

AGENDA ITEM SUMMARY

City Council



STAFF

Paul Sizemore, Director, Community Development and Neighborhood Services
 Maren Bzdek, Manager, Historic Preservation Services
 Jim Bertolini, Senior Historic Preservation Planner

SUBJECT

Appeal of the Historical Preservation Commission’s Decision Finding 2601 South College Avenue Eligible for Landmark Designation.

EXECUTIVE SUMMARY

The purpose of this quasi-judicial item is to consider an appeal of the decision of the Historic Preservation Commission (“HPC”) on April 17, 2024, determining that the property at 2601 South College Avenue (the “Property,” historically, the Ghent Auto Dealership) is eligible for designation as a Fort Collins Landmark.

The Appellant, Dracol, LLC, the owner of the Property, raises one issue on appeal: that the HPC failed to properly interpret and apply provisions of City Code Section 14-22, which establishes standards for determining the eligibility of structures for designation as landmarks or landmark districts. Specifically, Appellant alleges that the HPC failed to properly establish historic significance under either Standard 1 (Events/Trends) or Standard 3 (Design/Construction), and further failed to establish clear historic integrity; before making a ruling on whether the Property met the standards for significance and integrity required for Landmark designation under the Code.

STAFF RECOMMENDATION

None.

BACKGROUND / DISCUSSION

SUMMARY OF HISTORIC PRESERVATION COMMISSION (HPC) HEARING

The purpose for the HPC hearing regarding 2601 South College Avenue on April 17, 2024, was to determine whether the subject Property met the City’s eligibility standards for City Landmark designation outlined in Municipal Code 14, Article II. To be eligible for Landmark designation and be considered an “historic resource” for development purposes, a property must meet one or more of the “significance” standards outlined in Municipal Code Section 14-22(a) *and* retain sufficient “historic integrity,” defined in Section 14-22(b) as the ability of a property to convey its historic significance.

Preservation staff initiated the historic survey process in response to a preliminary development review (PDR) application reviewed by City staff on August 16, 2023. The historic survey to determine if a property qualifies as a City Landmark is a requirement of the City’s Land Use Code, Section 5.8.1(C)(2) (formerly 3.4.7(B)(2)) before the Land Use Code updates took effect on May 17, 2024). Under Land Use Code 3.4.7

(D & C) (renumbered to 5.8.1 (C & D) with the latest Land Use Code updates), the historic survey is required when the development property contains buildings, sites, structures, or objects that are fifty (50) years of age or older and the property does not have a finding on Landmark eligibility from within the last five (5) years. With Council's finding from April 2018 expiring in April 2023, and because several aspects of eligibility seemed not to have been considered during the 2017-2018 HPC finding and appeals process, City staff required the completion of a new historic survey. This was completed on October 17, 2023, finding the Property Eligible, and issued to the developer/property owner on that date.

Original Staff Finding

The purpose of the HPC hearing was to evaluate the former Ghent Auto Dealership, consisting of two buildings and one non-historic object (Feature 3) located at 2601 South College Avenue, to determine the Property's eligibility for designation as a Fort Collins Landmark according to the requirements contained in Municipal Code Section 14-22. On October 17, 2023, City staff determined the Property at 2601 South College to be Eligible as a Fort Collins Landmark under three standards (only one is required), thus meeting the definition of an "historic resource" under Municipal Code 14-3.

Based on the historic survey form prepared by a historian on City staff, the October 17, 2023, Official Determination found that both buildings on the Property met the eligibility requirements for significance and integrity. Staff's findings are included in the Historic Survey Form for 2601 South College Avenue, and were based on the following information:

- Under Standard 1 (Events/Trends), the site is strongly associated with the post-war movement of Fort Collins businesses, generally, and automobile dealerships, specifically, away from downtown toward the edges of the city.
- The site is significant under Standard 2 (Persons/Groups) for its association with Frank and Dwight Ghent. Additional research conducted for this project found Dwight and Frank Ghent influential and important members of the Fort Collins business community.
- Under Standard 3 (Design/Construction), the site is significant as an excellent and rare remaining example of mid-century automobile dealership design in Fort Collins and as a significant example of the Modern Movement / Contemporary architectural style in the city.
- That despite some modifications, including replacement of the original roof (presumably rolled asphalt or ballast) with standing seam metal, and replacement of the service garage doors with more modern (c.1980s) replacements, the Property retained sufficient historic integrity to convey its significance.

