

Fort Collins, Colorado

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# **CACHE LA POUUDRE RIVER REACH 3 CORRIDOR CULTURAL RESOURCES ANALYSIS**

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prepared for  
**US Army Corps of Engineers  
Colorado State Historic Preservation Office  
City of Fort Collins**

completed by  
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1 April 2016

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Greg Koch  
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Project: Cache la Poudre River, Reach 3 Corridor  
Cultural Resources Analysis

Dear Mr. Koch,

Tatanka Historical Associates Inc. and Metcalf Archaeological Consultants Inc. have completed the documentation and analysis of historical and archaeological resources within this project's defined Area of Potential Effect. This work involved visits to the project area to conduct the necessary field documentation. Research was completed both online and in area archives. Finally, this report and the accompanying materials were prepared for submittal.

All of the enclosed deliverables are intended to comply with the requirements for documentation and analysis in Section 106 of the National Historic Preservation Act. Since the project would affect waters of the United States, the project proponent must meet requirements of Section 404 of the Clean Water Act and/or Section 10 of the Rivers and Harbors Act, and therefore, is seeking a permit from the U.S. Army Corps of Engineers.

THAI has prepared this report and the individual architectural inventory forms for each site, along with black and white photographs. The archaeological report and forms prepared by Metcalf are submitted in Appendix C.

Sincerely,

Ron Sladek  
President

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# **INTRODUCTION**

This project originated in July 2015, when Tatanka Historical Associates Inc. (THAI) was engaged by Anderson Consulting Engineers to complete an intensive-level survey of historical and archaeological resources within an area known as the Reach 3 corridor along the Cache la Poudre River in central Fort Collins. The impetus for the project is found with the City of Fort Collins, which is currently planning for improvements along the river corridor, specifically in the area that forms the northern edge of the downtown core. Anderson Consulting Engineers is the lead consultant for the planning effort. THAI took on direct responsibility for the documentation and analysis of historic properties and resources. Metcalf Archaeological Consultants (MAC) was brought in as a sub-consultant to THAI, specifically to handle the documentation and analysis of archaeological resources.

Work on the project began in July 2015 with discussion about the possible Area of Potential Effect (APE), which would define the spatial boundaries of the survey. THAI president Ron Sladek placed a call on July 7<sup>th</sup> to the US Army Corps of Engineers (USACE) office in Lakewood, Colorado. This resulted in a conversation with regulatory specialist Angelle Greer, who suggested that the APE be limited to work “in the waters.” Ms. Greer requested that the project boundaries, where the City’s river corridor improvements will take place, be expanded by 50’ in all directions to form the APE boundary.

One other preliminary task needed to be completed, which was to request a file search from the Colorado Office of Archaeology and Historic Preservation (OAHP). In August 2016, MAC submitted a letter to the State Historic Preservation Officer (SHPO) in Denver asking for information from the Colorado Inventory of Cultural Resources on archaeological and historical resources that have been documented in the project area. The OAHP responded on August 14<sup>th</sup> that it had located 908 individual sites in the larger area (within one mile of the project site), along with 34 survey projects that had been completed there. A database showing all of these sites and surveys was provided.

Following receipt of this information, MAC proceeded to complete its own file search using the OAHP’s online COMPASS database to locate additional information about the properties identified in the state file search. MAC personnel culled through and refined the information so that it would focus upon only those resources that are actually located within the defined APE for the project. This resulted in a list of just 7 properties, all of which were historic rather than archaeological in character. In addition, the research indicated that very limited survey work had previously taken place there.

With the APE defined and the preliminary file search finished, the consultants were ready to launch into the more intensive fieldwork and research on the project. This work was completed between September 2015 and March 2016.

## **PROJECT AREA**

Within the Reach 3 project area, the City of Fort Collins is exploring a variety of improvements to the Cache la Poudre River corridor along the north edge of downtown. Within the river channel, along its banks, and in the environs, the corridor has been largely neglected for many decades and today is in dire need of attention. A number of the improvements being explored will make the river more accessible to the general public. These include the development of a pedestrian bridge, parking lot with restrooms, park area, and changes to the trail system along the riverbanks. Also being considered is the possible creation of a water park within the river channel for kayaking.

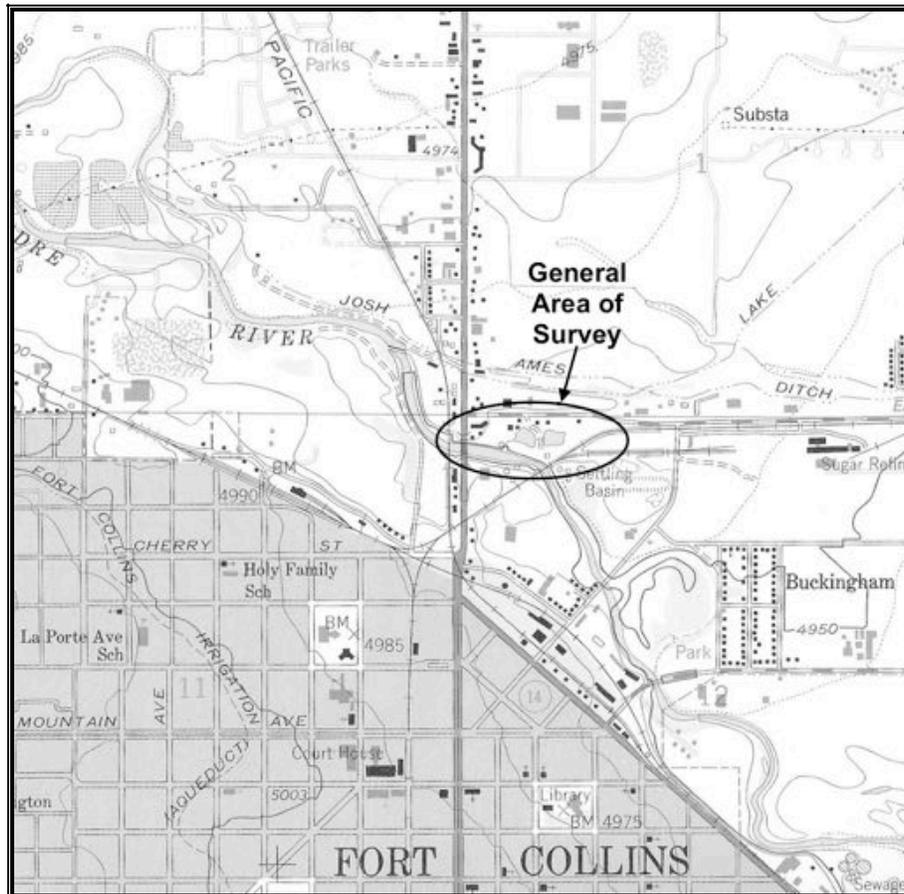
In broad terms, the project area is found on the north edge of downtown Fort Collins, in the vicinity of where the Cache la Poudre River passes beneath the College Avenue Bridge. Topography in the area is relatively flat, except for along the river corridor where the south bank rises higher than the north. The site area is found on the high semi-arid plains of northern Colorado, with an elevation of approximately 4,950' above sea level. It is situated in the NE $\frac{1}{4}$  of the NE $\frac{1}{4}$  of Section 11, and the NW $\frac{1}{4}$  of the NW $\frac{1}{4}$  of Section 12, Township 7 North, Range 69 West. *(see Figure 1 below)*

In addition to the river itself, this area contains a number of property uses and built resources. Three bridges cross the river, one vehicular and two that are related to railroads. The College Avenue Bridge carries the city's main north-south thoroughfare over the river. In addition to acting as a local transportation arterial, College Avenue is also designated Colorado State Highway 14 and U.S. Highway 287. The bridge provides the main vehicular connection between central Fort Collins to the south and the northern area of the city to the north. It also connects Fort Collins with northern Larimer County and southern Wyoming in the vicinity of Laramie. Because of this link, the federal highway the bridge carries over the Cache la Poudre River serves as a primary cutoff for trucks traveling between Interstate 80 in Wyoming and Interstate 25 in Colorado.

Just west of College Avenue is the Union Pacific Railroad Bridge and to the east 260 yards downstream is the Colorado & Southern Railway (now BNSF) Bridge. These two structures have long been the most important rail crossings of the Cache la Poudre River in the Fort Collins area. Both were established in the early twentieth century and remain active today. The rail connections they provide historically involved both freight and passenger traffic. Since passenger service ended in the 1960s, the bridges have continued to accommodate regional transport of freight.

In the area east of the College Avenue Bridge, the river corridor holds several historic resources related to industry, irrigation, water diversion, and flood retention. One of these is a concrete diversion structure that spans the river channel about 110 yards east of the bridge. Concrete flood retention and

embankment stabilization walls also run parallel to the river. Sitting on the north bank at the north end of the diversion dam is an irrigation headgate, behind which is an associated ditch segment that heads to the east for a distance of about 1,025 yards. Along the way, the ditch runs through two adjacent ponds that are found in the Gustav Swanson Natural Area, which occupies much of the open land close to and north of the river.



