue (Filter Supply)

This property has not been included in any previous survey and it has never been evaluated. This 1977 commercial-type building is a single-story, combination steel framed and concrete block, metal clad, 2448 square foot, rectangle with a low-pitched raised-seam metal roof. The front (south) elevation has four tall, slender single-pane windows and a metal-framed, single-pane commercial door. The east elevation is unadorned. The west elevation has a single metal door. The rear (North) elevation has a centrally located overhead bay door and a single entrance with a metal frame door (Figure 62).

The building at 308 Pitkin has hosted several commercial enterprises throughout its history including multiple cleaning companies and the current filter supply company. The building appears in its original condition.

Research did not reveal any associations between the property and historic themes, events, or persons significant to local, state, or national history and it is not significant under Criterion A or B. The property does not represent the work of a master architect nor does it embody distinctive characteristics of a type, period, or method of construction and it is therefore not significant under Criterion C. The property is not likely to yield important information in history or prehistory and is not significant under Criterion D. Therefore, the Filter Supply building does not meet any NRHP significance criteria and is determined not eligible for the NRHP.

Figure 62. 308 Pitkin Avenue (5ME.23875). View to the north. April 2022



3.4.9 5ME.8640 – 342 Pitkin Avenue (Eugene Mendicilli House)

This property underwent reconnaissance survey in 1982 and 1996 and was included in Historic Structures of Grand Junction, by Robin Krawitz and Grand Junction Historic Resources Survey, Phase II by the Museum of Western Colorado, respectively. It was not evaluated as part of the 2008 I-70B West EA Historic Resources Survey Report. Built in 1910, 342 Pitkin Avenue is a small (925 square foot), one-story, wood-framed, rectangular, hipped roof Classic Cottage. The entire building is clad in newer horizontal vinyl siding. The front (south) elevation features a low-pitched hip roof entry porch accessed via a brick step. The building's roof is clad in newer corrugated metal. The building's main section has seven newer windows including five one-over-one single-hung vinyl types and two metal framed horizontal end vent sliders. The secondary hip roof addition on the building's rear (north) elevation has two metal-framed horizontal end-vent sliders and an entrance that is missing its door (Figure 63).

All the building's original horizontal wood siding has been replaced with horizontal vinyl siding of a similar dimension. In addition to the siding, all exterior trim components including fascia, dentils at the roof-wall junction, and door and window casings are all newer vinyl meant to appear historic. All of the buildings original windows have been replaced with newer vinyl one-over-one single-hung sashes or aluminum end-vent sliders or are missing and covered with OSB. None of the building's original wooden sashes remain., The building's two prominent brick interior chimneys that once protruded from the roof peak have been removed and the roof has been newly clad in raised seam metal. All of this work took place after 1996 (Figure 64).

Dennis Spellman owned 342 Pitkin Avenue and lived there in 1910. Eugene Mendicilli a baker, laborer, and fire cleaner for the railroad owned the property with his wife, Suzie, ca. 1924-1947.

Research did not reveal any associations between the property and historic themes, events, or persons significant to local, state, or national history and it is not significant under Criterion A or B. The property does not represent the work of a master architect nor does it embody distinctive characteristics of a type, period, or method of construction and it is therefore not significant under Criterion C. Furthermore, the property has undergone major non-historic alterations. The property is not likely to yield important information in history or prehistory and is not significant under Criterion D. Therefore, the Eugene Mendicilli House does not meet any NRHP significance criteria and is determined not eligible for the NRHP.

Figure 63. 342 Pitkin Avenue (5ME.8640). View to the north. April 2022



Figure 64. 342 Pitkin Avenue (5ME.8640). View to the northwest. This image is found in the property's 1996 site record prepared by the Museum of Western Colorado. Note the chimneys and the original horizontal wood siding.



3.4.10 5ME.8641 – 352 Pitkin Avenue (Michael O’Conner House)

This property underwent reconnaissance survey in 1982 and 1996 and was included in Historic Structures of Grand Junction, by Robin Krawitz and Grand Junction Historic Resources Survey, Phase II by the Museum of Western Colorado, respectively. It was not evaluated as part of the 2008 I-70B West EA Historic Resources Survey Report. Built in 1909, 352 Pitkin Avenue is a 1,306 square foot, one-story, wood-framed, irregular-shaped, hipped roof Classic Cottage. The building is clad in horizontal wood cove siding. The front (south) elevation features a steeply-pitched secondary cross gable over the nearly-full-width enclosed entrance porch. This porch has a hip roof, and it is supported by four symmetrically placed tuscan columns. The porch is clad in vertically-oriented wood siding and has five picture windows. The porch’s roof-wall junctions have exposed overhangs with decorative corbels. The porch is accessed via a concrete step. Similar corbels can also be found on the cross-gable overhang. Roof-wall junctions on the rest of the building feature exposed rafter ends. The building has two brick interior chimneys. Most of the building’s windows are one-over-one double-hung types. The rear (north) elevation features a secondary cross hip and a smaller low-pitch hipped-roof addition. The front door is a newer hollow-core metal type. The building originally had an open porch (Figure 65).

Mary J. Thistle owned the property in 1909. Josie and George Gordon owned the house in 1912, and following George’s death in 1918, Josie lived there until 1924. Marie and Michael O’Connor owned and occupied the house ca. 1925-1934. Michael worked as a clerk for Watson and Son. Nunziato Stranger, along with Carl and Marguerite Stranger, lived in the house from 1935-1942. Ben and Assunta Ventura owned the property in 1946. Ben worked as a carman with the D&RG Railway.

Research did not reveal any associations between the property and historic themes, events, or persons significant to local, state, or national history and it is not significant under Criterion A or B.

The property does not represent the work of a master architect nor does it embody distinctive characteristics of a type, period, or method of construction and it is therefore not significant under Criterion C. Furthermore, the property has undergone major non-historic alterations. The property is not likely to yield important information in history or prehistory and is not significant under Criterion D. Therefore, the Michael O'Conner House does not meet any NRHP significance criteria and is determined not eligible for the NRHP.

Figure 65. 352 Pitkin Avenue (5ME.8641). View to the northwest. April 2022



3.4.11 5ME. 23878 – 309 Pitkin Avenue (Western Pawn and Loan)

This property has not been included in any previous survey and it has never been evaluated. This 1965 commercial-type building is a single-story, combination steel framed and concrete block, partially metal clad, 980 square foot rectangle with a low-pitched gabled roof clad in raised-seam metal. The front (west) elevation has a recessed entry surrounded by brick with a commercial-type metal-framed door with a single glass pane. The north elevation gable wall is a combination of concrete block and metal siding and features a brick planter box. The roof overhang at this elevation is supported by a massively oversized configuration of steel I-posts and beams. The east (rear) elevation is concrete block without other features. The south elevation is clad in metal siding and features a central hollow-core steel door. The building has no windows (Figure 66).

The building at 309 Pitkin has hosted multiple commercial enterprises throughout its history including a pawn shop and an eyeglass repair and manufacturing company. The property was owned by Elton and Leone Hussey during the 1970s and their trust sold the property to O B, LLC, the current owner, in 1997.

Research did not reveal any associations between the property and historic themes, events, or persons significant to local, state, or national history and it is not significant under Criterion A or B. The property does not represent the work of a master architect nor does it embody distinctive characteristics of a type, period, or method of construction and it is therefore not significant under Criterion C. The property is not likely to yield important information in history or prehistory and is not significant under Criterion D. Therefore, the Western Pawn and Loan building does not meet any NRHP significance criteria and is determined not eligible for the NRHP.

Figure 66. 309 Pitkin Avenue (5ME.23878). View to the southeast. April 2022



3.4.12 5ME.7768 – 319 Pitkin Avenue (Michael Stranger House)

This property underwent reconnaissance survey in 1982 and 1996 and was included in Historic Structures of Grand Junction, by Robin Krawitz and Grand Junction Historic Resources Survey, Phase II by the Museum of Western Colorado, respectively. It was not evaluated as part of the 2008 I-70B West EA Historic Resources Survey Report. Built in 1914, 319 Pitkin Avenue is a small (800 square foot), one-story, wood-framed, rectangular, hipped roof Classic Cottage. The entire building is clad in horizontal wooden cove siding. The front (north) elevation features a secondary cross gable also clad in horizontal wood siding with an open overhang. This elevation also has two newer metal frame windows and a newer hollow-core metal front door and one newer side light. East and west elevations could not be observed because the building is closely flanked by newer structures. The building is connected to the 2009 commercial building to the east. The rear (south) elevation has a newer set of double doors under a shed roof protrusion and a single newer metal framed window (Figure 67).

All the building's observable windows and doors are newer replacements. The entrance has been altered with the construction of a side light and the removal of a gable hood with knee braces (Figure 68).

Built in 1914, the house at 319 Pitkin 1914 was owned by Antonio Stranges until 1922. The property then became a rental. Early tenants were there were Addison Smith, a baker's helper, and his wife Arvilla. They lived at the property until 1931 when Bessie Kling became the tenant. Michael Stranger, who worked at Modem Shoe Repair, and his wife Ella owned the house until 1946. By the 1980, the home was owned by Joe and Frank Mazza, who sold the property to Joel Stancliff in 1992. Loy Damian, the present owner, acquired the property from Stancliff in 2008. The house was a tattoo shop in 2009 and its present use is unknown.

Research did not reveal any associations between the property and historic themes, events, or persons significant to local, state, or national history and it is not significant under Criterion A or B. The property does not represent the work of a master architect nor does it embody distinctive characteristics of a type, period, or method of construction and it is therefore not significant under Criterion C. Furthermore, the property has undergone major non-historic alterations. The property is not likely to yield important information in history or prehistory and is not significant under Criterion D. Therefore, the Michael Stranger House does not meet any NRHP significance criteria and is determined not eligible for the NRHP.