Historic Preservation Commission Hearing and Finding

Staff decisions regarding eligibility for historic status are subject to appeal to the HPC within 14 days of the determination issue date, per Sec. 14-23(b) of the code. The property owner appealed to the staff determination on October 23, 2023. The HPC meeting was held on April 17, 2024, to accommodate the appellant's need to consult with their own historic preservation consultant and legal counsel.

The HPC's sole consideration was a *de novo* evaluation of the Property's eligibility for designation as a Fort Collins Landmark. While the implications of the results of that evaluation include whether the existing buildings would be treated as historic resources under the Land Use Code, the HPC did not consider or review the proposed development application for the Property, and the members did not discuss how the Land Use Code or approved modifications of standards might be applied to the Property.

The HPC's evaluation was governed by City Code Section 14-22, which establishes that a property or district must possess *Significance* under at least one of four criteria (events, persons/groups, design/construction, or information potential) and also must possess *Integrity*, i.e., the ability to convey any established significance through existing, related physical characteristics. Integrity is evaluated based on seven aspects as noted in the City Code: location, design, setting, materials, workmanship, feeling, and

association; however, all seven aspects are not required “as long as the overall sense of past time and place is evident.”

The HPC considered the following information when making their decision on eligibility:

1. The Property’s intensive-level historic survey document that was the basis for staff’s determination of eligibility; and
2. Additional information from staff provided in the HPC meeting agenda item summary (AIS) and presentation regarding the Property’s history in the context of the development of Fort Collins, the Property’s current condition, and discussion of professional methodology that is commonly used to evaluate historic properties under Fort Collins Municipal Code. This methodology, based on the Code’s language, places value on local significance as well as incorporating national standards from the National Register of Historic Places; and
3. Evidence and information provided by the Appellant, including an intensive-level historic survey document produced by the appellant’s historian, who met the City’s professional qualifications for historic preservation; and
4. Evidence and comments received from members of the public, in writing, prior to the meeting (no members of the public spoke at the meeting).

The HPC determined the following regarding the Property:

- The HPC found that the Property meets Standard 1 (Events/Trends), specifically as a significant reflection of the post-war movement of Fort Collins businesses, generally, and automobile dealerships, specifically, away from downtown toward the edges of the city.
- The HPC found that the Property meets Standard 3 (Design/Construction) as a resource that embodies Modern Contemporary design in Fort Collins.
- The HPC found that the Property does not meet the requirements for Standard 2 (Persons/Groups) or Standard 4 (Information Potential).
- The HPC found that the Property meets a sufficient number of the seven aspects to retain historic integrity, specifically the following aspects outlined in Municipal Code 14-22(b):
 - Location, because the Property had not been moved since construction;
 - Design, because most major architectural features of the Contemporary design remain;
 - Setting, because the changes to the surrounding neighborhood do not detract from the original 1960s setting of the Property;
 - Materials, because only minor elements have been removed or altered and the original buildings remain intact; and
 - Workmanship, because the original materials and construction techniques of its time remain apparent.

On a vote of 4-2, the HPC determined that the Ghent Auto Dealership at 2601 South College Avenue meets the requirements for eligibility for Landmark designation, because it meets at least one standard of significance and retains sufficient historic integrity.

CLAIMS ON APPEAL

Appellant timely filed a Notice of Appeal seeking reversal of the HPC’s determination as to eligibility for the Ghent Auto Dealership. Appellant asserts one claim: Appellant alleges that the HPC failed to properly interpret and apply City Code Section 14-22. More specifically, Appellant contends that that the auto dealership lacks sufficient significance or integrity to convey its Significance as required under Section 14-22. In its Notice of Appeal, Appellant argues the following:

- Regarding significance found under Standard 1 (Events/Trends), that “the HPC failed to properly apply the criteria to the evidence in the record...Although the Cultural Resource Survey prepared by the City stated that the Property was significant for “events,” as a reflection of the post-war movement of City businesses, and specifically automobile dealerships, away from downtown, the evidence in the record shows that this Property did not individually contribute significantly to this facet of urban development, as urban expansion to suburbia was happening everywhere in the United States, and had been in progress for two decades by the time this dealership was built.’ Therefore, the HPC erred in finding that the criterion of “events” was met.”
- Regarding significance found under Standard 3 (Design/Construction), that “ the HPC failed to properly apply the criteria to the evidence in the record, specifically that “although the Cultural Resource Survey prepared by the City stated that the Property was significant for “design/construction” as a resource that embodies Modern Contemporary design, the evidence in the record shows that this Property does not represent the work of a master, nor high artistic value, nor a distinguishable entity, as required by the criteria, and in fact the design and details are “very common” and in “no way remarkable” for the period, as documented in the Appellant Survey. Therefore, the HPC erred by finding the “design/construction” criterion for significance was met.”
- Regarding historic integrity, or the ability of the Property to convey its significance under one or more of the City’s significance standards, “the HPC again failed to properly apply the seven criteria for integrity to the evidence in the record. First, the HPC erred by finding that even five of the seven criteria for integrity were met. As demonstrated by the evidence in the record, including the Property Owner’s cover letter, the Appellant Survey, and the testimony of Ms. Feinberg Lopez, none of the seven criteria are met. However, even if such five criteria had been met, the HPC still erred in making a finding that the criteria for integrity as a whole were met. This is true even though the Code states that not all seven criteria need to be met “as long as the overall sense of past time and place is evident.” As documented in the Official Determination, the HPC found that the criteria for integrity of “feeling” (“a resource’s expression of the aesthetic or historic sense of a particular period of time”) and “association” (“the direct link between an important event or person and a historic or prehistoric resource”) were not met. If a resource fails to express the aesthetic or historic sense of its time period, and there is no apparent link between the historic resource and its significance, then it is not possible that the “overall sense of past time and place” could be “evident,” and therefore the failure of these criteria to be met should have led to a determination that the Property did not contain sufficient integrity for historic designation.”
- Regarding comparisons with other, similar, properties in Fort Collins, “in coming to its conclusion, the HPC relied on a belief that the Property is one of only two remaining commercial buildings from the era in the area, but the record demonstrates that in fact there are many more than two. The Appellant Survey provides examples of at least nine commercial buildings in addition to the Property that were constructed along College Avenue within 10 years of the Property, some of which are auto dealerships. Therefore, the HPC improperly applied the criteria to the facts in the record with respect to integrity.”
- Regarding Land Use Code changes made in 2019 relating to evaluating historic properties, “Please note that in 2017, in connection with the proposed redevelopment of the Property, City staff determined that the Property was eligible for historic designation. The HPC upheld this determination on appeal, and the Property Owners appealed to Council. Council overturned the determination on April 3, 2018, finding that the Property and its improvements did not meet the criteria for eligibility for historic designation in the Code, and determining that the Property was not eligible for designation. Council’s determination recently expired on April 3, 2023. The record shows that since Council’s determination on April 3, 2018, there have been no new discoveries about the historic significance of the site, and the criteria for eligibility in the Code have not changed to a degree sufficient to warrant a different finding.

CITY FINANCIAL IMPACTS

None.

PUBLIC OUTREACH

None.

ATTACHMENTS

1. Public Hearing Notice and Mailing List
2. Notice of Appeal Filed April 30, 2024
3. Staff Report to Historic Preservation Commission, April 17, 2024
4. Staff Presentation to Historic Preservation Commission, April 17, 2024
5. Applicant Presentation to Historic Preservation Commission, April 17, 2024
6. Public Comment List
7. Verbatim Transcript of Meeting
8. Link to Meeting Video
9. Presentation

Public Hearing Notice

Mailing List



City Clerk
300 LaPorte Avenue
PO Box 580
Fort Collins, CO 80522

970.221.6515
970.221-6295 - fax
fcgov.com/cityclerk

PUBLIC HEARING NOTICE

Appeal of the Historic Preservation Commission Decision Regarding the Denial of the Property Owner's Appeal of the Determination of Historic Eligibility Located at 2601 S. College Avenue

The Fort Collins City Council will hold a public hearing on the enclosed appeal.