**Figure 1**  
**Map of the General Survey Area**  
 USGS Fort Collins 7.5' Topographic Quadrangle  
 1960 (photorevised 1984)

As College Avenue extends northward from downtown to the river, the wide thoroughfare is lined with a small number of developed features. The area to the west holds a small automotive sales and repair shop, along with the north-south rail line associated with the nearby Union Pacific Railroad Bridge. Beyond these to the west is the Fort Collins Museum of Discovery. The east side of College Avenue south of the river is dominated by the old Fort Collins Municipal Light & Power Plant. This striking mid-1930s Art Moderne building fronts onto College Avenue with an expansive area of landscaped grounds. Decommissioned in the early 1970s, the facility has been occupied since 1992 by Colorado State

University's Engines and Energy Conversion Laboratory. The recently expanded and revitalized facility is now known as the Powerhouse Energy Campus.

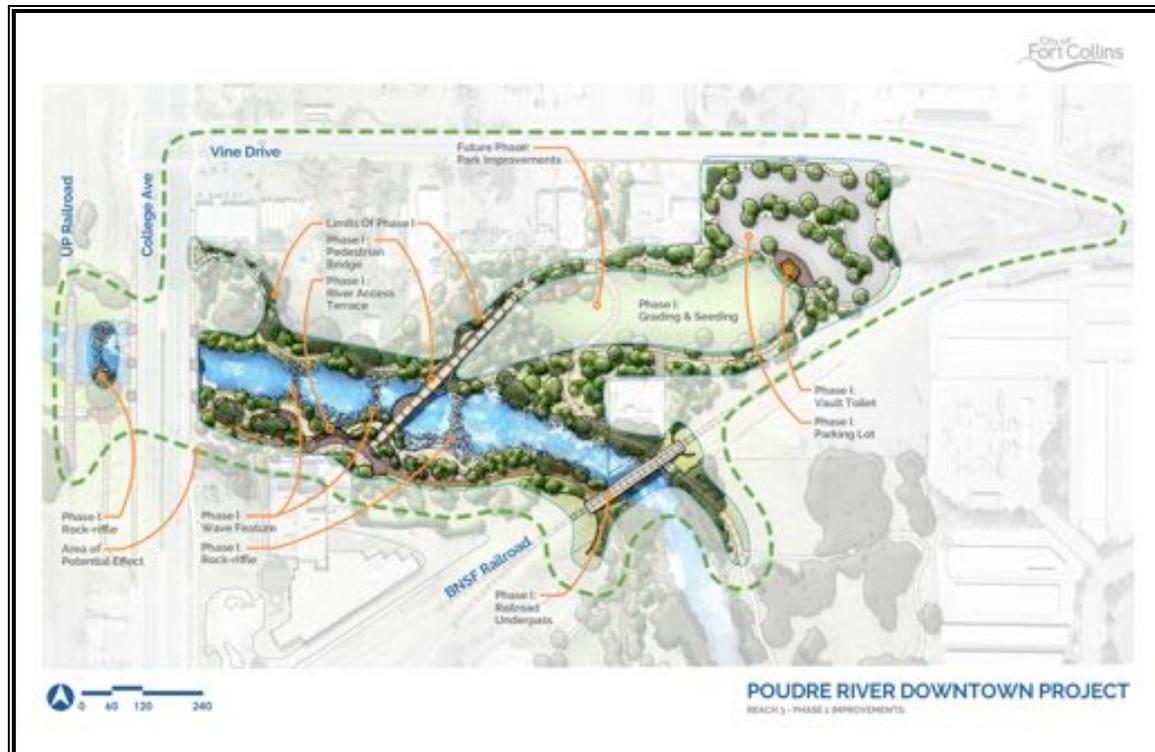
Running on a diagonal from northeast to southwest behind the power plant building is the Colorado & Southern Railway (BNSF) line that crosses over the Cache la Poudre River Bridge just east of the facility. The Poudre River Trail runs from east to west along the river's south bank just north of the power plant and the museum. This bypasses the heavy traffic on College Avenue by running beneath the southernmost span of the bridge. The popular walking and biking trail includes an overlook perched at the top of the high riverbank just north of the power plant.

North of the river and west of College Avenue, the grounds there are vacant for some distance to the north except for the Union Pacific rail corridor. The properties along the east side of College Avenue and north of the river are populated by a series of small commercial facilities that house a variety of businesses engaged in sales and service to the public. Although this area once held a string of residences, these are now all gone.

Vine Drive intersects with College Avenue about one hundred yards north of the river. This east-west connector street handles a light volume of traffic and only heads east from College Avenue. About three-quarters of a mile down the road it once ran along the north edge of the Great Western Sugar Company factory and was known as Sugar Avenue. For decades, the street has provided access to local businesses and residential properties. It continues east for several miles, where it heads into the countryside east of the city. Within and close to the project area, both sides of Vine Drive are lined with a series of small commercial shops and yards, along with a handful of single-family homes.

The irregular-shaped APE runs on an east-west axis, encompassing an area of approximately 200 yards from north to south x 600 yards from east to west. (**see Figure 2 below**) Its northern boundary follows East Vine Drive from College Avenue east to the point where the road almost intersects with the historic Colorado & Southern Railway line. None of the properties along the north side of Vine Drive are within the APE. South of the road within the project area are a single retail store along with series of several shops and residences. Behind these to the south along the river are the ditch and headgate, as well as the north flood retention wall. The diversion dam is in the middle of the river. At its eastern end, the APE consists of vacant land.

On the south, the APE boundary is more organic than linear, extending about 50' south of the riverbank and the planned improvements. It includes the south embankment stabilization wall, along with a landscape feature known as the Grotto, located on the grounds northwest of the power plant. To the southeast, the boundary wraps around the Colorado & Southern Railway Bridge and improvements associated with the Poudre River Trail. The western area of the APE contains the College Avenue Bridge and the Union Pacific Railroad Bridge.



**Figure 2**  
**Area of Potential Effects**  
**with Planned Improvements**

## **RESEARCH DESIGN & METHODS**

As stated above, THAI and MAC were engaged to complete the cultural resources analysis within the APE, with each firm documenting and assessing those resources that fell within its respective field of expertise. While MAC began its Class I literature and file search and Class III archaeological survey, THAI launched the field documentation, research and analysis of historic resources. The results of these studies were prepared for submission as independent but interrelated reports and are both included here.

With the APE's boundaries finalized and the file search complete, THAI prepared a list of the historic resources to be documented during the course of the project. A site number was obtained for each individual resource. In several cases, numbers had already been assigned to properties that were previously documented. New numbers were obtained from the OAHF for properties that had not been recorded. Based upon the information collected through preliminary fieldwork and research, the following historic resources were found to be located within the APE and were recorded at an intensive level of survey:

- House and Shop, 101 E. Vine Dr. (5LR10313)
- Quonset Shop, 103 E. Vine Dr. (5LR10314)
- House and Quonset Shop, 105 & 107 E. Vine Dr. (5LR10315)
- Commercial Shop, 203 E. Vine Dr. (5LR10316)
- Commercial Shop, 207 E. Vine Dr. (5LR13943)
- Commercial Shop, 209 E. Vine Dr. (5LR10317)
- Retail Store, 620 N. College Ave. (5LR10297)
- Colorado & Southern Railway Bridge (5LR13893)
- College Avenue Bridge (5LR13894)
- Coy Ditch and Headgate; Diversion Dam/Power Plant Dam (5LR1827)
- Flood Retention Wall / Embankment Stabilization Wall (5LR13944)
- Municipal Light & Power Plant Grotto (5LR1495)
- Union Pacific Railroad Bridge (5LR1815.1)

Fieldwork was started within the APE as its historic resources were visited by Ron Sladek of THAI to document current features and to assess eligibility in relation to architectural integrity and significance. Much of this work had to be accomplished from the nearby public rights-of-way, particularly where it involved the privately owned properties along Vine Drive. Staff from MAC separately visited the APE to record its features for their archaeological analysis. Photographs and field notes were taken for each resource to record their primary historic buildings and structures, along with other relevant features in the area. The fieldwork began in August 2015 and was concluded in March 2016.

Archival research was also launched to locate information about the properties being recorded and to gather contextual materials. This took place concurrently with the fieldwork and writing. Numerous records and documents were found through government websites, online property and biographical sources, and in the archives of the Fort Collins Museum of Discovery and the City's Preservation Planning Office. These confirmed that Jason Marmor of Balloffet-Entranco last recorded some of the APE's historic resources in 2001. This took place during the course of a cultural resources survey of historic properties in the vicinity of the old fort site (the fort had been located southeast of the APE and south of the river near Linden Street and Willow Street). Additional documentation had taken place over the years on the Coy Ditch and the Municipal Light & Power Plant.

To accomplish the current project and bring all of the materials up to date and to a consistently high level of documentation, THAI completed a new Colorado Architectural Inventory Form (OAHP #1403) for each resource within the APE, whether it had been previously recorded or not. The only property that was not documented and evaluated within the APE is a small non-historic resource north of the Colorado & Southern Railway Bridge. That location holds a fenced utility yard with what appear to be piping and valve equipment.