Figure 67. 319 Pitkin Avenue (5ME.7768). View to the south. April 2022



Figure 68. 319 Pitkin Avenue (5ME.7768). View to the southwest. This image is found in the property's 1996 site record prepared by the Museum of Western Colorado. Note the windows and front entry.



3.4.13 5ME.23883 – 405 Pitkin Avenue (Scotty's Muffler Center)

This property has not been included in any previous survey and it has never been evaluated. 405 Pitkin Avenue is a large (9,478 square foot), single-story, combination steel framed and concrete block, partially metal clad, L-shaped building with combinations of low-pitched gabled roofs and shed roofs clad in raised-seam metal. The front (west) elevation has a commercial-type metal-framed customer entrance door with a single glass pane. Adjacent to this door is a two-light end-vent slider window. Both features are under a small awning and a large sign reading "Scotty's Muffler." This elevation also features three large overhead bay doors and a worker entrance composed of metal double doors. Two additional windows are located above these doors. The north elevation features the protruding southwest corner of the building that provides the L-shape. This wing has two large overhead bay doors and a customer entrance under an awning. The entrance is a single metal frame door with a single glass pane. The remainder of this elevation adjacent to Pitkin Avenue features a gable and a large shed-roof extension toward the east. This elevation has four sets of paired two-light end-vent sliders and one single two-light end-vent slider. The east (rear) elevation is partially under the slope of the shed roof and partially composed of a tall front-gabled section. The gable section has two large overhead bay doors and a single entrance. The shed roof portion of this elevation has one smaller overhead bay door. The south elevation has two separate low-pitched gabled joined in the center by an open bay covered with a shed roof. The easternmost gable has one overhead bay door, and the western gable has two overhead bay doors (Figure 69).

The building has been completely altered since 1977. The property was originally composed of two separate buildings—one was a relatively small front gabled building and next to it was a larger flat-roof structure. The portion of the building that makes up the L-shape located on the southwest

corner was added in 1986-1987. Between 1998 and 2001 the two buildings were joined together, and the roofs were reconfigured.

Research did not reveal any associations between the property and historic themes, events, or persons significant to local, state, or national history and it is not significant under Criterion A or B. The property does not represent the work of a master architect nor does it embody distinctive characteristics of a type, period, or method of construction and it is therefore not significant under Criterion C. Furthermore, the property has undergone major non-historic alterations. The property is not likely to yield important information in history or prehistory and is not significant under Criterion D. Therefore, Scotty's Muffler Center does not meet any NRHP significance criteria and is recommended not eligible for the NRHP.

Figure 69. 405 Pitkin Avenue (5ME.23883). View to the southeast. April 2022



3.4.14 5ME.23884 – 437 Pitkin Avenue (Scotty's Auto Repair)

This property has not been included in any previous survey and it has never been evaluated. Built in 1970, 437 Pitkin Avenue is a commercial-type, 3,452 square foot, single-story, concrete block and stucco rectangle with a metal parapet. The parapet is only on the north and west elevations. The front (west) elevation has a commercial-type metal-framed customer entrance door with a single glass pane flanked by display windows and all under an awning. There is a large sign on the parapet reading "Brake Center." This elevation also features seven large overhead bay doors. The north elevation has one three-pane ribbon window. The east (rear) elevation nearly abuts the building at 445 Pitkin Avenue. The south elevation is exposed concrete block with four upper four-pane glass block lights and a single hollow-core metal door (Figure 70).

The building was significantly altered in 1997. That year the property underwent a complete remodel, and 1,500 sq ft was added to the south end of the building. This addition includes the three southern garage bays. All the building's signage, including the free-standing sign are new since 1996 at the earliest.

Research did not reveal any associations between the property and historic themes, events, or persons significant to local, state, or national history and it is not significant under Criterion A or B. The property does not represent the work of a master architect nor does it embody distinctive characteristics of a type, period, or method of construction and it is therefore not significant under Criterion C. Furthermore, the property has undergone major non-historic alterations. The property is not likely to yield important information in history or prehistory and is not significant under Criterion D. Therefore, Scotty's Auto Repair does not meet any NRHP significance criteria and is determined not eligible for the NRHP.

Figure 70. 437 Pitkin Avenue (5ME.23884). View to the southeast. April 2022



3.4.15 5ME.23880 – 523 Pitkin Avenue (Storage Rental Location No. 1)

This property has not been included in any previous survey and it has never been evaluated. This 1972 commercial-type property has two separate rectangular storage buildings. The larger of the two buildings located on the east side of the parcel is a 116-foot wide by 20 foot deep, 2320 square foot, single-story, concrete block rectangle with a metal-clad shed roof and a three-sided parapet. The parapet is only on the north, south, and east elevations. The front (west) elevation has 11 large overhead storage bay doors. The smaller of the two buildings located on the west side of the parcel

is a 116-foot wide by 10 foot deep, 1160 square foot, single-story, concrete block rectangle with a metal-clad shed roof and a three-sided parapet. The parapet is only on the north, south, and west elevations. The front (east) elevation has 11 metal hollow-core doors to access the storage lockers. The buildings have not undergone any significant alterations (Figure 71 and 72).

Research did not reveal any associations between the property and historic themes, events, or persons significant to local, state, or national history and it is not significant under Criterion A or B. The property does not represent the work of a master architect nor does it embody distinctive characteristics of a type, period, or method of construction and it is therefore not significant under Criterion C. The property is not likely to yield important information in history or prehistory and is not significant under Criterion D. Therefore, Storage Rental Location No. 1 does not meet any NRHP significance criteria and is recommended not eligible for the NRHP.

Figure 71. 523 Pitkin Avenue (5ME.23880). View to the southeast. April 2022



Figure 72. 523 Pitkin Avenue (5ME.23880). View to the southwest. April 2022



3.4.16 5ME.23881 – 529 Pitkin Avenue (Rocky Toppers & Campers)

This property has not been included in any previous survey and it has never been evaluated. Built in 1976, 529 Pitkin Avenue is a commercial-type 3,840 square foot, single-story, concrete block and stucco rectangle with a low-pitched side-gable roof. The front (north) elevation has a commercial-type metal-framed double door entrance flanked by paired display windows under an awning. There is another single metal-framed doorway just east of the primary entrance. This door has a single glass pane and an adjacent paired set of display windows. The front elevation is clad in stucco and features decorative stone veneer at its base. The east and west elevations are featureless bare concrete block. The rear (south) elevation has a single large overhead bay door and an entrance with a hollow-core metal door (Figure 73).

The stucco and stone on the front (north) elevation replaced the original vertically-oriented metal siding.

Research did not reveal any associations between the property and historic themes, events, or persons significant to local, state, or national history and it is not significant under Criterion A or B. The property does not represent the work of a master architect nor does it embody distinctive characteristics of a type, period, or method of construction and it is therefore not significant under Criterion C. Furthermore, the property has undergone major non-historic alterations. The property is not likely to yield important information in history or prehistory and is not significant under Criterion D. Therefore, Rocky Toppers & Campers does not meet any NRHP significance criteria and is determined not eligible for the NRHP.

Figure 73. 529 Pitkin Avenue (5ME.23881). View to the southeast. April 2022



3.4.17 5ME.23882 – 549 Pitkin Avenue (Mesa County Building)

This property has not been included in any previous survey and it has never been evaluated. Built in 1959, 549 Pitkin Avenue is a commercial-type, 3,480 square foot, two-story, concrete block rectangle with a low-pitched front-gable roof clad in Asphalt composition shingles. The front (north) elevation has a hollow-core steel door and one upper two-light window with a fixed glass pane on one side and a metal shutter on the other side. The east and west elevations each have eight windows of this type on the upper story and three of this type on the main story. The rear (south) elevation has three upper windows of this type and a single hollow-core metal door on the first floor. 549 Pitkin is attached to 559 Pitkin to the east by two hip-roof passageways (Figure 74).

This building was completely altered by Mesa County when it was turned into a minimum-security jail in 1988. The original 1959 building was a single-story, flat roofed building measuring 30 feet wide by 60 feet deep.

On April 1, 1987, the Board of Mesa County Commissioners passed a resolution to deal with the overcrowding problem in the county jail. This resolution called for the immediate planning and construction of a cost-effective 40 bed minimum security facility to house non-violent pre-sentenced and sentenced misdemeanor offenders. The facility was built at 549 Pitkin Avenue and attached to 559 Pitkin Avenue—the existing Mesa County Work-Release Center constructed in 1980.

Research did not reveal any associations between the property and historic themes, events, or persons significant to local, state, or national history and it is not significant under Criterion A or B.

The property does not represent the work of a master architect nor does it embody distinctive characteristics of a type, period, or method of construction and it is therefore not significant under Criterion C. Furthermore, the property has undergone major non-historic alterations. The property is not likely to yield important information in history or prehistory and is not significant under Criterion D. Therefore, the Mesa County Building does not meet any NRHP significance criteria and is determined not eligible for the NRHP.

Figure 74. 549 Pitkin Avenue (5ME.23882). View to the southeast. April 2022



3.4.18 Not Eligible Properties Revisited

Four properties that were determined not eligible in 2008 with SHPO concurrence were revisited during this survey to confirm no changes had occurred since that determination that would warrant a reevaluation of eligibility. The four properties (5ME.8643, 5ME.15695, 5ME.15697, and 5ME.15699) were documented on OAHP revisitation forms. No changes were found at any of the four properties that would warrant a reevaluation of the previous determination. Therefore, all four remain officially not eligible for NRHP listing.

4.0 Effects Analysis

The project includes the I-70B West corridor from approximately the southern side of the intersection of Rood Ave and I-70B (1st Street) continuing along the corridor of I-70B (Pitkin Ave) / I-70Z (Ute Ave) to 6th Street, which is a portion of the area analyzed in the 2008 I-70B West EA *Historic Resources Survey Report*. HDR reviewed the 2008 I-70B West EA and the properties evaluated in associated reports and found new information on properties located within the project area. In total, 33 properties (30 buildings, one park, one linear resource, and one potential historic district) were identified as over 45 years old within the project's APE.