Appeal Hearing Date: June 4, 2024

Time: 6:00 pm (or as soon thereafter as the matter may come on for hearing)

Location: Council Chambers, City Hall, 300 LaPorte Avenue, Fort Collins, CO

Agenda Materials: Available after 3 pm, May 30, 2024, in the City Clerk's office and at fcgov.com/agendas.

Why am I receiving this notice? City Code requires that a Notice of Hearing be provided to Parties-in-Interest, which means you are the applicant of the project being appealed, have a possessory or proprietary interest in the property at issue, received a City mailed notice of the hearing that resulted in the decision being appealed, submitted written comments to City staff for delivery to the decision maker prior to the hearing resulting in the decision being appealed, or addressed the decision maker at the hearing that resulted in the decision being appealed.

Further information is available in the Appeal guidelines online at fcgov.com/appeals.

The Notice of Appeal and any attachments, any new evidence that has been submitted and presentations for the Appeal Hearing can be found at fcgov.com/appeals.

If you have questions regarding the appeal process, please contact the City Clerk's Office (970.221.6515). For questions regarding the project itself, please contact Paul Sizemore, Community Development and Neighborhood Services Director (psizemore@fcgov.com or 970.224.6140).

Upon request, the City of Fort Collins will provide language access services for individuals who have limited English proficiency, or auxiliary aids and services for individuals with disabilities, to access City services, programs and activities. Contact 970.221.6515 (V/TDD: Dial 711 for Relay Colorado) for assistance. Please provide advance notice. Requests for interpretation at a meeting should be made by noon the day before.

A solicitud, la Ciudad de Fort Collins proporcionará servicios de acceso a idiomas para personas que no dominan el idioma inglés, o ayudas y servicios auxiliares para personas con discapacidad, para que puedan acceder a los servicios, programas y actividades de la Ciudad. Para asistencia, llame al 970.221.6515 (V/TDD: Marque 711 para Relay Colorado). Por favor proporcione aviso previo cuando sea posible. Las solicitudes de interpretación en una reunión deben realizarse antes del mediodía del día anterior.

A handwritten signature in blue ink that reads "Heather L. Walls".

Heather Walls, Interim City Clerk

Notice Mailed: May 14, 2024

Cc: City Attorney
Historic Preservation Department

Names	Street Number	Street Name	City	State	Zip Code	Email Address
Carolyn White (attorney for), Draco, LLC	410	17th St, Suite 2200	Denver	CO	80202	Cwhite@BHFS.com
Angela Hygh (attorney for), Draco, LLC	410	17th St, Suite 2200	Denver	CO	80202	ahygh@BHFS.com
Draco, LLC	5994	S. Holly St., No. 185	Greenwood Village	CO	80111-4221	
Natalie Feinberg Lopez (consultant for), Draco, LLC	PO Box 9464		Aspen	CO	81612	natalie@builtenvironmentevolution.com
Kriss Spradley, (part owner in), Draco, LLC	3453	N. County Rd 1	Fort Collins	CO	80524	kriss@rockymtnemail.com
Bill Barr, (part owner in), Draco, LLC	5992	Wingspread Ct	Fort Collins	CO	80524	
2Mazda of Fort Collins (tenant)	2601	S. College Ave	Fort Collins	CO	80525-2137	
Tyler Texeira, Beacon Construction	PO Box 270218		Fort Collins	CO	80527	tyler@beacon-con.com
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Meg Dunn	720	W. Oak Street	Fort Collins	CO	80521	meg@urbanfortcollins.com
Sharon Danhauer	1345	E. 7th St. #7	Loveland	CO	80537	sadhanau@gmail.com

Notice of Appeal

Filed by
Angela Hygh

NOTICE OF APPEAL

FOR CITY CLERK'S
USE ONLY:
DATE FILED: 4.30.2024
INITIALS: JAE

Action Being Appealed: Denial of the property owner's appeal of the determination of historic eligibility for 2601 S. College Avenue

Date of Action: 04/17/2024 **Decision Maker:** Historic Preservation Commission

Appellant/Appellant Representative (if more than one appellant):

Name: Angela Hygh **Phone #:** (303) 223-1143

Address: 675 15th Street, Suite 2900, Denver, CO 80202 **Email:** ahygh@bhfs.com

INSTRUCTIONS

For each allegation marked below, attach a separate summary of the facts contained in the record which support the allegation of no more than two pages, Times New Roman 12-point font. Please restate allegation at top of first page of each summary.