All of the historic resources documentation is on file in the offices of Tatanka Historical Associates. Documents related to the analysis of archaeological resources within the APE are on file in the MAC office in Golden, Colorado.

## **HISTORIC CONTEXT**

The history of the APE is tied to the establishment of Fort Collins as an 1860s frontier military post, settlement of the surrounding agricultural countryside, the emergence and growth of the pioneer town during the late 19<sup>th</sup> century, and its subsequent development into a modern city by the mid-twentieth century. Central to all of this is the Cache la Poudre River, which runs through the city and passes along the northern edge of the downtown district.

**The Frontier Era (ca. 1800-1862):** For generations prior to the mid-1800s, northern Colorado was occupied by a variety of native tribes, including the Apache, Comanche, Ute, Arapaho and Cheyenne. Nomadic hunters, these peoples traversed the region on foot and horseback in search of game, many of them following the great buffalo herds. By 1800, the plains now occupied by Fort Collins had become part of the tribal homeland of the Northern Arapaho. During the middle decades of the nineteenth century, the Cache la Poudre band lived under the capable leadership of Chief Friday. Born in an Arapaho village, Friday was sent east as a young boy and became educated in St. Louis schools before returning to his people in the mid-1800s. Fluent in English, he became a respected warrior and one of the “peace chiefs,” dedicated to finding an accommodation with the federal government and the pioneers who began to settle the lands along the Cache la Poudre River.

Starting in the 1820s and 1830s, French-Canadian and Scotch-Irish fur trappers frequented the region in search of fur-bearing animals, whose pelts they sold at frontier trading posts. By the late 1850s, the fur trappers were mostly gone or had retired. Some of them founded and settled in a small community they called Colona (later Laporte), just east of the mouth of the Cache la Poudre River. This was the region’s first settlement of any size.

By the late 1850s, some American migrants from the eastern United States began to travel up the Cache la Poudre River on their journey west. The route took them past the current site of Fort Collins and on to Laporte. While most continued westward, some noted that this appeared to be fine country for farming and livestock grazing. Slowly, the lands in and around today’s Fort Collins began to attract settlers who viewed this as a worthy place to stake out a new future. Colorado was established as a territory in 1861, and although still sparsely populated, Larimer County became one of its first counties.

**The Military Post of Fort Collins (1862-1867):** The deepening frustrations of Native American tribes combined with the outbreak of the Civil War in 1861 to create a situation of fear, unrest and instability on the frontier. Many of the federal troops were moved east to fight, leaving volunteer outfits behind to guard the government’s interests. The security of commercial, passenger and mail traffic on the frontier was threatened, and the increasing number of settlers, traders and migrants were exposed to risk of attack by bandits and Native

warriors. Sensing this weakness, tribes and outlaws stepped up their attacks across the central Plains region between 1862 and 1864, ambushing and disrupting migrant trains, cavalry troops, passenger stagecoaches, freight wagons, stage stations, telegraph and rail lines, isolated settlers' cabins, and the cross-country mail service.

Until 1862, Ben Holladay's Overland Mail stagecoaches, the nation's primary transcontinental passenger and mail service, had followed the Platte River road through Nebraska and the Overland Trail across southern Wyoming. However, increasing attacks by Sioux and Cheyenne warriors pushed freighter and emigrant traffic along the Overland Trail to be rerouted south into the Colorado Territory along the South Platte River to Latham, near present-day Greeley. From there, many migrants and stagecoaches turned toward the northwest to follow the Cache la Poudre River as they neared the Rocky Mountains.

At Laporte, travelers turned north and made their way through the foothills to rejoin the main route of the Overland Trail near present-day Laramie, Wyoming. From there the trail continued west toward Salt Lake City, the Nevada mines, and the Pacific Coast. By the early 1860s, the area now occupied by the city of Fort Collins and the nearby town of Laporte had become the nexus of a network of trails and wagon roads that traversed the largely undeveloped countryside in all directions.

Due to its northern location in the fledgling Colorado Territory and its importance as a hub of transportation on the frontier, the countryside along the Cache la Poudre River in Larimer County came under the protection of troops headquartered at Fort Laramie, located along the North Platte River one hundred miles to the north. With enlisted troops embroiled in the Civil War, volunteer units were posted to guard the critical stage and wagon roads that crossed the frontier. In July 1862, a company of the 9<sup>th</sup> Kansas Volunteer Cavalry arrived in Laporte to provide security for area settlers and to protect travelers along the area's transportation routes, specifically the Overland Trail and Cherokee Trail. A few months later they were relocated and replaced by soldiers from the 1<sup>st</sup> Colorado Cavalry.

Following the 1864 Sand Creek Massacre in southeastern Colorado, where volunteer cavalymen killed around 150 natives at a peaceful Cheyenne and Arapaho campsite, the plains tribes intensified their uprising against the government and Euro-American encroachment. Warriors attacked isolated settlers, stagecoaches and wagon trains on the plains. These actions severely hampered critical lines of transportation, communication, commerce and emigration that connected Colorado with the east, especially along the Platte River route through Nebraska and the Smoky Hill Trail through Kansas. Many Coloradoans agitated for the removal of the plains tribes entirely, allowing the settlers to fully claim the land and make it their own.

In Larimer County, conflict between Native tribes and early settlers involved occasional raids, often conducted by Utes descending from the mountains to obtain horses, food, cattle and other goods. Non-Indian bandits perpetrated other attacks. Along the Cache la Poudre, Friday's band of Arapaho sometimes begged for and on occasion helped themselves to food from area settlers. While frightening to the isolated settlers, these could hardly be classified as hostile incidents. Friday's band did not threaten or attack the pioneers or migrants, and no significant violence occurred in the area.

In May 1864, men from the 11<sup>th</sup> Ohio Volunteer Cavalry were stationed at the outpost, replacing the Colorado troops. The 11<sup>th</sup> Ohio was sent west to Fort Laramie in the middle of the Civil War with orders to protect the region's transcontinental mail, transportation and telegraph routes from attack. Four days after their arrival they received orders to patrol southern Wyoming and northern Colorado. They were also instructed to place troops where federal interests appeared to be threatened.

With the Overland Mail and emigrant trails shifted to the South Platte-Cache la Poudre route, it became clear that a more substantial presence was needed in the vicinity of Laporte. A contingent of soldiers was dispatched to the area from Fort Laramie, where they were ordered to erect a more substantial fort along the Cache la Poudre River. Led by Captain William H. Evans, the men named their post Camp Collins in honor of their commanding officer, Ohio native Lieutenant Colonel William O. Collins.

Camp Collins was a small post that was still under construction when one night in early June 1864 it washed away as the heavy winter snowpack melting in the mountains above combined with a sudden downpour to send the Poudre River raging beyond its banks. Although buildings and supplies were lost downstream, all of the men survived. Determined not to expose his men to another flood, Captain Evans appealed to Lieutenant Colonel Collins for permission to move the fort to higher ground.

Collins agreed with Evans that that a move was warranted. On 20 August 1864, he issued Special Order No. 1, authorizing relocation of the post to a more favorable spot four miles downstream atop the higher south bank of the river. Pioneer farmer Joseph Mason suggested this location to Captain Evans. Little did Collins know that within a decade the date of his order would emerge as the birth date of a new western town that would retain his name.

The new military post along the Cache la Poudre River grew quickly and provided much-improved amenities to its occupants. Larger than its "camp" predecessor and evidently more impressive to the men who served there, the post was named "Fort Collins." During its several years of operation, the fort consisted of a collection of log buildings constructed around a central parade ground that was located at today's intersection of Linden Street and Willow Street. Among the first buildings erected were barracks, mess halls,

laundresses' quarters, a guardhouse, a quartermasters' storehouse, officers' quarters, an officers' mess hall, stables and a hospital. The post was enlarged over the following months with the construction of a sutler's store, additional storehouses, a headquarters building, a bakery, another guardhouse, and an explosives magazine.

With the security that the fort provided, the surrounding countryside began to fill with pioneer farms. John and Emily Coy, who arrived in the summer of 1862, laid claim to a parcel of land along the north bank of the river east of where the fort would soon be established. They provided the fort and the growing mining communities above Denver with hay and food products. Around 1865, John Coy constructed an irrigation ditch to water his crops, with its headgate located on the north bank of the river just northwest of the fort. The Coys and their descendents continued to farm there for over a century.

By the mid-1860s, Chief Friday had become increasingly concerned about the present and future welfare of his band of Arapaho. He refused to participate in skirmishes between Native warriors and the cavalry. Instead, he moved his people close to Fort Collins in 1864, where they were placed under the care of the military post. Ironically, the fort had been established to protect the area's settlers from Native attacks. Friday was condemned by some of the other tribal chiefs and warriors for his refusal to fight the settlers and soldiers, and his unwillingness to participate in the war raging on the plains.

The days of the peaceful Arapaho of Larimer County were numbered, as their existence became increasingly precarious. Friday resisted government efforts to get his band to leave their hunting grounds and move to a reservation in Indian Territory (now Oklahoma). Under threat of the cancellation of food assistance, he finally relented and signed the 1861 Treaty of Fort Wise, relinquishing his people's lands to the US government. Even after placing his signature on the document, Friday hoped to obtain the right for his band to remain on the land north of the Poudre River, which he requested as a reservation. The Indian Agent responded that the lands were already occupied by sixteen settler families and a stage route, and was no longer available.

