

**LANDMARK PRESERVATION COMMISSION**

**Work Session Meeting**

**October 24, 1995**

**Council Liaison: Gina Janett**

**Staff Liaison: Joe Frank**

**SUMMARY OF MEETING:** The LPC heard a report on the Highways 287/14 Traffic Control Study and discussed alternatives to the present truck route through town. The Overland Trail Presentation helped to educate the commission on the historic artifacts which exist along the trail system and which should be identified and preserved for the community. The proposed Design Assistance Program and its implementation was discussed as well as designating districts and character areas as part of the East Side/West Side Design Guidelines project. The LPC also discussed their role and authority in dealing with applicants who do not complete the project as approved in the drawings, and property owners who demolish historic buildings without consent.

**CALL TO ORDER AND ROLL CALL:**

Commission Chairman Jennifer Carpenter called the meeting to order at 5:35 p.m., 281 North College Avenue. Nicole Sneider, Secretary called the roll. Commission members Jennifer Carpenter, Ruth Weatherford, Per Hogestad, Jean Kullman, Terence Hoaglund, Bud Frick and James Tanner were present. Carol Tunner, Joe Frank and Karen McWilliams represented staff.

**GUESTS:** Rheba Massey, resident, Tom Frazier, Transportation Group Leader, City of Fort Collins, and Wayne Sundberg, Overland Trail Project sub-consultant, attended the meeting.

**AGENDA REVIEW:** The procedure for designating historic districts was added to the agenda under other business. The discussion of East Side/West Side Design Guidelines was also added to the agenda.

**STAFF REPORT:** Joe Frank, invited commission members and guests to the Lincoln Center, Thursday, October 26, 1995 at 7:00 P.M. to attend a presentation of the results of the Visual Preference Survey by Anton Nelessen.

**COMMISSION MEMBERS' REPORTS:** Mr. Tanner informed the commission he would be leaving early this evening at 7:00 p.m.

**APPROVAL OF MINUTES:** none

**CURRENT DESIGN REVIEW:** none

**DISCUSSION ITEMS:**

**Hwys. 287/14 Access Control Study - Status of Jefferson St. Traffic Impacting Historic Buildings**

Tom Frazier, Transportation Group Leader for the city, informed the commission that the truck traffic issue is not yet resolved; it is just beginning. In 1994 it was described as a major issue by the mayor. Community reports dating back to the sixties document the truck traffic passing through Fort Collins. A round table which consists of individuals from local boards and commissions including the Colorado Department of Transportation, Larimer County, Laramie and Cheyenne, Wyoming, and the Wyoming Department of Transportation has had three meetings to discuss ways to encourage truckers to use other routes. This past June was the last meeting and five action items were identified. A copy of the report will be left for the LPC.

These five action items will be implemented before building a bypass or alternate route:

**1. Regional Partnership**

A partnership between the Colorado Department of Transportation, the city of Fort Collins, Larimer officials, and the mayors of Laramie and Cheyenne will be formed to come up with ideas that would encourage truckers to use an alternate route. Currently 2300 trucks a day take the present route.

**2. Truck Management Plan**

Also called the Triangle Project, the State of Colorado will create a Smart Port between here and Cheyenne. Instead of stopping, information can be read remotely and trucks can keep moving. A Smart Port already exists in Trinidad. In addition weather information can be sent to truckers, better fleet management can be implemented, and the number of vehicles in the area can easily be measured in order to do better planning of deliveries. Along Riverside and Jefferson Streets "traffic calming techniques" including pedestrian rights of way and parking can be used to slow trucks down and discourage the use of this corridor. Ironically, road improvements like the new bridge, passing lanes on 287 to Laramie and other physical improvements seem to encourage truckers to use this route.

**3. Marketing**

Development of marketing strategies to encourage trucks to use I-25 instead. Rand-McNally provides a lot of information to truckers, so begin marketing there. Someone will speak with Rand-McNally to set up a preferred route along I-25 and I-80. They can also work directly with the trucking industry by placing articles in their publications and newsletters.

#### **4. Collection of Data and Analysis, Education and Research**

Do research to find out why they come here, identify carrier and cargo, and determine who is local or just passing through. If nothing works look at different routes to identify possible alternate routes. Problems with other routes were identified. A route through Owl Canyon has environmental problems and impacts.