GROUND S FOR APPEAL

The Decision Maker committed one (1) or more of the following errors (check all that apply):

Failure to properly interpret and apply relevant provisions of the City Code, the Land Use Code, and Charter. List relevant Code and/or Charter provision(s) here, by specific Section and subsection/subparagraph:

Municipal Code Section 14-22 - Standards for determining the eligibility of sites, structures, objects and districts for designation as landmarks or landmark districts.

Failure to conduct a fair hearing in that:

- (a) The Board, Commission, or other Decision Maker exceeded its authority or jurisdiction as contained in the Code or Charter. [New evidence not allowed]
- (b) The Board, Commission or other Decision Maker substantially ignored its previously established rules of procedure. [New evidence not allowed]
- (c) The Board, Commission or other Decision Maker considered evidence relevant to its findings which was substantially false or grossly misleading. [New evidence allowed]
- (d) The Board, Commission or other Decision Maker improperly failed to receive all relevant evidence offered by the appellant. [New evidence allowed]
- (e) The Board, Commission or other Decision Maker was biased against the appellant by reason of a conflict of interest or other close business, personal or social relationship that interfered with the Decision Maker's independence of judgment. [New evidence allowed]

NEW EVIDENCE

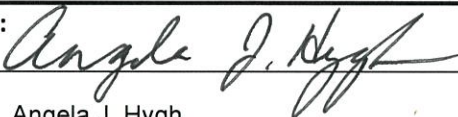
All new evidence the appellant wishes Council to consider at the hearing on the appeal must be submitted to the City Clerk within seven (7) calendar days after the deadline for filing a Notice of Appeal and must be clearly marked as new evidence. No new evidence will be received at the hearing in support of these allegations unless it is submitted to the City Clerk by the deadline (7 days after the deadline to file appeal) or offered in response to questions posed by Councilmembers at the hearing.

APPELLANTS

Parties-in-interest have the right to file an appeal.

A party-in-interest is a person who, or organization which, has standing to appeal the final decision of a board, commission or other decision maker. Such standing to appeal is limited to the following:

- The applicant.
- Anyone who owns or occupies the property which was the subject of the decision made by the board, commission or other decision maker.
- Anyone who received the mailed notice of, or spoke at, the hearing of the board, commission or other decision maker.
- Anyone who provided written comments to the appropriate City staff for delivery to the board, commission or other decision maker prior to or at the hearing on the matter that is being appealed.
- A City Councilmember.

Signature: 	Date: 4/30/2024
Name: Angela J. Hygh	Email: ahygh@bhfs.com
Address: 675 15th Street, Suite 2900, Denver, CO 80202	Phone #: (303) 223-1143
Describe how you qualify as a party-in-interest: Appellant spoke at the hearing of the Commission and is counsel to the owners of the subject property.	

Signature:	Date:
Name:	Email:
Address:	Phone #:
Describe how you qualify as a party-in-interest:	

Signature:	Date:
Name:	Email:
Address:	Phone #:
Describe how you qualify as a party-in-interest:	

ATTACH ADDITIONAL SIGNATURE SHEETS AS NECESSARY

Failure to properly interpret and apply relevant provisions of the City Code, the Land Use Code, and Charter – Municipal Code Sec. 14-22.

At the Historic Preservation Commission (“**HPC**”) meeting on April 17, 2024, the HPC determined by a 4-2 vote that the automobile dealership located at 2601 S. College Avenue (the “**Property**”), Fort Collins (the “**City**”), CO, fulfilled the criteria for “significance” and “integrity” set forth in Section 14-22 of the Municipal Code (the “**Code**”) and was thus eligible for historic designation. This determination by the HPC was the result of an appeal by the property owner Dracol LLC (the “**Property Owner**”) of a determination by City staff that the Property was eligible for historic designation. However, the Property Owner agrees with the prior determination by the Fort Collins City Council (“**City Council**”) in 2018 that the Property does *not* meet the criteria for historic eligibility in Section 14-22 of the Code, and further asserts that in making its determination, the HPC failed to properly interpret and apply Section 14-22 of the Code to the facts and evidence contained in the record.