**Emergence of the Town of Fort Collins (ca. 1867-1876):** Fort Collins was closed in 1867 and its soldiers reassigned after the federal government declared the post unnecessary to the defense of the frontier. This left the local band of Arapaho in dire straits. Competition from the settlers resulted in a serious decrease in wild game along the area river valleys. Appealing to the territorial governor the following January, Friday reported that game had become scarce and his band required assistance. Supplies, including meat and flour, were provided to get them through the winter.

With conflict increasing between the Native Americans and settlers over land ownership and use, the Arapaho were removed from Colorado during the late 1860s. Most of them, especially the southern Arapaho, moved east to

reservations established in Indian Territory, now Oklahoma. However, Friday's band of northern Arapahoe did not want to move onto the eastern plains, preferring to head north into Wyoming. They left northern Colorado in 1869 and wandered in Wyoming for ten years before being allowed to settle permanently with the Shoshone on the Wind River Reservation.

Common among military installations on the frontier, civilians began to arrive at Fort Collins shortly after its establishment. Among the first was Elizabeth Stone, born in 1801 in Connecticut, who moved ever westward during her earlier years. In 1864, at the age of 63, she settled into a two-story log cabin adjacent to the new fort on the Cache la Poudre. Elizabeth had moved west with her husband, Judge Lewis Stone of Minnesota, to open a boardinghouse for officers stationed at the post. Over the following years, the Stone cabin served as the first private residence, hotel and school in Fort Collins. Just over one year after they arrived, Judge Stone died and Elizabeth became a beloved figure known as "Auntie" Stone to the troops. Her cabin was later moved to Library Park, and today is the only building that remains standing from the earliest days of Fort Collins.

Between 1867 and 1869, Auntie Stone and fellow pioneer Henry Peterson constructed the first flourmill in the region. This was the Lindell Mill, located on the south bank of the Poudre River in the old fort area where Ranch-Way Feeds is found today. The plant was powered by a millrace that brought water to the factory from the river along a channel that was over one mile in length. In 1870, Stone and Peterson opened a brick-fabricating operation that provided durable building materials for the emerging town of Fort Collins. Peterson's own house on Lincoln Avenue was the first area building to be constructed of brickwork.

Following the closure of the Fort, the administrative office of Larimer County was moved from Laporte to the small settlement of Fort Collins that was emerging from the former military post. In 1870, a federal census taker found just 838 pioneers residing in all of Larimer County. Although the government had yet to release the military reservation for homesteading, some residents began to occupy and develop the area southwest of the fort across the Denver Road, which became known as Jefferson Street. This core area of the new non-military community of Fort Collins was built on a diagonal in relation to the angled course of the Poudre River and the cavalry post that preceded the town. Today, the Old Town area continues to be distinguished by the diagonal orientation of its streets.

In May 1872, the federal government released the Fort Collins Military Reservation for permanent settlement. The community continued to expand with the construction of commercial buildings and residences, all centered on the intersection of Jefferson Street and Linden Street. The town was platted in 1873, with the old fort area and Old Town retaining their diagonal street alignment. To the west and south, the new street pattern was aligned to the primary compass points. While the growing urban core remained south of the river, the areas to the north continued to be settled for agricultural purposes. The year 1876 was marked by Colorado's admittance as the newest state in the Union.

**Fort Collins in the Late 1800s (ca. 1877-1900):** The growth of early Fort Collins received a major boost with the arrival of the railroad. On 8 October 1877, the first train steamed into town from the south along Mason Street on the tracks of the Colorado Central Railroad. The line was quickly extended northward to Cheyenne, Wyoming, connecting Fort Collins with the nation and enhancing both commerce and travel. Because of stiff competition from other regional railroads, the line north of Fort Collins was discontinued in 1886 and the tracks removed. However, the impact of the railroad was permanent.

In 1882, the Greeley, Salt Lake & Pacific Railroad constructed a main line from the southeast into the former fort area along Willow Street. These two pioneer rail links allowed area farmers, ranchers, quarries and business owners the opportunity to market their goods beyond the local economy. The residents of Fort Collins were also more easily able to import goods, including household items, wholesale business products, and finished building supplies, from Denver and through mail order services. The railroads made travel between Fort Collins and regional cities such as Denver, Greeley and Cheyenne quicker and more comfortable than ever before.

Another advancement in the early development of Fort Collins came with the 1879 opening of Colorado Agricultural College on 240 acres of donated land south of town. From humble beginnings with just five students and three faculty members, the college grew into present-day Colorado State University. This institution brought long-term stability and growth to Fort Collins. Progressive leaders continued to improve the town with the addition of an opera house in 1881, a waterworks plant in 1882, electricity and the first telephone in 1887, a large county courthouse in 1887, and sanitary sewers in 1888. By the end of the century, Fort Collins was also graced with competing newspapers, numerous fraternal organizations, and fine schools and medical facilities.

In part, the local economy was based upon the college, supplying its students and faculty with housing, goods and services. In addition, the town served as a market and supply center for the numerous farms, cattle ranches, sheep feeding operations and quarries of northern Larimer County, extending its economic reach far into the surrounding countryside. During the last two decades of the nineteenth century, many of Fort Collins' finest buildings were erected, its commercial and residential districts established, its cultural life broadened, and its economy diversified.

While the urbanized core of the community grew and developed, the area north of downtown and the river continued to be characterized by a sleepy agricultural district located outside the corporate boundaries. One of these properties was the 360-acre Inverness Stock Farm founded in the 1880s by Jesse Harris, a high-end importer, breeder and seller of purebred European horses. This was located north of today's Vine Drive and east of College Avenue. The farmhouse standing at 232 E. Vine Dr. was built in 1899, several years after Charles R. Evans acquired the property, which he continued to operate into the 1930s.

**Developments of the Early Twentieth Century (ca. 1900-1919):** By 1900, access to the countryside north of the Cache la Poudre River was restricted to two crossings, one along College Avenue and the other to the east on Lincoln Avenue. The College Avenue crossing dates back to the early 1870s, when the town was first established. Prior to that time, the only ways to cross the river were to either ford it in locations where the water was low and the riverbanks were not too steep, or to make use of a ferry operated by John Provost near today's crossing of Overland Trail. During the springtime and early summer, the river was often impassable due to the depth of the water and swiftness of the current. As pioneers arrived in increasing numbers, the establishment of adequate bridges became critical to transportation and development both in the town and throughout the region.

The first bridge across the river at College Avenue was a small timber structure built in 1873. Over the following decades this was improved and periodically rebuilt. By the early 1900s, most likely following the major 1904 flood that destroyed everything in its path, it was replaced with a more substantial metal structure, probably a Pratt through truss that carried a single lane of traffic. Just southeast of the bridge, the open grounds east of College Avenue became the site of the town dump, which remained there into the mid-1920s.

Between 1900 and 1910, Fort Collins grew by 5,000 residents and the town moved into the twentieth century with a sense of confidence about its future. Area commerce remained strong, and the community continued to serve as a market center. This role was greatly enhanced in 1903 with the construction of a large sugar factory across the river northeast of downtown. The plant, soon owned by the Great Western Sugar Company of Denver, continued to operate through the mid-1950s. It provided a reliable market for sugar beet farmers and employment for hundreds of factory and farm workers. The sugar plant boosted the community's overall prosperity and stability for years.

Many laborers lived in Fort Collins and commuted to work at the plant and on nearby farms. They got to work on foot, by horse, or by riding the new electric streetcar line that in 1908 crossed over the river on the Linden Street Bridge. A new east-west road was also opened north of the river that was aligned to run along the northern edge of the plant. Known as Sugar Factory Road, or Sugar Avenue, this provided access to the factory from the countryside to the north and east. It also connected with College Avenue about three-quarters of a mile to the west. Today this thoroughfare is known as Vine Drive.

While the factory was under construction, a group of area businessmen formed the Fort Collins Development Railway Company (FCDRC) with the goal of profiting from the growing need for regional transportation related to the development of beet sugar production. Although horse-drawn wagons could bring the beets out of the fields and transport them a short distance from the farms, rail lines were needed to take them in large quantities to the sugar factory.

Of particular interest to the FCDRC's owners were the irrigated lands to the north and east of Fort Collins that were just coming under cultivation.

Founded in November 1902, the FCDRC signed an agreement with the Colorado & Southern Railway (C&S) for the construction of a 10.8-mile rail line from downtown Fort Collins north to the planned railroad town of Wellington. Additional branch lines would connect from Wellington to Waverly, and head east from the sugar factory into the Black Hollow agricultural district in western Weld County. The northern route would also soon extend north from Wellington across the state line to Cheyenne. Once completed, the FCDRC leased the line to the C&S, which placed it within its own operating system.