Of the 33 properties 45 years or older within the APE, two (2) properties are listed in the NRHP (and still recommended eligible): Stranges Grocery Store (5ME.4147—226 Pitkin Avenue) and Denver and Rio Grande Western Railroad Depot (5ME.4163—119 Pitkin Avenue). Nine (9) properties are officially eligible or determined eligible for NRHP listing in this survey and include: Don and Mel's 66 Service (5ME.15689—124 N 1st Street), Whitman School (5ME.4151—248 S 4th Street), the Grand Junction Elks Home, B.P.O.E. 575 (5ME.4162—249 S 4th Street), the Rio Grande Motorway Terminal/Greyhound Bus Station (5ME.8654—230 S 5th Street), C.D. Smith Company/Museum of Western Colorado (5ME.15698—462 UTE Avenue), Simmons Lock & Key (5ME.23877— 322 South 2nd Street), Samuel Waldroup House (5ME.7766— 260 Pitkin Avenue), Whitman Park (5ME.1186), and Grand Junction and Grand River Valley Railway (5ME.24074.1). Twenty-two (22) properties are determined not eligible, including four properties previously determined officially not eligible with SHPO concurrence but revisited for this study (5ME.8643, 5ME.15695, 5ME.15697, and 5ME.15699).

The proposed project will provide transportation improvements as identified in the 2008 I-70B West EA and 2018 Traffic Study. A NEPA re-evaluation of the 2008 I-70B West EA and the 2008 I-70B West FONSI is currently being completed. The 2008 I-70B West EA Historic Resources Survey Report recommended that the proposed Preferred Alternative would result in No Adverse Effect on historic properties within the project APE. Considering the length of time since this initial study, CDOT determined that a re-evaluation of effects to cultural resources during this next phase of the project was warranted. The NEPA re-evaluation is limited to the portion of the project corridor presently being funded that includes I-70B from approximately the southern side of the intersection of Rood Ave and I-70B (1st Street) and continuing along the corridor of I-70B (Pitkin Ave)/I-70Z (Ute Ave) to 6th Street. The overall purpose of this proposed project is to improve traffic flow, safety, multi-modal opportunities, and provide effective access along I-70B. Information on temporary or permanent easements outside of the existing ROW is summarized in Table 8. In the table a temporary construction easement is represented by the acronym TCE and permanent easements are represented by the acronym PE. The following section includes an overview of the project's planned and/or proposed improvements at and effects analysis for each of the eight NRHP eligible and/or listed properties.

Table 8. Proposed Easement Information on Historic Properties.

Site Number	Name/Address	Easement/Size	Comments
5ME.15689	124 N 1st St/ Don and Mel's 66 Service	TCE/405 sq ft	5 ft from existing for roadway widening and driveway reconstruction



Site Number	Name/Address	Easement/Size	Comments
5ME.4151	248 S 4th St/ Whitman School	TCE/4545 sq ft (total for both 5ME.4151 and 5ME.15698) and PE/36 sq ft	TCE 15 ft from existing along Ute Ave from the northeast corner of Ute/S. 4th extending 281 feet to the east for sidewalk and driveway reconstruction, and 5 ft from existing along 4th Street for sidewalk reconstruction (shared parking lot with 5ME.15698). PE is for water meter connection
5ME.4162	249 S 4th St Elks Home	TCE/ 840 sq ft and PE for 47 sq ft	TCE is for sidewalk reconstruction. PE is for fire hydrant
5ME.8654	230 S 5th St/ Rio Grande Motorway Terminal/ Greyhound Bus Station	TCE/1030 sq ft	5 ft from existing for roadway for sidewalk reconstruction
5ME.15698	462 Ute Ave/ C.D. Smith Company	TCE/4545 sq ft (total for both 5ME.4151 and 5ME.15698)	TCE 15 ft from existing along Ute Ave from the northeast corner of Ute/S. 4th extending 281 feet to the east for sidewalk and driveway reconstruction(shared parking lot with 5ME.4151)
5ME.1186	Whitman Park	PE/568 sq ft	PE-east side of park, a triangle 7 ft west of NE corner extending 182 ft south
5ME.4147	226 Pitkin Ave/ Stranges Grocery	None	
5ME.4163	119 Pitkin Ave/ Denver and Rio Grande Western Railroad Depot	None	
5ME.7766	260 Pitkin Avenue Samuel Waldroup House	None	
5ME.23877	322 South 2nd Street Simmons Lock & Key	TCE/82 sq ft	Sidewalk reconstruction in front of the building
5ME.24074.1	Grand Junction and Grand River Valley Railway	None	

4.1 Criteria of Adverse Effect

The following Effects Analysis was completed in accordance with 36 CFR § 800.5 (Assessment of adverse effects) and applies the criteria of adverse effect to each of the eight NRHP eligible properties within the APE. As defined in 36 CFR 800.5, "An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the

integrity of the property's location, design, setting, materials, workmanship, feeling, or association.” The regulations further describe, “adverse effects to historic properties include, but are not limited to:

1. Physical destruction of or damage to all or part of the property;
2. Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary's standards for the treatment of historic properties (36 CFR part 68) and applicable guidelines;
3. Removal of the property from its historic location;
4. Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;
5. Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features;
6. Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and
7. Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.”

CDOT, in consultation with the SHPO, may make a determination of no adverse effect when the undertaking's effects do not meet the criteria of criteria of adverse effect “or the undertaking is modified or conditions are imposed, such as the subsequent review of plans for rehabilitation by the SHPO to ensure consistency with the Secretary's standards for the treatment of historic properties (36 CFR part 68) and applicable guidelines, to avoid adverse effects.”

4.1.1 Don and Mel's 66 Service (5ME.15689—124 North 1st Street)

Don and Mel's 66 Service (5ME.15689), at 124 North 1st Street, was determined eligible for the NRHP and is locally significant under Criterion A for its association with mid-century automobile transportation in Grand Junction and under Criterion C as one of the city's few remaining examples of the Ice Box or Oblong-Box architectural style popular with roadside gas stations in the mid-twentieth century. It has a period of significance from 1955 when it was built through 1972, the period of its use as a gas station. The building is currently vacant.

The current road conditions in front of the building (west parcel boundary) consist of two northbound lanes of traffic along North 1st Street and a sidewalk separating the property's paved parking area and driveway from the street. Improvements at this location will consist of extending an existing concrete wall that separates the property's parking area from the public right-of-way, approximately 40 feet to the south to limit vehicular access near the current intersection. This new wall extension will be installed across an existing driveway curb cut. At present, the building is set back approximately 20 feet from this wall and sidewalk and the wall extension would not be any nearer to the building than the existing wall. At the property's northern parcel boundary along Rood Avenue, all work will be completed within the existing right-of-way.

The proposed improvements over the length of the west parcel boundary will require a temporary construction easement for construction of the wall extension. The temporary easement is approximately five feet deep along 1st Street and around the driveway of approximately 405 sq ft. No permanent easements will be required. See Figure 75 for more information.

Effects during construction may include visual and auditory effects, and dust, but these would not be permanent. The gas station building is set back approximately 20 feet from the edge of proposed improvements and temporary construction effects will have a minimal to negligible effect. Permanent effects may include visual and auditory effects resulting from increased traffic. However, this property was designed and constructed to be proximal and conspicuous to vehicular traffic. These proposed improvements will allow the building to retain its historic function. As such, auditory and visual impacts from traffic are a part of the property's integrity of setting, feeling, and association and any changes from existing atmospheric effects will be negligible. Although access to the property will be moved further south on North 1st Street, access to the property would remain from both North 1st Street and Rood Avenue.

Figure 75. Proposed easements and improvements at 124 North 1st Street (5ME.15689).



Work proposed along the parcel's western boundary does not impact any of the historic property's character-defining features. Collectively and individually these effects will not directly or indirectly alter any characteristics that qualify Don and Mel's 66 Service for NRHP eligibility in a manner that diminishes any aspect of its integrity of location, design, workmanship, materials, feeling, setting,

and association. It is recommended that the undertaking will have **No Adverse Effect** on Don and Mel's 66 Service (5ME.15689).

4.1.2 Whitman School (5ME.4151—248 South 4th Street)

Whitman School (5ME.4151), at 248 South 4th Street, was determined officially eligible for the NRHP in 2007 and this current study recommends that it retain NRHP eligibility. The building is significant under Criterion A as one of the early schools in Grand Junction and because it was built on land that had been designated for a school by the original 1882 town plat. The period of significance for the building is from 1925 when it was built through the period of its use as a public school ending in 1962. The building is currently used as a private Montessori school.