Pursuant to Section 14-22 of the Code, to be considered eligible for historic designation, a property must fulfill the criteria for “significance” and “integrity” set forth in Section 14-22 of the Code. As described in more detail in the Official Determination issued on April 17, 2024 (the “**Official Determination**”), the HPC determined that the Property met the criteria for significance of “events” and “design/construction” in subsections 14-22(a)(1) and (2) of the Code, respectively, and that the Property met the criteria for integrity of “location,” “design,” “setting,” “materials,” and “workmanship” set forth in subsections 14-22(b)(1), (2), (3), (4), and (5) of the Code, respectively.

With respect to significance, the HPC failed to properly apply the criteria to the evidence in the record, including the Cultural Resource Survey provided on behalf of the Property Owner (the “**Appellant Survey**”) and testimony at the hearing provided by Natalie Feinberg Lopez of Built Environment Evolution, a historic preservation expert approved by the City. Although the Cultural Resource Survey prepared by the City stated that the Property was significant for “events,” as a reflection of the post-war movement of City businesses, and specifically automobile dealerships, away from downtown, the evidence in the record shows that this Property did not individually contribute significantly to this facet of urban development, as urban expansion to suburbia was happening everywhere in the United States, and had been in progress for two decades by the time this dealership was built.¹ Therefore, the HPC erred in finding that the criterion of “events” was met.

Further, although the Cultural Resource Survey prepared by the City stated that the Property was significant for “design/construction” as a resource that embodies Modern Contemporary design, the evidence in the record shows that this Property does not represent the work of a master, nor high artistic value, nor a distinguishable entity, as required by the criteria, and in fact the design and details are “very common” and in “no way remarkable” for the period, as documented in the

¹ As Commissioner Chris Conway mentioned during the HPC meeting, “Some of these trends are things that were going to happen to Fort Collins anyway. If you go to Loveland or Greeley or Longmont, you’ll see the same patterns. While that event did happen, I don’t see it as significant in the historical sense. . . . I think Fort Collins would look the same whether or not the Ghents had opened up their dealership [i.e., the Property] in 1966 in the south side of town.” 2:22:30

Appellant Survey. Therefore, the HPC erred by finding the “design/construction” criterion for significance was met.

With respect to integrity, the HPC again failed to properly apply the seven criteria for integrity to the evidence in the record. First, the HPC erred by finding that even five of the seven criteria for integrity were met. As demonstrated by the evidence in the record, including the Property Owner’s cover letter, the Appellant Survey, and the testimony of Ms. Feinberg Lopez, none of the seven criteria are met. However, even if such five criteria had been met, the HPC still erred in making a finding that the criteria for integrity *as a whole* were met. This is true even though the Code states that not all seven criteria need to be met “as long as the overall sense of past time and place is evident.” As documented in the Official Determination, the HPC found that the criteria for integrity of “feeling” (“a resource’s expression of the aesthetic or historic sense of a particular period of time”) and “association” (“the direct link between an important event or person and a historic or prehistoric resource”) were not met. If a resource fails to express the aesthetic or historic sense of its time period, and there is no apparent link between the historic resource and its significance, then it is not possible that the “overall sense of past time and place” could be “evident,” and therefore the failure of these criteria to be met should have led to a determination that the Property did not contain sufficient integrity for historic designation. Further, in coming to its conclusion, the HPC relied on a belief that the Property is one of only two remaining commercial buildings from the era in the area,² but the record demonstrates that in fact there are many more than two. The Appellant Survey provides examples of at least nine commercial buildings in addition to the Property that were constructed along College Avenue within 10 years of the Property, some of which are auto dealerships. Therefore, the HPC improperly applied the criteria to the facts in the record with respect to integrity.

Please note that in 2017, in connection with the proposed redevelopment of the Property, City staff determined that the Property was eligible for historic designation. The HPC upheld this determination on appeal, and the Property Owners appealed to City Council. City Council overturned the determination on April 3, 2018, finding that the Property and its improvements did not meet the criteria for eligibility for historic designation in the Code, and determining that the property was *not* eligible for designation. City Council’s determination recently expired on April 3, 2023. The record shows that since City Council’s determination on April 3, 2018, there have been no new discoveries about the historic significance of the site, and the criteria for eligibility in the Code have not changed to a degree sufficient to warrant a different finding.