To connect its main Fort Collins line from the south to the sugar factory across the river, the C&S constructed tracks as well as a timber pile bridge over the Cache la Poudre River a few hundred yards downstream from the College Avenue Bridge. After crossing the river, the line ran a short distance to the east along the south side of Sugar Avenue, where a rail yard was developed at the sugar plant. The C&S continued to transport both passengers and freight along the route for decades. Passenger traffic came to a halt in the mid-1960s and since that time the C&S (now the BNSF) has continued to haul freight over the line and the bridge's 1971 replacement.

The steady development of Fort Collins continued throughout the early decades of the twentieth century, and by the mid-1910s the town was home to around 8,000 residents who enjoyed its growing commercial and residential districts. By the end of the decade, Fort Collins was improved with a new federal building, paved tree-lined streets, an efficient streetcar system, automobiles replacing horse-drawn vehicles, several movie theaters, a thriving downtown district and developing college campus, a new municipal airfield, a family-friendly environment, and a steadily growing population. The sugar beet ruled the surrounding countryside, as many farmers continued to grow the lucrative crop that supplied the sugar factory with raw goods and provided many area residents with employment and income.

**Mid-Century Developments in Fort Collins (1920s-1960s):** During the 1910s and 1920s, automobiles became commonplace on area roads and resulted in an increase in travel and tourism. Colorado State Highway 14 was established in the 1920s, running westward from Sterling in eastern Colorado, through Fort Collins along College Avenue and over the Cache la Poudre River. From there the road continued west up the Poudre River Canyon all the way to the North Park town of Walden and beyond almost to Steamboat Springs.

U.S. Highway 287 was established in 1939 from Denver to Yellowstone National Park along a north-south route that took drivers through the center of Fort Collins, again traveling along College Avenue and over the Cache la Poudre River. The establishment of these highways, together with the resulting roadway improvements, increased tourism and freight traffic through the city. This

sparked the development of North College Avenue north of the river, where travelers soon found a number of motels, gasoline stations and cafes that catered to their needs.

Prior to the mid-1920s, College Avenue had descended from downtown to the river's north bank, passing beneath the Colorado & Southern Railroad tracks just north of Cherry St. In 1927, the road in this area was filled and raised to the railroad grade. With traffic increasing and vehicles becoming faster and heavier, the small circa 1904 truss bridge was replaced in 1930 by a much larger structure that was elevated higher above the river. Carrying two lanes, the new bridge was able to handle a greater volume of traffic. This was particularly important with the advent of trucks used for regional and cross-country shipping.

In 1955, the Colorado Department of Highways launched a project to improve a more than 1.6-mile stretch of College Avenue from Cherry and Willow Streets to the north. This included a major upgrade of the 1930 bridge. The project resulted in its expansion to a length of 303', with new sidewalks, metal pipe handrails, and pole lights. Concrete abutments and large piers supported it from beneath, and the roadway was widened to allow for two traffic lanes in either direction. The present bridge at this location was constructed in 1995.

With the opening of Sugar Factory Road (Vine Drive) east of College Avenue in the early twentieth century, the former agricultural lands just north of the river and south of Vine were subdivided into small parcels. Between the 1920s and early 1960s, a few of these were developed with modest houses. Small commercial buildings (including two Quonsets) were also developed for use as machines shops, welding shops, a distribution facility, and automobile and truck repair shops. A grocery store also opened on the southeast corner of College and Vine. While some of these have been removed, a number of the buildings remain standing today.

Oil was discovered near Wellington in 1923 about ten miles north of the city and many believed that a new period of tremendous growth was at hand. The following year the Union Pacific Railroad constructed a branch line north from downtown Fort Collins into the oilfield and agricultural district near Waverly and Buckeye. Although the oilfield proved to be less productive than anticipated, numerous wells were completed and oil was pumped for decades. The rail connection also helped the area thrive as an agricultural district. In 1927, a short branch line to the west was constructed to serve the new Ideal Cement Co. plant north of Laporte, adding another major industry to the area's long-term growth.

While the 1920s was a decade of expansion in Fort Collins, the Depression and drought of the 1930s caused many town businesses, along with area farms and ranches, to struggle. In 1935, Colorado Agricultural College changed its name to the Colorado College of Agriculture and Mechanical Arts. Its sizable contingent of faculty, staff and students on government scholarships provided a degree of stability and kept the town afloat during the worst days of this era.

Although the Depression caused a slowdown in development, in 1936 the city celebrated the construction of a new municipal light and power plant adjacent to the river along College Avenue on the site of the former city dump. Paid for by the federal Works Progress Administration and built by crews of local men, the large Art Moderne building became a city landmark while its electrical power freed Fort Collins from the control of privately owned utility companies. The expansive grounds around the building were landscaped, turning the site into an unusually attractive industrial facility that became the pride of the community.

On the eve of World War II, Fort Collins had a population of around 12,000. In addition to sending numerous young men to participate in the conflict overseas, residents grew victory gardens, participated in scrap drives, lived on ration coupons, purchased war bonds, and followed the war news closely. The end of the war in 1945 thrust Fort Collins into a decades-long period of growth that lasted through the end of the century.

As a watershed in American history, World War II was followed by major changes throughout the nation. During the second half of the 1940s and into the 1950s, Fort Collins was flooded with veterans seeking an education at Colorado A&M, along with others who returned home to find jobs and start families. In 1957 the college attained university status and changed its name to Colorado State University. To accommodate population growth and the increase in families seeking homes in the emerging city, developers began constructing residential subdivisions among the seemingly endless fields on the outskirts of town.

Although the sugar plant closed in the mid-1950s, Fort Collins grew into a modern city with the development of new infrastructure along with homes, public schools, retail stores, restaurants, service shops, entertainment venues and houses of worship. To handle the need for more sophisticated local government, a new municipal building was erected in 1957-58 on the west side of downtown.

Land use patterns also changed as a result of population growth, the increase in automobile ownership, rapid growth of the consumer economy, the development of new construction materials and architectural styles, and evolving standards in planning and development. The city expanded its boundaries in all directions during the decades after the war by annexing lands around its perimeter. In 1959, following several years of petitions and hearings, the city council approved the North College Annexation, which brought an extensive area north of the river into the city. This included the College Avenue corridor beyond Willox Lane as well as the properties along the south side of East Vine Drive.

Within a single century, Fort Collins had grown from its origins as an isolated military outpost into a thriving city that was poised for even greater growth over the following decades. By the end of the 20<sup>th</sup> century, the city's population had reach more than 118,000 persons and it was being hailed as one of the finest places to live in the United States due to its excellent university, family-friendly environment, retiree resources, outdoor recreation, and relaxed quality of life.

## **RESULTS**

Once the APE was determined for this project with guidance from the Army Corps of Engineers, the selection of which specific historic resources to include in the study focused primarily upon buildings and structures that are more than fifty years old. One younger building was included at the request of the City of Fort Collins because of planning for future improvements in the project area. This resulted in a total of thirteen individual sites that were studied during the course of the survey. Of these, buildings occupy seven properties, three are bridges spanning the river, one involves an assemblage of irrigation and water diversion structures, and the final two are built landscape features.

All of the fieldwork and archival research were completed to intensive-level standards with the goal of documenting each resource to as full an extent as possible within the project's goals, budget and schedule. This work focused upon the collection of field notes, photographs, and both primary and secondary archival research sources. Detailed information was needed for each site and resource to develop historical narratives, evaluate architecture and integrity, and to reach conclusions regarding significance.

A number of the resources studied during the project are sites and structures that had not been previously recorded or were not adequately recorded. Some proved particularly challenging to research due to a lack of source materials. Making things more difficult, the residential and commercial properties north of the river along Vine Drive were not annexed into the city until the late 1950s. Because of this, they were not fully included in some of the standard sources of information that are consulted in urban areas (such as city directories and fire insurance maps). No previous studies had been completed to record the bridges, diversion dam, and walls along the river corridor. Despite these challenges and through intensive research, an adequate of information was found to record all of the resources.

The development and use of contextual information is important to understanding the project area's history and development, along with the significance of its individual resources. Because of this, additional research was completed to prepare a written context for the City of Fort Collins and the specific area under study. While much is readily available regarding the broad history of the city and its more notable resources, information on this specific area had to be pulled together from a variety of sources.

Following completion of the archival research and fieldwork, the results of these efforts were presented in this survey report and its accompanying site forms. A Colorado Architectural Inventory Form (OAHP #1403) was completed for each property or resource. All of the original documentation collected is on file in the office of THAI in Fort Collins, Colorado. Architectural historian and THAI president Ron Sladek personally completed all of the fieldwork, research, and deliverables preparation.

Evaluation of the individual historic resources within the APE was completed in light of each site's age, architectural integrity and significance. Every site was measured against the National Register significance criteria to determine eligibility. These are the same standards used by the City of Fort Collins to evaluate historic resources for local landmark designation.

- A Associated with events that have made a significant contribution to the broad patterns of our history;
- B Associated with the lives of significant persons in our past;
- C Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction;
- D Yielded, or may be likely to yield, information important in history or prehistory.