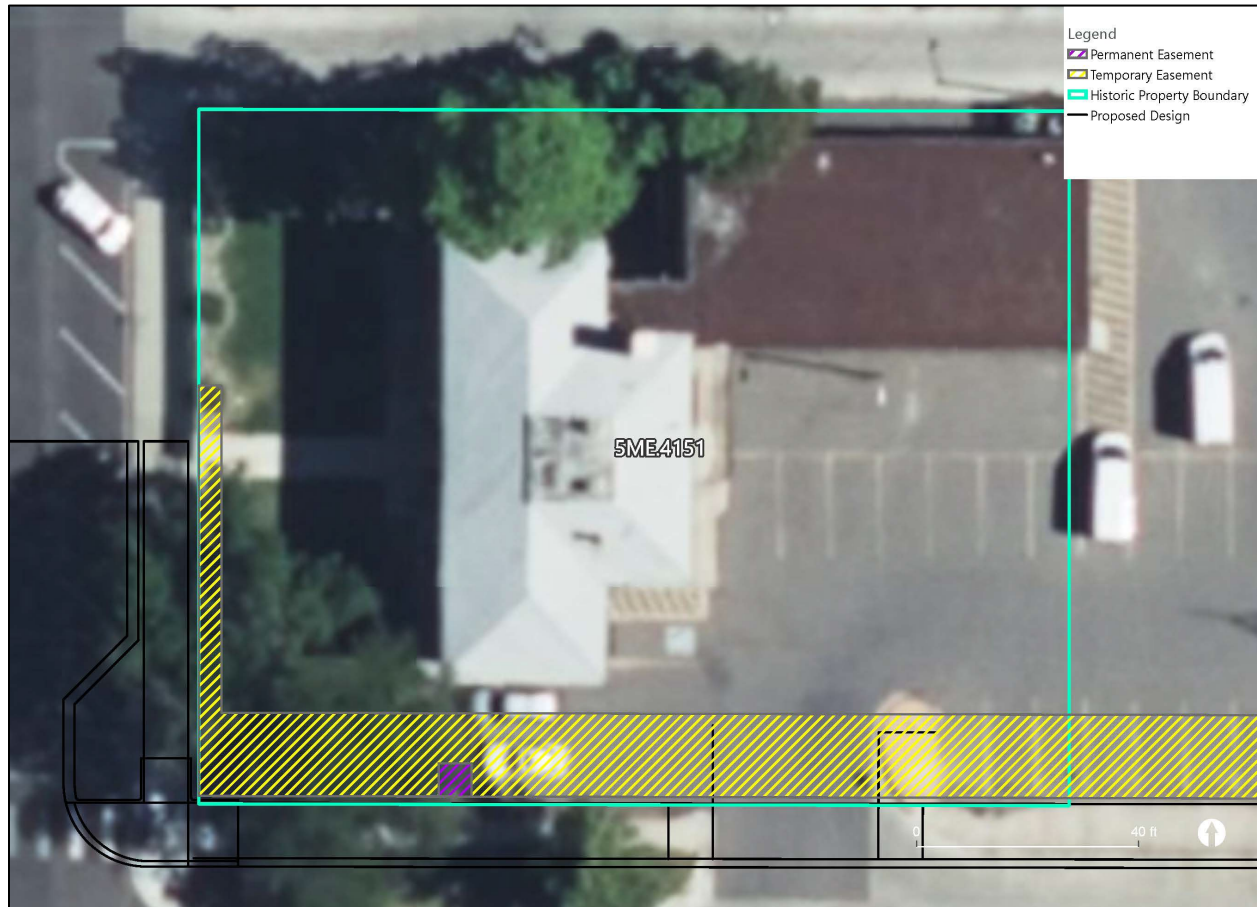
Historically, the Whitman School existed on a distinct parcel during its period of significance but at present, it shares a single legal parcel with the CD Smith Company/Museum of Western Colorado at 462 Ute Avenue (5ME.15698). Despite the shared legal parcel boundaries, these properties have separate historic boundaries and effects on the school here are evaluated on its original boundary, which was established in the 2008 I-70B West EA Historic Resources Survey Report.

The current road conditions in front of Whitman School (west parcel boundary) consist of two traffic lanes along this block of South 4th Street. Between the lanes and the parcel is a diagonal parking area, a curb, and a sidewalk. The western edge of the parcel features a newer chain-link fence, eight concrete planters, a concrete front walkway accessing the building's front entrance, one mature tree, and a lawn. The current road conditions south of Whitman School (south parcel boundary) consist of two west-bound traffic lanes along Ute Avenue. Between the lanes and the school is a grass verge with two small trees and a sidewalk, with a driveway providing parking lot access for the school and museum.

Proposed improvements at this property will include: a sidewalk bulbout with curb ramps at the northeast corner of South 4th Street and Ute Avenue; one additional traffic lane added to the north side of Ute Avenue (shifting the roadway approximately 11 feet to the north); and reconstruction and widening of the existing sidewalk along Ute Avenue will be reconstructed and widened. At present, the building is set back approximately 32 feet from the sidewalk along South 4th Street and approximately 25 feet from the sidewalk along Ute Avenue. All improvement work along both historic boundaries will be completed within the existing right-of-way.

These proposed improvements will require a temporary construction easement within the historic property boundary. This easement will extend 15 feet north from the existing right-of-way along Ute Avenue for 281 feet extending from the intersection of Ute Ave/S. 4th Street along the length of the parcel and around the existing Ute Avenue driveway that is to be removed and the new proposed driveway that will be added. The temporary easement will also include five feet from the existing right-of-way along South 4th Street extending from the northeast corner of 4th Street and Ute Avenue north along the school's western parcel boundary for approximately 74 feet. A permanent easement is also needed to relocate a water main connection that is presently in the grass verge between the road and sidewalk. The total temporary construction easement for Whitman School is approximately 4545 sq ft and the permanent easement is 36 sq ft (Figure 76).

Figure 76. Proposed easements and improvements at the Whitman School (5ME.4151).



Effects during construction may include visual and auditory effects and dust, but these would not be permanent and would be negligible given the setback of the building. Whitman School is set back approximately 25 feet to the north and 32 feet to the east from the edge of the proposed improvements and the proposed construction work will have a minimal effect on the historic property.

The green strip section of public right-of-way south of the school building between Ute Avenue and the existing sidewalk will be removed to accommodate the new traffic lane and sidewalk improvements. This strip and its landscaping are not within the historic property boundary but the removal of the strip and the landscaping will introduce a visual change to the setting of the property. However, the current trees in the verge to be removed are not large enough to be more than 20-30 years old and the two older and larger trees at the southwest corner of the property would remain. The removal of the verge and widening of the sidewalk would not be out of character with the overall urban setting and feeling of this block of Ute Avenue or those to the east and west.

The temporary easement along Whitman School's south and west historic property boundaries does not encroach upon any of the property's buildings or features. Collectively and individually, these effects will not directly or indirectly alter any characteristics that qualify the school building for NRHP eligibility in a manner that diminishes any aspect of its historic integrity of location, design,

workmanship, materials, feeling, setting, and association. It is recommended that the undertaking will have *No Adverse Effect* on Whitman School (5ME.4151).

4.1.3 The Grand Junction Elks Home, B.P.O.E. 575 (5ME.4162—249 South 4th Street)

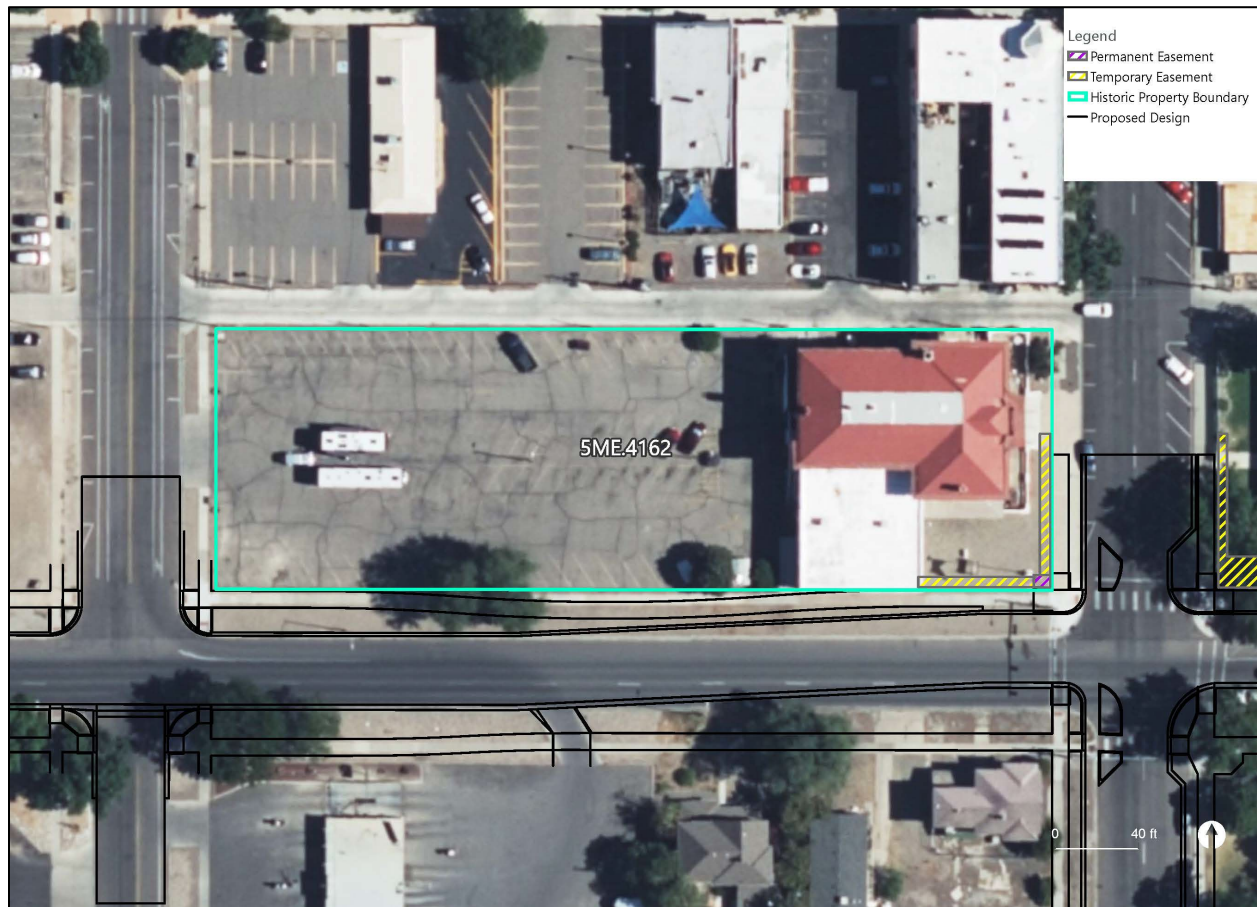
The Grand Junction Elks Home, B.P.O.E. 575 (5ME.4162), at 249 South 4th Street, was determined officially eligible for the NRHP in 2007 and this current study recommends that it retain NRHP eligibility. The building is locally significant under Criterion C as a prominent example of Classical Revival architecture in Grand Junction and the period of significance for the building is 1913 when it was built. The building continues to serve as the Elks Home and exists on a large parcel that occupies the entire southern half of the city block between South 3rd Street and South 4th Street.