#### **5. 1996 Steering Committee**

By 1998 they should have a handle on whether an alternate route is necessary and should be adopted by council. A Steering Committee will be organized the beginning of 1996 which will include a sub-marketing committee and will work to create a truck marketing plan.

The commission was disappointed in the lack of action towards the issue of truck traffic on Jefferson Street, as pointed out by Ms. Weatherford. Mr. Tanner questioned whether the data collection and analysis will include a study to show the economic impacts of an alternate route.

Another idea was expressed to combine the port between Cheyenne and Fort Collins. Cheyenne improved their port so that trucks would only have to stop there. Colorado and Wyoming can also share an intermobile port in Cheyenne where trucks and trains can exchange cargo. This would make Cheyenne a major attraction for truckers.

The LPC pointed out today every route is through someone's neighborhood. Chairman Carpenter wanted to concentrate on redesignating the local highways to force truckers to use I-25 and I-80 and try to ban trucks on Jefferson and Riverside. Ms. Massey added to the discussion that an engineer measured no effect on the buildings due to truck traffic through a vibration test. To end the discussion it was expressed that citizen groups who feel strongly about alternate routes should continue to take a proactive position on the issue of truck traffic through their neighborhoods.

#### **Overland Trail Presentation**

Wayne Sundberg presented findings of his (and Steve Main, CSU archaeological student) personal archaeological survey from Namaqua Stage Station to the Virginia Dale Stage Station. A 1906 Quad map of Fort Collins was handed out to help the commission to recognize where some of the sites were. The study was conducted to look at the greater Overland Trail area inside and outside the urban growth areas. He proposed to create a video, as a result of the study, that would document the historic significance of the trail. Mr. Sundberg presented a series of slides from Northern Larimer County, highlighting some of the physical evidence left behind. Ruts in the grass were measured and observed to have been made by wagon wheels. From such evidence we are able to identify the

Overland Trail routes from less important local routes used by farmers and ranchers. It was known that people wanted to travel the straightest route, so many trails were created. It is difficult to tell who exactly traveled along these routes because there is no record. It was apparent that many trails converged along rivers and streams and different travelers shared the same crossings. Trails may also vary with need and season. Roberts Ranch in Livermore was one location where Overland Trail evidence is certain. Signature Rock is soft sandstone where travelers have left their mark along the trail.

A small log station which still exists at CO. Rd. 38E can be dated electronically to help determine if it was the Spring Canyon Swing Station. Mr. Sundberg did present the only picture from about 1869-70 of Virginia Dale Station, which was a home station. This was the first station encountered when traveling from Wyoming to Colorado Territory. Cherokee Station was the next station, where a marker was put up by the DAR in the canyon under Steamboat Rock a couple of years ago. It was believed there was a saloon which existed at Devil's Washboard. Ridge Road, a high and gravelly road, in the middle of the Pine Ridge Open Space was also thought to be part of the Overland Trail system. Mr. Sundberg thinks an article from the Rocky Mountain News of the 1860s refers to this Ridge Road.

There was discussion of the old Sherwood House which was burned down two years ago. Since it is located to the southeast of the Environmental Learning Center, Ms. Tunner suggested this site be included as part of the historic experience along the bike trail. Primary sources such as pioneer journals give good accounts of how people traveled. Mr. Sundberg said that stage coaches traveled day and night and many did not keep journals. Those traveling by wagon trains kept good journals but did not use stage stations. Ms. Weatherford suggested that aerial photography may be used to help locate more of the Overland Trails system and stations along the way.

In order to make a recommendation to the State Historical Society, Ridge Road and the log structure must be located precisely. Money for interpretation of the remnants can then be sought. This will lead to discussions of ways of preserving, protecting, and interpreting what is left.

Mr. Tanner left the meeting at this point.

Money from the Certified Local Government funds, State Historical Fund, or a CLG grant may be available. Some other groups like Natural Resources or other county agencies can get involved. This proposed video may spark people's interest and help to motivate their involvement. It was also discussed that pedestrians, horses, and bikes might not ruin the integrity of the ruts left behind as evidence of the Overland Trail, but 4x4 vehicles and other heavy equipment should be kept off.