Based upon the results of this study, the project area within the APE was found to hold a collection of historic and non-historic buildings, along with a variety of historic structures along and close to the river corridor. Because of its lack of physical and architectural cohesiveness and integrity, the area does not exhibit potential for the establishment of a historic district. Instead, only a few of the thirteen properties documented were found to be significant and individually eligible for the National Register of Historic Places.

## **NRHP Eligible Sites**

### **Municipal Light & Power Plant Grotto 450 N. College Ave., built 1936 (5LR1495)**

This landscape feature was constructed in 1936 with WPA funding in association with the large electrical power plant that was also under development at that time on the same property. The Grotto served not only to beautify the site, but had a utilitarian function as a water cooling feature for heated effluent that was discharged from the plant. It continued to be used for this purpose until the facility was decommissioned in 1973.

Although the Grotto experienced some changes between the 1950s and 1970s, it retains a preponderance of its integrity and still conveys its age, use and functional association with the adjacent electric plant. It also underscores the fact that the principles of the City Beautiful movement extended into the Depression era. In this case, the City of Fort Collins wanted to see the grounds around its new Art Moderne electric plant improved for aesthetic reasons due to the site's prominent location along College Avenue and adjacent to the river.

These factors support the eligibility of the Grotto for NRHP designation on the local level under Criterion A in the area of Industry and Criterion C in the area of Landscape Architecture. It also supports the eligibility of the entire power plant site. In 1987, the City of Fort Collins passed an ordinance landmarking the power plant and an adjacent Art Deco fountain. It was later discovered that the Grotto had been overlooked. To address this, the city council passed another ordinance in 1999 adding the Grotto to the designated property.



**The Municipal Light & Power Plant and Grotto  
Circa 1937  
(Fort Collins Museum of Discovery Collection)**



**The Grotto, 2016**

## **Union Pacific Railroad, Buckeye Branch Bridge Cache la Poudre River, built 1924 (5LR1815.1)**

This timber stringer bridge supported by multiple timber bents is about 460' in length and was constructed in 1924 over the Cache la Poudre River just north of downtown Fort Collins by the Union Pacific Railroad. With the Wellington Oilfield just opened north of the city and the agricultural district there ripe for development, the railroad proceeded with the branch at a time when very little rail-related construction was taking place anywhere in Colorado.

This bridge across the river and its floodplain was the single most important structure that had to be completed before the sixteen-mile line could be extended north of the city. In 1927 a short 2.5-mile branch off the Buckeye line was added to reach the recently opened Ideal Cement Company plant north of Laporte. The northern length of the Buckeye Branch continued to be used until 1965, when it was abandoned and dismantled. However, the southern reach from Fort Collins to the Ideal Cement Company plant was left intact and remains in periodic use today.

The Buckeye Branch Bridge over the Cache la Poudre River has experienced the replacement of various timber parts over the years during the course of its regular maintenance as an active structure and to repair periodic flood damage. However, this work has also allowed it to retain a high degree of physical integrity. Today the bridge continues to convey its age, purpose, and association with the historic Union Pacific branch line. These factors support the eligibility of the Buckeye Branch Bridge for NRHP designation on the local level under Criterion A in the area of Engineering and Criterion C in the area of Rail-Related Transportation. It also supports the eligibility of the branch line as a whole. The bridge is eligible for local designation in association with the same criteria.



**The UPRR Buckeye Branch Bridge, 2016**

**Coy Ditch Headgate, rebuilt ca.1955**  
**Coy Diversion Dam / Power Plant Dam, built 1987**  
**(5LR1827)**

**Coy Ditch Headgate:** Built around 1865 by pioneer farmer John G. Coy, the Coy Ditch remained in use for well over a century, providing irrigation water to his family farm east of the fort and emerging townsite. It was abandoned around twenty-five years ago and is now truncated approximately 1,025' east of the headgate, cutting off much of its original length. Sometime around 1960, the western length of the ditch along the south side of Vine Drive was moved to the south to run through two ponds that were already located there. Today much of the remaining segment is eroded and filled with vegetation. Hardly recognizable, the little that has survived is not eligible for the NRHP.

The original Coy Ditch Headgate along the north bank of the river was likely a timber, stone, or rough grout structure. Over the following century, it would have required ongoing maintenance to keep it operating as intended. In addition, the headgate had to be reconstructed periodically with durable materials such as stone and concrete due to the fact that the Cache la Poudre River occasionally flooded, destroying built features in the path of its raging waters. The largest and most devastating recorded flood along the corridor took place in 1904, taking out not only headgates but also area roads and railroad bridges. Additional floods of some size occurred over the following decades, with particularly notable events in 1923, 1930, 1949, and 1951.

Based upon the current appearance of the structure, combined with limited records that were found, the headgate seems to have last been rebuilt around the 1950s when the ditch was still in use. This may have been in response to damage caused by the 1951 flood. Visible below the concrete within the north side of the headgate is stonework dating from an earlier period in its history, possibly from its reconstruction following the 1904 flood. Today the headgate is silted in, a few parts of its gate mechanism are missing, and it is no longer operable. However, the structure still stands and is recognizable today as the historic headgate that diverted water into the pioneer Coy Ditch.

The headgate remained in use for more than three decades after it was last rebuilt, making its current structure and appearance historic. Today it remains relatively intact and exhibits good integrity as it continues to convey its use and historical association with the Coy Farm (listed in the Colorado State Register of Historic Properties in 1995, 5LR1568). Consequently, the headgate is assessed to be eligible for the National Register of Historic Places on the local level under Criterion A in the area of Agriculture for its association with events that have made a significant contribution to the broad patterns of history. It is also likely to be eligible for local designation under the same criteria.

**Coy Diversion Dam / Power Plant Dam:** This concrete diversion structure spans the width of the Cache la Poudre River and is located south of the Coy Ditch Headgate and northeast of the Fort Collins Municipal Light & Power Plant. It replaced an earlier structure at that location that had been built in the 1930s, most likely by the US Army Corps of Engineers. While this could not be confirmed, it appears that the 1930s dam may have served both the ditch headgate and the power plant, pooling water upstream so it could be diverted to each of these. Future research may uncover whether it was in fact related to water intake for the electrical power plant prior to the facility's closure in 1973.

What makes the 1987 diversion structure eligible for the NRHP is not its association with either the ditch or the power plant, both of which had essentially reached the end of their functional lives. By the mid-1980s, the fifty-year-old dam had fallen into disrepair and action needed to be taken. The Fort Collins city council approved an expenditure of \$182,000 for its restructuring, and as the work proceeded into early 1987, the dam was modified to include a boat chute for canoes, kayaks and inner tubes, along with a small fish ladder.

The City also submitted a water court filing for a junior water right of just 55 cubic feet per second "for municipal purposes, including recreational, piscatorial, fishery, wildlife and other beneficial uses." In its filing, the City claimed that it had no plans to remove any water from the river in association with these rights. Instead, it wanted to use the water for in-channel flow for recreational purposes and to support wildlife. In other words, this water rights filing was for the first in-channel diversion in Colorado history.

The move sparked what evolved into a complex legal conflict over the question of who controls water rights related to recreation and wildlife protection. It also begged an answer to the question of whether in-channel diversions were legal when no water was actually being removed from the river. The case forced additional legal discussion of the definitions of the terms "diversion," and "beneficial use," and required that a determination be made regarding whether an in-stream dam diverted or controlled the flow of water.

In 1992, in *City of Thornton v. City of Fort Collins* (830 P.2d 915, No. 90SA514), the Colorado Supreme Court ruled in favor of the City of Fort Collins, declaring that the Power Plant Dam was in fact a legal control structure on the river, and that the boat chute and fish ladder constituted beneficial uses of the water rights. Resolution of the case encouraged other communities across the state to file for water rights related to recreation and wildlife protection. Over the following decade these included Aspen, Breckenridge, Golden, Littleton and Vail.

In 2001, the Colorado General Assembly passed Senate Bill 216, which recognized recreational in-channel diversions as a legal, beneficial use of the state's waters. The legislators also instructed the Colorado Water Conservancy Board to establish appropriate rules governing the filing of such cases in water court. The Board's new rules went into effect on the first day of 2002, and the

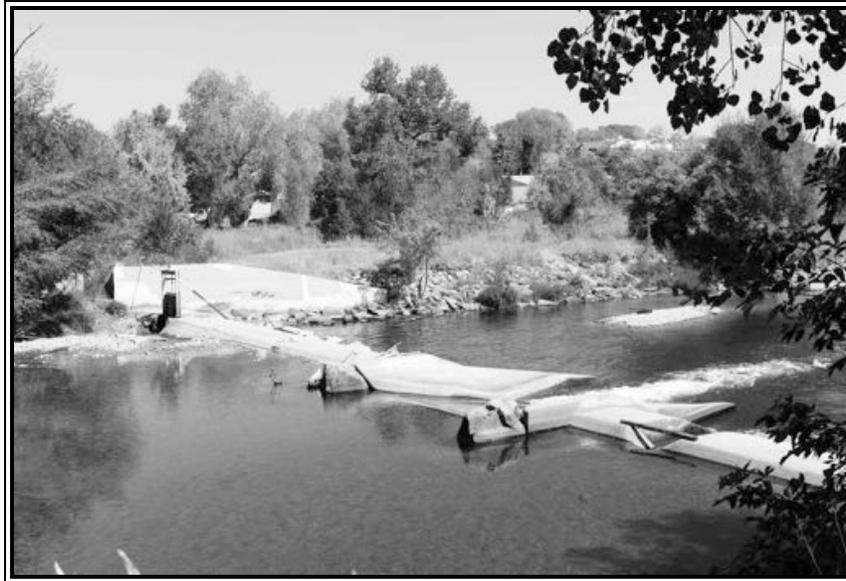
program has been active ever since. Over the past fourteen years, an additional group of communities and organizations have secured in-channel water rights decrees. These include Pitkin County, Avon, Carbondale, Chaffee County, Durango, Grand County, Longmont, Pueblo, Silverthorne, Steamboat Springs, and the Upper Gunnison River Water Conservancy District. Glenwood Springs currently has an application pending.