The current road conditions in front of the Elks Home (east parcel boundary) consist of two traffic lanes along this block of South 4th Street. Between the lanes and the parcel is a curb and a sidewalk. The eastern edge of the parcel features barren gravel landscaping strips, a single concrete planter with a tree inside, two large landscaping stones flanking the planter, a concrete front stairway accessing the building's front entrance, a flagpole on a concrete pier base, and a wooden sign that reads "B.P.O.E." The current road conditions south of the Elks Home (south parcel boundary) consist of two west-bound traffic lanes along Ute Avenue. Between the lanes and the Elks Home building is a barren gravel planting strip and a sidewalk. Further to the west along Ute Avenue between the sidewalk and the large rear (west) parking lot is a tubular steel railing extending all the way to South 3rd Street. There is one large tree at approximately the same location as this railing and it sits about midway between the rear elevation of the building to the east and South 3rd Street to the west. The current road conditions along the west parcel boundary consist of two traffic lanes along this block of South 3rd Street. Between the lanes and the parcel is a curb, a gravel right-of-way strip, and a sidewalk. This side of the parking lot is accessed by a driveway cut into the curb. The western edge of the parcel features a tubular steel railing extending all the way from Ute Avenue north to the alleyway.

Road improvements along the Elks Home's parcel boundaries will consist of sidewalk widening along Ute Avenue, new sidewalk curb ramps at the northeast corner of South 3rd Street and Ute Avenue and the northwest corner of South 4th Street and Ute Avenue, and one additional traffic lane will be added to the north side of Ute Avenue shifting the roadway approximately 11 feet to the north. At present, the Elks Home building's is setback approximately four feet from the sidewalk along South 4th Street and approximately two feet from the sidewalk along Ute Avenue. All improvement work along the east, south, and west parcel boundaries will be completed within the existing right-of-way and not within the historic property boundary.

These sidewalk improvements will require a temporary construction easement within the historic property boundary. From the northwest corner of South 4th Street and Ute Avenue, a 5-foot easement from the existing right-of-way will extend 100 feet to the west and 74 feet to the north (840 sq ft; Figure 77). A permanent easement of 47 sq ft will be required to relocate a fire hydrant further into the property.

Figure 77. Proposed easements and improvements at the Grand Junction Elks Home, B.P.O.E. 575 (5ME.4162).



Temporary effects may include visual and auditory effects and dust during construction. The Elks Home is set back approximately four feet on the east and two feet on the south from the edge of proposed improvements. Proposed construction work will have a minimal effect since sidewalks have historically been set close to this building. No permanent noise and visual effects are anticipated. Although traffic lanes on Ute Avenue will be closer to the building, the sidewalk will be widened and the current verge between the sidewalk and traffic lanes consists of rock hardscape that does not provide a visual or auditory buffer currently. Indeed, a large component of the property's integrity of setting and feeling is based on an urban environment. Traffic and traffic noise is part of this property's historic visual and audible environment.

The rock hardscape verge south of the building between Ute Avenue and the existing sidewalk will be removed to accommodate the new lane and sidewalk improvements. The sidewalk and verge are outside of the historic property boundary and do not contribute to its historic significance. The new dedicated bike lane along the west side of South 4th Street will not encroach upon the building's historic boundaries nor will it pose a significant visual impact on the historic property.

The five-foot temporary easement along South 4th Street is needed for sidewalk reconstruction and would not impact the building's concrete staircase since this easement is not planned to extend this far north along South 4th Street. The temporary easement along the building's south historic

property boundary will be adjacent to the building's south elevation, which features an addition built in 1949 that is over 50 years old and part of the building's history. Collectively and individually these effects will not directly or indirectly alter any characteristics that qualify the Elks Home for NRHP eligibility in a manner that diminishes any aspect of its historic integrity of location, design, workmanship, materials, feeling, setting, and association. It is recommended that the undertaking will have **No Adverse Effect** on The Grand Junction Elks Home, B.P.O.E. 575 (5ME.4162).

4.1.4 Rio Grande Motorway Terminal/Greyhound Bus Station (5ME.8654—230 South 5th Street)

The Rio Grande Motorway Terminal/Greyhound Bus Station (5ME.8654), at 230 South 5th Street, was determined officially eligible for the NRHP in 2007 and this current study recommends that it retain NRHP eligibility. The building is locally significant under Criterion C as a good example of early twentieth-century commercial architecture in Grand Junction. Furthermore, this building is locally significant under Criterion A for its role in Grand Junction's transportation history. The period of significance for the building is 1937 when it was built through the time it operated as a bus station (c. 2010). The building is currently owned by the Grand Junction Downtown Development Authority and no longer operates as a bus station.

The current road conditions along the Rio Grande Motorway Terminal's west parcel boundary consist of two traffic lanes along South 5th Street. Between the lanes and the building is a curb, a sidewalk, a small, paved bump-out with a single lamp post, and a driveway. The current road conditions along the Rio Grande Motorway Terminal's South Parcel Boundary consist of two west-bound traffic lanes along Ute Avenue. Between the lanes and the building is a curb, a sidewalk, two steel lamp posts, and a driveway.

Road improvements along the Rio Grande Motorway Terminal's west parcel boundaries will include the addition of a new dedicated bike lane and sidewalk widening and reconstruction along South 5th Street. Road improvements along the Rio Grande Motorway Terminal's south historic property boundaries will consist of sidewalk widening and reconstruction along Ute Avenue, new sidewalk curb ramps at the northeast corner of South 5th Street and Ute Avenue, the removal of an existing driveway accessing the terminal from the south, and one additional traffic lane will be added to the north side of Ute Avenue shifting the roadway approximately 11 feet to the north. The terminal building is set back approximately four feet from the sidewalk along Ute Avenue. All improvement work along the west and south parcel boundaries will be completed within the existing right-of-way, but a temporary construction easement of 1030 sq ft (5 ft from existing ROW) is required for the sidewalk reconstruction on the west and south sides of the parcel (Figure 78).

Proposed improvements will require a 1030 sq ft temporary construction easement for sidewalk reconstruction along the west and south boundaries of the historic property. Effects during construction may include visual and auditory effects and dust. But these effects would not persist after construction and would be minimal given the nature of construction occurring here. The Terminal is set back approximately four feet on the south from the edge of proposed improvements. Construction work will have a minimal effect since adjacent sidewalks have always been set close to this building. Permanent effects may include visual and auditory effects resulting from increased traffic. However, this building has always been located adjacent to this busy avenue and was built to accommodate vehicular traffic and maintenance. Therefore, these effects will be negligible-to-minimal.

Figure 78. Proposed easements and improvements at the Rio Grande Motorway Terminal/Greyhound Bus Station (5ME.8654).



The proposed sidewalk widening is not within the historic property boundary. No impacts to the building's south elevation wall along Ute Avenue are planned or anticipated. The addition of the dedicated bike lane between the sidewalk and South 5th Street will not affect the building's historic integrity since the lane would be restriped within the existing roadway and its visual impact will be minimal.

Collectively and individually these effects will not directly or indirectly alter any characteristics that qualify the terminal building for NRHP eligibility in a manner that diminishes any aspect of its historic integrity of location, design, workmanship, materials, feeling, setting, and association. It is recommended that the undertaking will have **No Adverse Effect** on The Rio Grande Motorway Terminal/Greyhound Bus Station (5ME.15698).

4.1.5 C.D. Smith Company/Museum of Western Colorado (5ME.15698—462 Ute Avenue)

C.D. Smith Company/Museum of Western Colorado (5ME.15698), at 462 Ute Avenue, was determined officially eligible for the NRHP in 2007 and this current study recommends that it retain NRHP eligibility. The building is locally significant under Criterion B for its association with C.D. Smith, a prominent pharmacist and business owner in Grand Junction. The building is also locally

significant under Criterion C as one of the few surviving examples of early twentieth century modern industrial warehouse architecture in the city and surrounding area. Furthermore, the skill and intricacy of the brickwork found on the east and south elevations is extraordinary. The period of significance for the building is 1935 when it was constructed through 1990—the time it operated as headquarters of the C.D. Smith Company. The building is currently the Museum of Western Colorado.

This building existed on a distinct parcel during its period of significance. Today, however, it shares a single legal parcel with Whitman School (5ME.4151) at 248 South 4th Street with a shared parking lot between the two buildings. Despite the shared legal parcel, these are two separate historic properties with separate boundaries that were identified in the 2008 I-70B West EA Historic Resources Survey Report. Project effects are being evaluated to these resources separately.

The current road conditions at the building's east parcel boundary consist of two traffic lanes along this block of South 5th Street. Between the lanes and the parcel is diagonal striped parking, a curb, a sidewalk, a small, paved bump-out with a single lamp post at the parcel's northeast corner, and a large bulbout featuring green space, a tree, and a traffic light post. The current road conditions at the building's south parcel boundary consist of two west-bound traffic lanes along Ute Avenue. Between the lanes and the building is a sidewalk and a planting strip consisting of grass, bark mulch, and two mature trees. Further to the west along the southern parcel boundary is a driveway accessing the rear parking lot for Whitman School and the Museum. The museum's main entrance is on its west elevation and is accessed via this parking lot.

Road improvements along the Museum's east and south parcel boundaries will consist of sidewalk widening and reconstruction, new curb ramps, and one additional traffic lane will be added to the north side of Ute Avenue (shifting the roadway approximately 11 feet to the north). At present, the building has virtually no setback from the east and south parcel boundaries. All improvement work along both historic boundaries will be completed within the existing right-of-way.