### **Design Assistance Program - Staff Presentation for Implementation**

Ms. Tunner explained that this program was planned to get better design for LPC submittals and it could be an incentive to designate and restore more eligible properties. The assistance program, as proposed by Sherry Albertson-Clark, consultant, would cover a wide range of projects. Between \$250 and \$900 was proposed to be the range of money awarded for design assistance. A flow chart was presented by Ms. Tunner to outline the system. The operation, players and responsibilities involved in the program from start to completion of a project was diagramed. Ms. Tunner said that she had studied the proposal and recommended simplifying the program. It should satisfy getting better submittal material and be an incentive for designations because local landmark owners will benefit from some design consulting. A first step is to issue a Request For Qualifications (RFQ). Then hold a training workshop for consultants to show the video on the "Secretary's Standards." Selection criteria will have to be set up to help choose participants in the program who will actually finish their projects and not take advantage of the money being awarded. It was discussed to award the money in the form of a rebate upon completion of the project. Further discussion is needed to better understand the staff's responsibilities along each step of the program in order to monitor design assisted projects and the success of the program.

### **OTHER BUSINESS:**

#### **District Designation Procedure**

Mayor Azari and Gina Janett want the procedure for district designation to be presented with the East Side/West Side Design Standards & Guidelines so people are confident in the plan for historic preservation. There was review of discussion of a requirement of a majority vs. using education to push people into wanting an historic district. It was determined 60% of the properties are rental and have absentee landlords so it would be impossible to get a majority vote for a district. Character areas will help preserve homes with similar characteristics and which are from the same time period. Historic preservation needs to be introduced into neighborhood meetings and workshops. Explain the different character elements in different areas in the same historic district. Mr. Frank outlined the process as: notify residents, do the survey, work with areas where you see potential districts, present pros and cons, get opinions and build support for a district. The east side is a good place to start because there is more support there. Ms. Massey suggested staff or a consultant identify design characteristics of individual homes so people will feel educated and not regulated. This process may take longer, but the workload will be spread over a longer period of time for the staff and go for citizen driven areas first and designate small areas over time. A district designation process should be written in resolution form and should be sent to Council in January 1996.

### **East Side/West Side Design Guidelines**

Ms. Carpenter reported that there was little conflict resolution from opposing sides. The major issue seemed to be the acceptance of mandatory standards vs. voluntary guidelines for community design. There will be another meeting Monday, November 6, 1995. The LPC may be able to make some suggestions. Mayor Ann Azari suggested that the document be made easier to read.

### **Colorado State University Historic District**

Ms. Tunner handed out copies of a CSU transmittal from Joe Bilotta, Campus Architect, concerning a Memorandum of Understanding that had been forged between CSU and the Colorado Historical Society. The MOU sets up a Historic Building Review Board (HBRB) to review design changes on the campus in a proposed campus State Register historic district. Ms. Tunner pointed out that the MOU can be canceled by either party at any time. The MOU requires a member of the Fort Collins LPC to serve on the HBRB.

### **Children's Mercantile**

A letter and diagram from Ms. Tunner will be sent to Judy Bedford requesting Ms. Bedford to box in the store sign, groove the two mullions where the storefront recess starts, and add a sill board below the display window to better resemble the drawings that were submitted for approval. A drawing of the requested changes, as sketched by Mr Frick, was presented to the commission and will also be sent to Ms. Bedford. A discussion of plans vs. the finished product and how to supervise the process followed. Ms. Tunner said that as-built changes will always occur; that is why staff makes site checks at the end of the project. Staff and the LPC need to look at the work closely in order to get the work completed as promised in submittals.

### **1907 Brick Building Demolished without Approval**

The old Fort Collins Monument Office at 333 E. Mountain was demolished without approval. Felix Lee was called. Approval must be sought within ten days or the owner may be fined up to \$1,000 a day. Also the LPC inquired as to which contractor did it without a permit.

**Ms. Weatherford moved to adjourn the meeting for the Landmark Preservation Commission on October 24, 1995, seconded by Mr. Frick, passed unanimously.**

The meeting adjourned at 9:10 PM.

Submitted by Nicole Sneider, Secretary.