Exhibit a good degree of integrity, the dam continues to convey its historic origins and use over many decades. It is eligible for the National Register of Historic Places on the local and state levels under Criterion A in the area of Law for its association with events that have made a significant contribution to the broad patterns of history. This specifically involves its direct relationship to the evolution of Colorado water law, particularly the establishment of in-channel diversion rights for recreation and wildlife protection.

The period of significance for this structure's eligibility starts in 1986, when the City of Fort Collins moved to modify the dam, and runs through 2002, when the new rules promulgated by the Colorado Water Conservancy Board went into effect. This late period of significance triggers an additional requirement for review under NRHP Criteria Consideration G as a property that has achieved significance within the past fifty years.

Much has been written in newspaper articles, online materials, and legal journals about the development of Colorado water law during the late 1900s and early 2000s. These documents highlight the importance of the City of Fort Collins' 1987 modification of the Power Plant Dam, along with its related effort to secure water rights for in-channel diversions. The resulting legal case that made its way to the Colorado Supreme Court, followed by passage of a Senate bill in the Colorado General Assembly, speak to the importance of this structure in recent history.

Subsequent events, including the promulgation of new rules for the filing of recreational in-channel water rights claims by the Colorado Water Conservancy Board underscore the impact this has had, and will continue to have, upon the development of Colorado water law. For these reasons, the Power Plant Dam is determined to be of exceptional importance and meets the standard for Criteria Consideration G. Because this resource has played an important part in Fort Collins history during the late nineteenth and very early twentieth centuries, it is eligible for local designation in association with the same criterion as discussed above.



**The Coy Ditch Headgate on the Far Left  
The Diversion Dam/Power Plant Dam Spanning the River  
2016**

## **Additional Locally Eligible Site**

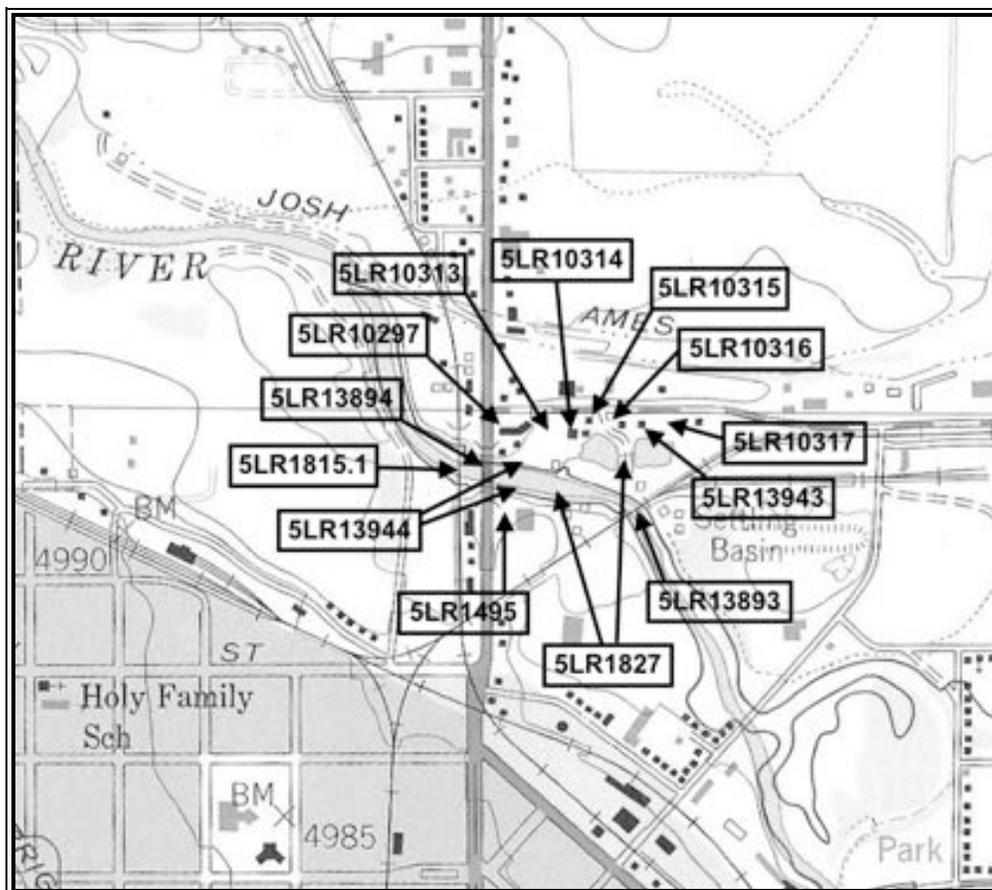
### **Hersh Shop Quonset 107 E. Vine Dr., built ca.1957 (5LR10315)**

The Quonset building on this property was purchased and erected there around 1957 to serve as a private repair shop for the owner of a trucking company who lived in the adjacent private house at 105 E. Vine Dr. Henry Hersh was a Colorado native who grew up in the nearby foothills quarry town of Masonville southwest of Fort Collins. After serving in World War II, he returned home and ended up taking a trucking job with Sterling Sand & Gravel. Around 1957 he had the Quonset shop built on his property and used it for years for truck repairs and starting in the 1980s for his own trucking business.

According to Adam Thomas' 2003 study *Soldiers of the Sword, Soldiers of the Plowshare: Quonset Huts in the Fort Collins Urban Growth Area*, the shop building on this property is the only elliptical arch Quonset known to exist within the City of Fort Collins. Despite the fact that the façade has been altered through removal of the original sliding doors and the introduction of an overhead door, the building retains all of the other elements of its original architecture. Due to its rarity and a preponderance of integrity, it rises to a level of individual eligibility for local landmark designation in light of the standards found in Chapter 14 of the municipal code, specifically under Criterion C in the area of Architecture. The house and garage on the property do not appear to be eligible.



**The Hersh Shop Quonset, 2016**



**Map of Recorded Sites  
Within the APE**

## RECOMMENDATIONS

The City of Fort Collins and its consultants are currently in the process of completing an engineering and design study of the project area. This focuses upon plans to complete river corridor improvements along with changes to the area south of Vine Drive that may include the removal of buildings and related features there. These changes will make the river area more accessible to the public and enhance its use and attraction as a natural asset to the community. All of the current plans are shown on the diagram presented in Figure 2 on page 5. These are expected to be refined in the coming months as the planning project moves forward and comments are received from various stakeholders.

Planning for the project is taking into serious consideration the historical and environmental character of the river corridor where it runs along the northern edge of downtown. In addition to its natural values, the APE was found to hold a dozen developed historic features that date from the period between the 1860s and 1960s. While the majority of these were determined to be not significant on the local, state or national levels, several are important to the community and need to be carefully considered as the project moves forward. No significant archaeological resources were found. Details about the area's resources are found in the accompanying site forms and are summarized in this report.

Among the few resources found to be significant and eligible for the NRHP and/or local landmarking, there are currently *no anticipated direct or indirect adverse impacts* to the Union Pacific Railroad's Buckeye Branch Bridge (5LR1815.1) or to the Municipal Light & Power Plant Grotto (5LR1495). The bridge might be nominated for local landmark designation or to the NRHP if the railroad were amenable. However, since it is still in use this is likely to prove difficult if not impossible to achieve. The Grotto has already been locally landmarked together with the adjacent power plant, and the entire site might merit nomination to the NRHP. The question of whether it is officially eligible will probably depend upon the impact of the recent addition to the building.

In terms of the remaining sites that were found to be significant and eligible for the NRHP and/or local landmarking, current planning suggests that there appear to be *anticipated direct or indirect adverse impacts* to these resources. The locally and NRHP eligible Coy Ditch Headgate and Diversion Dam/Power Plant Dam (5LR1827) are expected to be demolished to make way for improvements to these areas. Whether the locally eligible Hersh Shop Quonset at 107 E. Vine Dr. (5LR10315) will be removed or retained has not been determined. The City of Fort Collins will need to explore these questions and determine whether the demolition of eligible resources can be mitigated.

Where possible, measures should be taken to protect the integrity and survival of eligible resources during the course of the improvements project. However, where impacts will be unavoidable, mitigation may take the form of Colorado OAHF Level I or II documentation.