Proposed improvements will require a temporary construction easement within the property boundary for sidewalk reconstruction. This easement will extend 15 feet north from the existing right-of-way along Ute Avenue for 281 feet extending from the intersection of Ute Ave/S. 4th Street along the length of the south property boundary. The temporary easement is entirely within the parking lot between the museum and the Whitman School. (Figure 79) Part of that easement is within the historic boundary of the Whitman School and part is within the historic boundary of the museum because they share a legal boundary.

Temporary effects may include visual and auditory effects and dust during construction. The museum building has virtually no setback from the edge of proposed improvements but the current sidewalk configuration is adjacent to the building façade and is characteristic of its urban setting. No disturbance to the building is planned and construction work is anticipated to have a minimal effect. After construction, the conditions are anticipated to be similar to existing with the reconstructed sidewalk adjacent to the building's façade. This building has long been located adjacent to this busy avenue and these effects will have a negligible-to-minimal effect on the property's integrity of setting.

The planting strip section of right-of-way south of the building between Ute Avenue and the existing sidewalk will be removed to accommodate the new lane and sidewalk improvements. The planting

strip is not within the historic property boundary. The sidewalk is outside of the historic property boundary so that work will not affect the historic property.

Figure 79. Proposed easements and improvements at the C.D. Smith Company/Museum of Western Colorado (5ME.15698).



The removal and relocation of the rear parking lot access driveway will not affect the museum property. Historically, the museum was accessed via the east entrance on South 5th Street and the museum's current west elevation access/entry configuration is not a character-defining feature. Furthermore, the current location of the driveway was once the site of another large building that has since been removed. This driveway does not date to the museum's period of significance.

The road and pedestrian improvements proposed along building's south and west parcel boundaries will not alter components any components that contribute to the property's significance. Collectively and individually these effects will not directly or indirectly alter any characteristics that qualify the building for NRHP eligibility in a manner that diminishes any aspect of its historic integrity of location, design, workmanship, materials, feeling, setting, and association. It is recommended that the undertaking will have **No Adverse Effect** on the C.D. Smith Company/Museum of Western Colorado (5ME.15698).

4.1.6 Whitman Park (5ME.1186)

Whitman Park (5ME.1186) was determined officially eligible for the NRHP in 2007 and this current study recommends that it retains NRHP eligibility. The Park is locally significant under Criterion A as one the city's four original planned public parks—and over 140 years later, the land is still being used as originally intended. Its period of significance is 1882, when it was first platted, to 1977, which is consistent with the 45-age threshold for properties evaluated for this study. The park's character-defining features include lawns, trees, historic lampposts, the memorial to Marcus Whitman, the small directional stone, the restroom building, and the central asphalt X-shaped pathway configuration. These features date to the period of significance but also show the park's evolution over time. The park is composed of one city block bordered on the north and south by Ute Avenue and Pitkin Avenue, respectively and on the west and east by South 4th Street and South 5th Street, respectively. The boundaries previously recorded for the park do not match present conditions and may be due to a data entry error. The form prepared for this project has updated boundaries that correspond to the four corners of the park and is defined as the inside edge of the existing curbs.

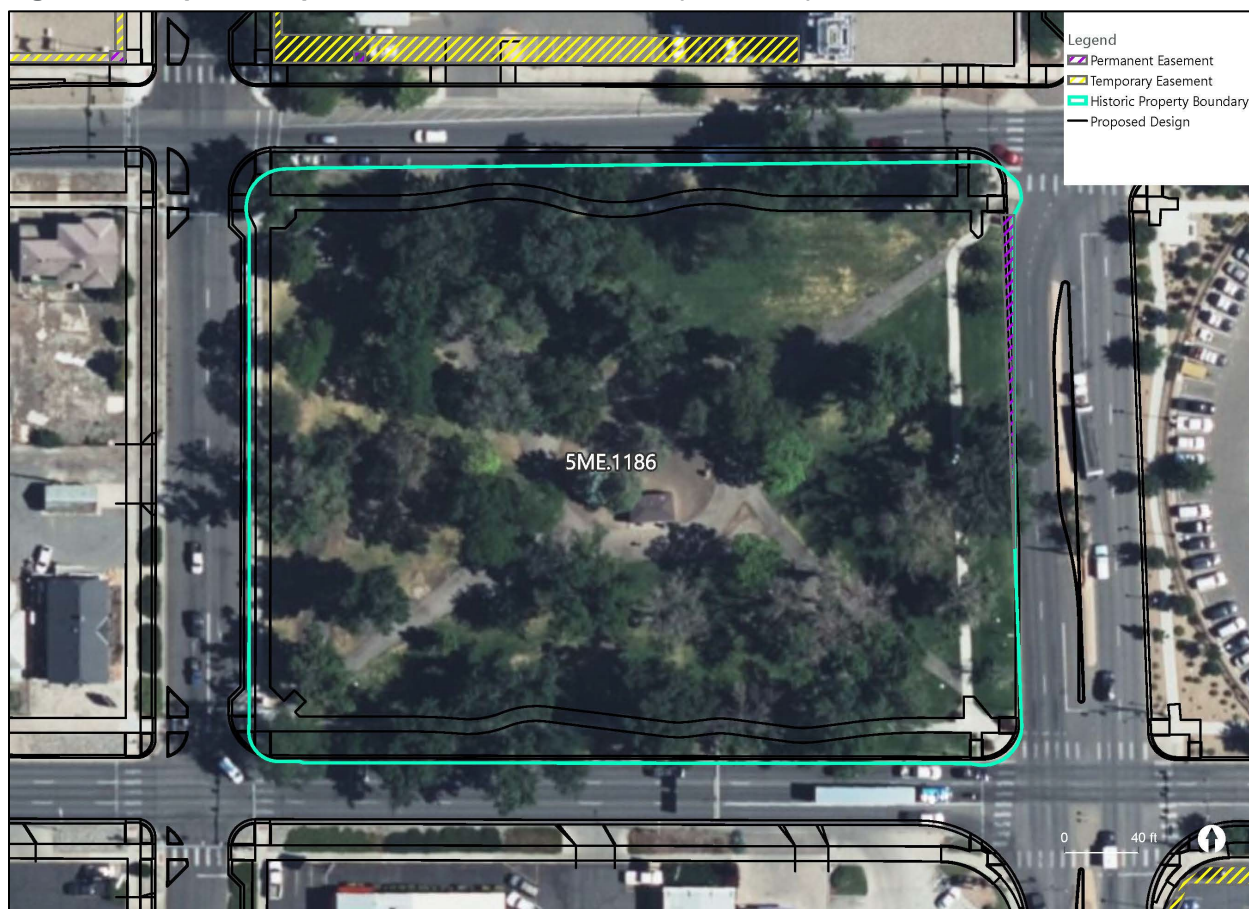
The current road conditions along Ute Avenue consist of two west-bound traffic lanes. Between the lanes and the park parcel is a curb, a grass planting strip approximately 15 feet wide that features four large deciduous trees, and the sidewalk. The current road conditions along Pitkin Avenue consist of three east-bound traffic lanes. Between the lanes and the park is a curb, a grass planting strip approximately 15 feet wide that features five medium-to-large deciduous trees, a large highway sign base, and the sidewalk. The current road conditions along South 4th Street consist of two traffic lanes. Between the lanes and the park parcel is a parallel parking strip, a curb, and the sidewalk. The current road conditions along South 5th Street consist of two south-bound traffic lanes separated by a median from two northbound traffic lanes. Between the lanes and the park is a curb, a grass planting strip approximately 15 feet wide that features one large deciduous tree, one small conifer, and two juvenile deciduous trees, and the sidewalk. Historically, the sidewalk along this side of the parcel `butted up against South 5th Street like the sidewalk along South 4th Street. However, between 1998 and 2001, the park's perimeter sidewalk was altered on the east side. This once straight leg of sidewalk adjacent to the eastern perimeter of the park was moved further to the west into the park parcel and reconnected to the existing east-west legs of the sidewalk by an ogee offset bend at the park's northeast corner and an angular extension at the southeast corner. Each of the park's four corners features curb ramps—the northeast corner ramp is part of a bulbout that extends into South 5th Street (Figure 80).

Improvements around Whitman Park's parameter parcel boundaries will consist of roadway widening along Ute avenue to accommodate an additional lane of traffic (shifting the roadway approximately 11 feet to the north), turn lane and median improvements along South 5th Street, and the removal of the bulbout at the southwest corner of South 5th Street and Ute Avenue to accommodate vehicle left-hand turns. Within the park boundaries, sidewalks along the north and south perimeter of the park will be widened and reconstructed to meander around existing trees within the right-of way adjacent to the park boundaries. The sidewalk on the west perimeter would be reconstructed further east to add a grass verge between the reconstructed sidewalk and parking spaces created by the bulbouts added at the intersections with S 4th Street.

The perimeter sidewalk reconstructions will primarily be constructed within existing right-of-way and where it extends beyond will require a temporary construction agreement with the City. A permanent

easement/right-of-way acquisition along the park's northeastern property boundary will consist of a triangle shape beginning seven feet west of the northeast corner of the parcel and extend 182 feet south to meet with the parcel's eastern edge (568 sq ft). The permanent easement is for a corrective easement associated with a prior road expansion to southbound lanes on S 5th Street constructed at the same time as the existing bulbout at the northeast corner of the park.

Figure 80. Proposed improvements at Whitman Park (5ME.1186).



Temporary effects may include visual and auditory effects and dust during construction, but these temporary effects will likely have a minimal impact and no effect of the park's character-defining features. Permanent effects may include visual and auditory effects resulting from increased traffic. However, the park has long been located adjacent to these busy avenues and streets and these effects will be negligible-to-minimal. No noise assessment was conducted for this property as it has historically existed along a noisy corridor with heavy traffic. Traffic noise is indeed part of this property's historic environment.

Since the third traffic lane will be added to the north side of Ute Avenue, no parts of the northern parcel boundary or the right-of-way north of the park, including the sidewalk and planting strip, will need to be altered to accommodate the new lane.

The X-shaped walkways crossing the park from diagonal corners are a historically significant feature associated with the park. However, the perimeter sidewalks around the park perimeter and

associated grass verges appear to be a later addition not part of the park's historic design. Sidewalk reconstruction and widening along the northern, southern, and western boundaries of the parcel will occur mostly within the existing right-of-way and will not alter any of the park's character-defining features identified in previous surveys or as part of this present survey. Sidewalk removal and relocation on the western boundary will likewise occur within the right-of-way and will not significantly alter the park's character-defining features other than the minor impact of covering a sidewalk-sized strip of grass. The removal of the bulb-out located at the southwest corner of South 5th Street and Ute Avenue will not impact the park since this is a newer feature constructed between 1998 and 2001. Finally, the new replacement sidewalks will not pose a significant visual impact on the historic property. Their reconstruction to avoid tree impacts will help preserve the park's historic vegetation and the meandering sidewalk will be in character with the park's historic integrity of feeling, association, and design.

Collectively, these effects will not directly or indirectly alter any characteristics that qualify the park for NRHP eligibility in a manner that diminishes any aspect of its historic integrity of location, design, workmanship, materials, feeling, setting, and association. It is recommended that the undertaking will have **No Adverse Effect** on Whitman Park (5ME.1186).

4.1.7 5ME.4147—226 Pitkin Ave (Stranges Grocery)

Stranges Grocery is located on the north side of Pitkin Avenue between 2nd Street and 3rd Street. The current three-lane configuration, sidewalk, and verge between the sidewalk and roadway would all remain in their present configuration. The only work that would occur at this location is roadway and sidewalk reconstruction within the existing ROW (Figure 81). Although effects during construction may include dust, visual, and auditory effects, none of these would persist beyond the construction phase. Once constructed, the new pavements and sidewalks would be an indiscernible change from present conditions and the property's historic integrity would be unaltered. As such, it is recommended that the present undertaking will have No Adverse Effect on 5ME.4147– 226 Pitkin Ave (Stranges Grocery Store).

Figure 81. Proposed improvements at Stranges Grocery (5ME.4163).



4.1.8 5ME.7766—260 Pitkin Avenue (Samuel Waldroup House)

Samuel Waldroup House is located on the northwest side of Pitkin Avenue and S. 3rd Street. The current roadway configuration, sidewalk, and verge between the sidewalk and roadway would all remain in their present configuration. The only work that would occur at this location is roadway and sidewalk reconstruction within the existing ROW. Although effects during construction may include dust, visual, and auditory effects, none of these would persist beyond the construction phase. Once constructed, the new pavements and sidewalks would be an indiscernible change from present conditions and the property's historic integrity would be unaltered. As such, it is recommended that the present undertaking will have No Adverse Effect on 5ME.7766— 260 Pitkin Ave (Samuel Waldroup House).

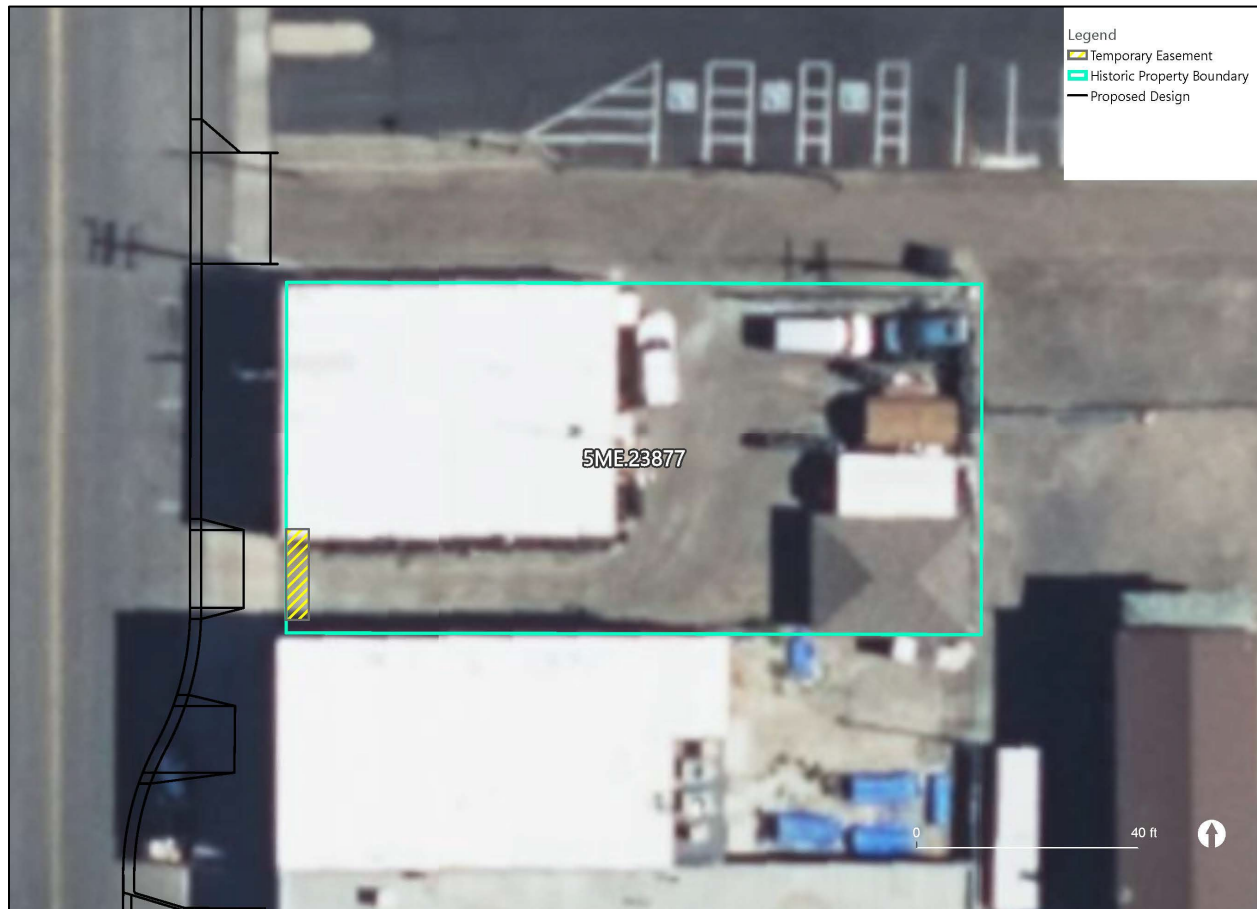
Figure 82. Proposed improvements at Samuel Waldroup House (5ME.7766).



4.1.9 5ME.23877—322 South 2nd Street (Simmons Lock & Key)

Simmons Lock & Key is located on the east side of S. 2nd Street between Ute Avenue and Pitkin Avenue. The current roadway configuration, sidewalk, and verge between the sidewalk and roadway would all remain in their present configuration. The only work that would occur at this location is roadway and sidewalk reconstruction within the existing ROW. The proposed sidewalk reconstruction at this property will require a temporary construction easement of 82 square feet (Figure 83). Although effects during construction may include dust, visual, and auditory effects, none of these would persist beyond the construction phase. Once constructed, the new pavements and sidewalks would be an indiscernible to negligible change from present conditions and the property's historic integrity would be unaltered. As such, it is recommended that the present undertaking will have No Adverse Effect on the characteristics that qualify 5ME.23877– 322 South 2nd Street (Simmons Lock & Key) for NRHP eligibility.

Figure 83. Proposed easements and improvements at Simmons Lock & Key (5ME.23877).

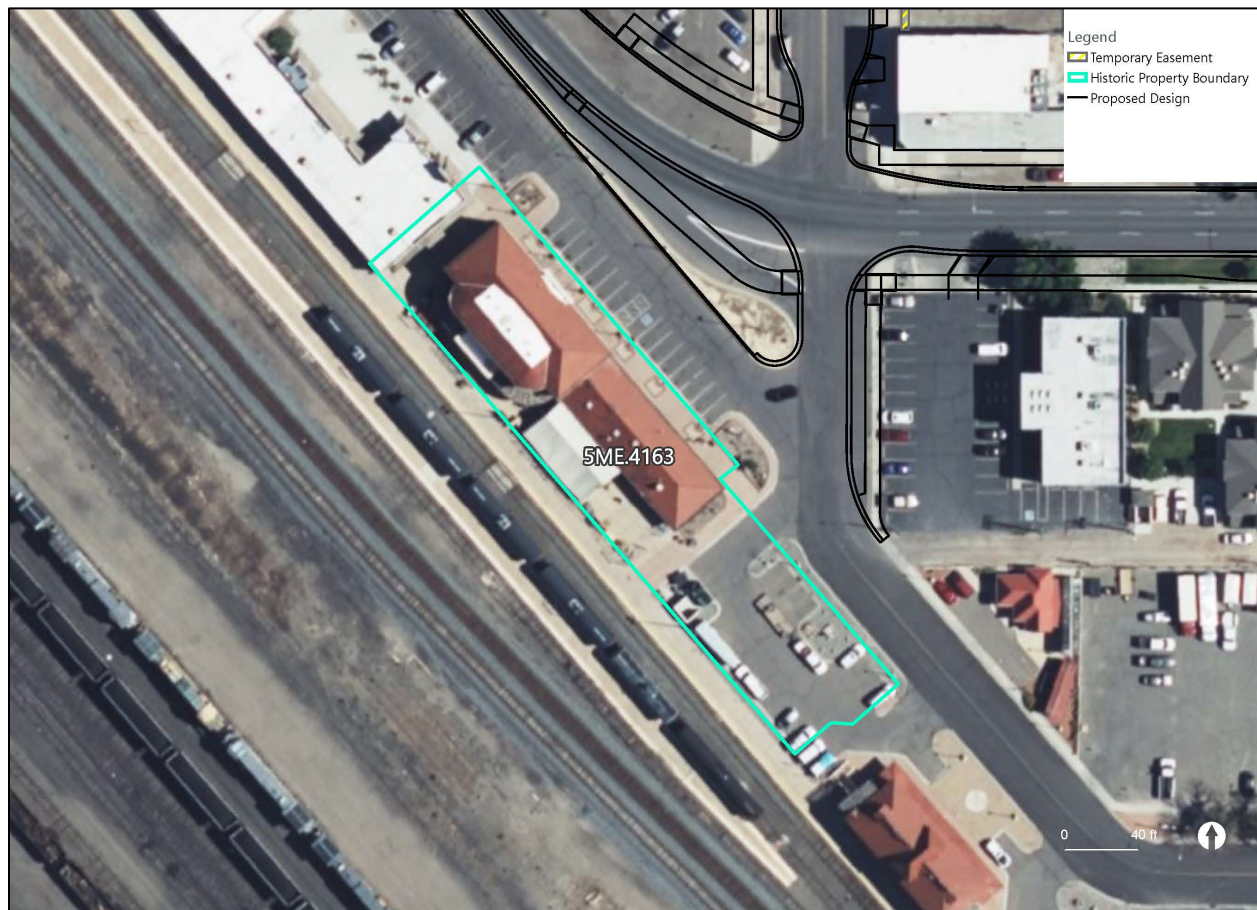


4.1.10 5ME.4163—119 Pitkin Ave (Denver and Rio Grande Western Railroad Depot)