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# APPENDIX A

## Survey Log by Site Number

Site Number	Location	Resource Name	NRHP Eligibility
5LR1495	450 N. College Ave.	Municipal Light & Power Plant Grotto	Eligible (see note 3 below)
5LR1815.1	Cache la Poudre River	Union Pacific Railroad, Buckeye Branch Bridge	Eligible (see note 4 below)
5LR1827	Cache la Poudre River	Coy Ditch, Headgate & Diversion Dam (Power Plant Dam)	Not Eligible – Ditch / Eligible - Headgate & Diversion Dam (see note 2 below)
5LR10297	620 N. College Ave.	Ray's Little Super Market	Not Eligible
5LR10313	101 E. Vine Dr.	Munroe House & Machine Shop	Not Eligible
5LR10314	103 E. Vine Dr.	Munroe Shop Quonset	Not Eligible
5LR10315	105-107 E. Vine Dr.	Hersh House & Shop Quonset	Not Eligible (see note 1 below)
5LR10316	203 E. Vine Dr.	Sherman Brooks Motors Shop	Not Eligible

<b>Site Number</b>	<b>Location</b>	<b>Resource Name</b>	<b>NRHP Eligibility</b>
5LR10317	209 E. Vine Dr.	Cinema Service Inc. Shop	Not Eligible
5LR13893	Cache la Poudre River	Colorado & Southern Railway, Cache la Poudre River Bridge	Not Eligible
5LR13894	Cache la Poudre River	College Avenue Bridge	Not Eligible
5LR13943	207 E. Vine Dr.	Russell Transport Inc. Shop	Not Eligible
5LR13944	Cache la Poudre River	Flood Retention Wall and Embankment Stabilization Wall	Not Eligible

**Note 1:** The Quonset appears to be eligible for local designation.

**Note 2:** The headgate and diversion dam are also eligible for local designation.

**Note 3:** The Grotto is a contributing feature of the NRHP-eligible power plant site. It has also been locally designated as an important element of the power plant site.

**Note 4:** The bridge is also eligible for local designation.

## APPENDIX A

### Survey Log by Address/Location

Location	Site Number	Resource Name	NRHP Eligibility
450 N. College Ave.	5LR1495	Municipal Light & Power Plant Grotto	Eligible (see note 3 below)
620 N. College Ave.	5LR10297	Ray's Little Super Market	Not Eligible
101 E. Vine Dr.	5LR10313	Munroe House & Machine Shop	Not Eligible
103 E. Vine Dr.	5LR10314	Munroe Shop Quonset	Not Eligible
105-107 E. Vine Dr.	5LR10315	Hersh House & Shop Quonset	Not Eligible (see note 1 below)
203 E. Vine Dr.	5LR10316	Sherman Brooks Motors Shop	Not Eligible
207 E. Vine Dr.	5LR13943	Russell Transport Inc. Shop	Not Eligible
209 E. Vine Dr.	5LR10317	Cinema Service Inc. Shop	Not Eligible
Cache la Poudre River	5LR1815.1	Union Pacific Railroad, Buckeye Branch Bridge	Eligible (see note 4 below)

Location	Site Number	Resource Name	NRHP Eligibility
Cache la Poudre River	5LR1827	Coy Ditch, Headgate & Diversion Dam (Power Plant Dam)	Not Eligible – Ditch / Eligible - Headgate & Diversion Dam (see note 2 below)
Cache la Poudre River	5LR13893	Colorado & Southern Railway, Cache la Poudre River Bridge	Not Eligible
Cache la Poudre River	5LR13894	College Avenue Bridge	Not Eligible
Cache la Poudre River	5LR13944	Flood Retention Wall and Embankment Stabilization Wall	Not Eligible

**Note 1:** The Quonset appears to be eligible for local designation.

**Note 2:** The headgate and diversion dam are also eligible for local designation.

**Note 3:** The Grotto is a contributing feature of the NRHP-eligible power plant site. It has also been locally designated as an important element of the power plant site.

**Note 4:** The bridge is also eligible for local designation.

## **APPENDIX B**

### **Ron Sladek, Principal Investigator Professional Qualifications**

**President, Tatanka Historical Associates Inc.  
Historian, Architectural Historian, Preservation Consultant**



#### **Education**

B.A., Political Science & Legal Philosophy, University of Colorado, Boulder CO, 1983

M.A., American History (Western Social & Cultural), University of Colorado, Boulder CO, 1987

Postgraduate Work in Historic Preservation, Colorado State University, Ft. Collins CO, 1991-1992

#### **Professional Experience**

Ron Sladek, founder and president of Tatanka Historical Associates Inc., has been working in the field of history and historic preservation since the late 1980s. After obtaining his M.A. in 1987, he moved to Minneapolis-St. Paul where he spent several years working for Twin City Testing/Huntingdon International, one of the nation's largest engineering consulting firms. As the company's Staff Historian and Property Research Coordinator, Ron conducted historical and public records research and analysis on more than 500 sites across the central United States. This provided him with broad experience in historical and public records research methodology.

During that same period, Ron also worked as a freelance research historian, writer and adult education instructor. Residents of St. Paul's renowned Summit Avenue National Register District engaged him to prepare histories of their homes and he taught a monthly seminar on researching historic properties. Ron also developed and led popular walking tours of the district that each month drew hundreds of people interested in the area's architecture and history.

After returning to Colorado in early 1991, Ron was employed by Fraserdesign in Loveland as an Architectural Historian in the field of historic preservation consulting. In this position he worked on historic bridge surveys for the state highway departments in Iowa and Missouri, completing field analysis and writing Historic American Engineering Record documents and determinations of eligibility for the National Register of Historic Places. At the same time, he pursued post-graduate education in the field of historic preservation at Colorado State University in Fort Collins.

Ron founded Tatanka Historical Associates Inc. in 1992 due to his desire to create a high-quality consulting firm of his own that would focus upon historical research, writing, education, planning and other areas of preservation consulting. As the company's president and principal historic preservation consultant, his responsibilities have included management of all projects, conducting research and field survey work, writing project reports, assembling and working with teams of experts, consulting with clients, and supervising the work of technical support personnel. Many of these support workers have been historic preservation graduate students on paid internships from Colorado State University.

Ron's expertise in the fields of Western American history, historic architecture, property research and analysis, and historic preservation is utilized in all stages of every project. In addition to working on hundreds of documentation projects in fifteen states, he has successfully prepared nominations to list forty-one properties in the State and National Registers of Historic Places and another twelve as local landmarks.

Over the years, Ron has been engaged to take on projects ranging from small efforts with budgets as low as \$2,500 to complex team efforts with budgets as high as \$90,000. Many of the larger projects have involved Section 106 documentation and analysis that is required to meet both state and federal agency standards. As a body of work, Ron's projects have included a great variety of historic resources, including airports, irrigation ditches and reservoirs, rail and highway corridors, bridges, farms and ranches, homestead sites, cemeteries, oilfields, ski resorts, downtown commercial buildings, mining and milling sites, estate properties, active and closed military facilities, and residential and agricultural districts.

Beyond his project work, Ron has taught a historic and public records research course at Front Range Community College in Fort Collins. He lectures frequently throughout the region on historical and architectural topics, along with historic

preservation issues. Over the past twenty-five years, Ron has served on a number of non-profit and community boards and project development teams. He is a member of many local, state and national historic and preservation organizations, and provides pro bono professional services to some of these. Ron has been the recipient of awards from local historic and preservation organizations, as well as the Colorado Historical Society. In 2005, the American Society of Landscape Architects presented its National Preservation Honor Award to him for his documentation and restoration of the Ute Cemetery in Aspen.

Since 2009, Ron has been an active member of the Fort Collins Landmark Preservation Commission. He is now in his fifth year as chair, taking on a leadership role during a challenging period of rapid community growth and change. Ron has also served as a member of Colorado's Endangered Historic Places committee. In recognition of his expertise and service to the community, Governor John Hickenlooper appointed Ron to the Colorado Historic Preservation Board in 2013 and he still serves there today.

Through his several decades of work and volunteer activities, Ron has developed an excellent reputation for high quality research, writing and analysis. Today he is considered one of the top Rocky Mountain Region consultants in the fields of history, architectural history, and historic preservation, with most of his work taking place in the states of Colorado, Wyoming and Utah.

### **Consulting Services Offered by Tatanka Historical Associates**

- Intensive and reconnaissance-level surveys and analysis
- Landmark nominations for local designation, and to the State and National Registers of Historic Places
- Site documentation / Preservation planning studies / Determinations of Eligibility
- National Historic Preservation Act, Section 106 documentation and analysis
- Preservation code compliance consulting / Strategic project consulting
- Grant writing for preservation projects
- Walking tour brochures and interpretive signage
- Assistance with Historic Structure Assessments and Tax Credit Applications
- Liaison work between development teams and regulatory agencies
- Lectures, writing and tours on historic themes and preservation issues

### **Federal Cultural Resource Permit**

- US Bureau of Land Management, Cultural Resource Use Permit #C-74163

## **APPENDIX C**

# **Metcalf Archaeological Consultants Archaeological Study Report**