The Railroad Depot is located along the south side of Pitkin Avenue along the bend where 1st Street becomes Pitkin Avenue. The project proposes to add a third lane to this section of road and shift the road to the northeast away from the depot. The depot is separated from 1st Street by a parking lot/frontage road and a concrete barrier. Under the proposed improvements, vehicular traffic lanes would shift north, away from the depot, and the concrete barrier (to be removed) and vehicular lane closest to the depot would become a widened pedestrian sidewalk. A signaled pedestrian crosswalk with ADA ramps across 1st Avenue (just west of the intersection of 2nd Street and Pitkin Avenue) would be installed. An open slat metal fence would be installed on the vacant parcel opposite the depot across 1st Avenue. The parking lot in front of the depot would be unchanged; the concrete barrier will be removed; and the sidewalk would begin at the present location of the concrete barrier. Overall, the planned improvements would result in negligible visual effects on the depot building. No improvements would encroach on the depot property, and the depot's integrity of location, materials, workmanship, design, and association would remain unaffected. The pedestrian crossing and fencing across the street would introduce new visual elements to the setting of the depot. However, the visual impacts would be minor and not out of character with the depot's historic and current urban setting and would not diminish the property's integrity of feeling or setting. As such, it is recommended that the present undertaking will have No Adverse Effect on 5ME.4163—119 Pitkin

Ave (Denver and Rio Grande Western Railroad Depot) for NRHP eligibility in a manner that would negatively impact any of the seven aspects of its historic integrity.

Figure 84. Proposed improvements at Denver and Rio Grande Western Railroad Depot (5ME.4163).



4.1.11 5ME.24074.1—Grand Junction and Grand River Valley Railway

As discussed in Chapter 2.6 (Local Transportation), between 1890 and 1903, the Grand Junction Street Car Company (later the Grand Junction Street Railway Company) operated horse-drawn cars on dedicated narrow-gauge rail through downtown. Later, in 1908, the Grand Junction and Grand River Valley Railway Company (GJ&GRV) operated an electrically powered streetcar system to replace the horse-drawn system. Sources indicate that both horse and electric lines operated along 2nd Street and crossed Ute and Pitkin Avenues. Additionally, the electric line operated along 4th Street and crossed Ute and Pitkin Avenues. The overall streetcar system is significant in the area of Transportation under Criterion A as noted earlier. Segment 5ME.24074.1 of the GJ&GRV is U-shaped and extends from the intersection of Ute Avenue and S. 2nd street south to the intersection of S. 2nd Street and South Avenue. It then extends east along South Avenue to the intersection of South Avenue and S. 4th Street. Here the segment turns north and ends at the intersection of S. 4th Street and Ute Avenue. The total length of this segment is 2,317 feet of 0.44 miles of approximately 5-foot wide railroad grade (includes 3 foot narrow-gauge rail line and buffer for presumed extant rail ties laying perpendicular to rails over rail grade) hidden under asphalt pavement. It is a supporting segment of the overall streetcar system.

At this time, no proposed project work within the APE has the potential to directly impact the present condition of sub-pavement historic linear features that may or may not exist so the project will result in no historic properties affected. However, in the event that there are direct effects to the subsurface tracks, CDOT will re-open consultation to evaluate effects.

4.2 Summary of Effects Recommendations

The proposed undertaking will not alter any of the characteristics that qualify the eight historic properties within the project APE for listing in the NRHP. Overall, HDR recommends that the proposed undertaking would have **No Adverse Effect** on the historic properties listed in Table 9.

Table 9. Summary of Effects for Properties Determined Eligible for the NRHP

Site No.	Address	NRHP Eligibility Determination	Effect Determination	Easement
5ME.15689	124 North 1st Street	NRHP Eligible	No Adverse Effect	TCE/405 sq ft for sidewalk and driveway reconstruction and water meter connection
5ME.4151	248 South 4th Street	NRHP Eligible	No Adverse Effect	TCE/ 4545 (shared with 5ME.15698) for sidewalk and driveway reconstruction PE/36 sq ft
5ME.4162	249 South 4th Street	NRHP Eligible	No Adverse Effect	TCE/840 sq ft for sidewalk reconstruction PE/47 sq ft for hydrant relocate
5ME.8654	230 South 5th Street	NRHP Eligible	No Adverse Effect	TCE/1030 sq ft for sidewalk reconstruction
5ME.4147	226 Pitkin Avenue	NRHP Eligible	No Adverse Effect	None
5ME.4163	119 Pitkin Avenue	NRHP Eligible	No Adverse Effect	None
5ME.15698	462 Ute Avenue	NRHP Eligible	No Adverse Effect	TCE/4545 sq ft (shared with 5ME.4151) for sidewalk and driveway reconstruction
5ME.23877	322 South 2nd Street	NRHP Eligible	No Adverse Effect	TCE/82 sq ft for sidewalk reconstruction
5ME.7766	260 Pitkin Avenue	NRHP Eligible	No Adverse Effect	None
5ME.24074.1	Grand Junction and Grand River Valley Railway	NRHP Eligible	No Adverse Effect	None

Site No.	Address	NRHP Eligibility Determination	Effect Determination	Easement
5ME.1186	4th Street (W) 5th Street (E) Ute Ave. (N) Pitkin Ave. (S)	NRHP Eligible	No Adverse Effect	TCE/1684 sq ft for sidewalk reconstruction and area inlet install PE/568 sq ft for ROW administrative correction on east side of park

Table 10 summarizes the NRHP eligibility and effects recommendations for the 22 properties within the APE that are determined Not Eligible for the NRHP.

Table 10. Summary of Effects for Properties Determined Not Eligible

Site No.	Address	NRHP Eligibility Determination	Effect Determination	Easement
5ME.8643	335 South 4th Street	Not Eligible	No Historic Properties Affected	TCE/947 sq ft for sidewalk reconstruction
5ME.15695	245 South 1st Street	Not Eligible	No Historic Properties Affected	TCE/119 sq ft for sidewalk reconstruction
5ME.15697	445 Pitkin Avenue	Not Eligible	No Historic Properties Affected	None
5ME.15699	406 South 5th Street	Not Eligible	No Historic Properties Affected	None
5ME.4145	319 South 2nd Street	Not Eligible	No Historic Properties Affected	None
5ME.8644	330 South 2nd Street	Not Eligible	No Historic Properties Affected	None
5ME.4146	338 South 2nd Street	Not Eligible	No Historic Properties Affected	None
5ME.8649	343 South 3rd Street	Not Eligible	No Historic Properties Affected	None
5ME.8646	242 Pitkin Avenue	Not Eligible	No Historic Properties Affected	None
5ME.8647	244 Pitkin Avenue	Not Eligible	No Historic Properties Affected	None
5ME.23876	302 Pitkin Avenue	Not Eligible	No Historic Properties Affected	None
5ME.23875	308 Pitkin Avenue	Not Eligible	No Historic Properties Affected	TCE/514 sq ft for sidewalk and driveway reconstruction



Site No.	Address	NRHP Eligibility Determination	Effect Determination	Easement
5ME.8640	342 Pitkin Avenue	Not Eligible	No Historic Properties Affected	TCE/556 sq ft for sidewalk reconstruction
5ME.8641	352 Pitkin Avenue	Not Eligible	No Historic Properties Affected	TCE/188 sq ft for sidewalk reconstruction
5ME.23878	309 Pitkin Avenue	Not Eligible	No Historic Properties Affected	None
5ME.7768	319 Pitkin Avenue	Not Eligible	No Historic Properties Affected	None
5ME.23883	405 Pitkin Avenue	Not Eligible	No Historic Properties Affected	TCE/1594 sq ft for sidewalk and driveway reconstruction
5ME.23884	437 Pitkin Avenue	Not Eligible	No Historic Properties Affected	TCE/1004 sq ft for sidewalk and driveway reconstruction
5ME.23880	523 Pitkin Avenue	Not Eligible	No Historic Properties Affected	TCE/502 sq ft for sidewalk and driveway reconstruction
5ME.23881	529 Pitkin Avenue	Not Eligible	No Historic Properties Affected	TCE/502 sq ft for sidewalk and driveway reconstruction
5ME.23882	549-559 Pitkin Avenue	Not Eligible	No Historic Properties Affected	None
5ME24081	Various	Not Eligible/Lacks District Potential	No Historic Properties Affected.	See effects to individual resources within the APE portion of this neighborhood boundary

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Appendix A. OAHP Inventory Forms





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