If the determination of historic eligibility of the Property were to be upheld, then additional requirements and conditions to development in Code Section 3.4.7 would be triggered in connection with any redevelopment of the Property. Such requirements and conditions would be unduly burdensome on the Property Owners and would preclude redevelopment of the site in the manner envisioned in the Fort Collins City Plan and Midtown Plan. Furthermore, as mentioned in the testimony of Ms. Feinberg Lopez, a finding of historic eligibility for “marginal structures” like those on the Property undermines faith by the community in the historic designation process.

We respectfully request that City Council overturn the determination of the HPC and staff that the Property is eligible for historic designation and, if possible, request a hearing date of June 4, 2024.

² See Hearing Video, Timestamp: 3:10:31.

Staff Report
(with attachments)
Presented to the
Historic Preservation Commission
April 17, 2024

STAFF REPORT
Historic Preservation Commission
April 17, 2024

PROJECT NAME

2601 S. COLLEGE: APPEAL OF DETERMINATION OF ELIGIBILITY

STAFF: Jim Bertolini, Senior Historic Preservation Planner
Maren Bzdek, Historic Preservation Manager
Rebekah Schields, Historic Preservation Specialist

PROJECT INFORMATION

DESCRIPTION: This item is to consider the appeal of the determination of eligibility for Fort Collins Landmark designation of the commercial property at 2601 South College Avenue. On October 17, 2023, in fulfillment of a pre-submittal requirement for a development review application, staff determined that the property was Landmark-eligible based on evidence and conclusions presented by an independent historic survey contractor in an intensive-level survey form. When undergoing development review, Landmark-eligible properties are subject to the historic resource requirements in Fort Collins Land Use Code Section 3.4.7. Staff decisions may be appealed to the Historic Preservation Commission.

APPELLANT: DRACOL, LLC

HPC'S ROLE:

Section 14-23 of the Fort Collins Municipal Code establishes that “any determination made by staff regarding eligibility may be appealed to the Commission by the applicant, any resident of the City, or owner of property in the City.” In this hearing, the Commission shall consider an appeal of the determination of eligibility for 2601 S. College Avenue, based on the provided evidence from the initial determination (Colorado Cultural Resource Survey Architectural Inventory 1403 form) and any new evidence presented at the hearing. The Commission must use the standards for determining the eligibility of sites, structures, objects, and districts for designation as Fort Collins landmarks in Section 14-22 of the municipal code to make its own determination of eligibility. Final decisions of the Commission shall be subject to the right of appeal to the Fort Collins City Council (Section 14-9).

BACKGROUND

On October 17, 2023, City staff determined the property at 2601 S. College to be Eligible as a Fort Collins Landmark, thus meeting the definition of an “historic resource” under Municipal Code 14-3, in response to a preliminary development review (PDR) application received on July 19, 2023. Per the requirements of Section 3.4.7 of the Land Use Code, adaptive reuse of historic resources on development sites in a manner consistent with the Secretary of Interior’s Standards for Rehabilitation is required, subject to the potential for a Modification of Standards under Land Use Code 2.8. Staff decisions regarding eligibility for historic status are subject to appeal to the Historic Preservation Commission within 14 days of the determination issue date, per Sec. 14-23(b) of the code. The property owner appealed the staff

determination on October 23, 2023. The HPC meeting was scheduled for April 17, 2024, to accommodate the appellant's need to consult with their own historic preservation consultant and legal counsel.

Property History

This section is largely reproduced and adapted from Attachment 1, the staff-produced historic survey form for the property.

This site is the Ghent Automobile Dealership, constructed in 1966. It consists of three features: an irregular plan showroom and service center (Feature 1), a rectangular plan building constructed for use as a used car office (Feature 2), and a set of detached concrete stairs (Feature 3) belonging to the W. A. Drake farm which occupied the site prior to the dealership. Frank Ghent began selling cars in 1926 and continued to work in the automotive industry through the 1980s. In 1940, Ghent took over the Ford Automobile dealership at 205 N. College. With the help of his sons, Eldon and Dwight, the Ghents opened a used car dealership across the street and a service and parts store several blocks away. The business relocated to this site in 1966 and combined all aspects of their dealership on one property. The site is significant under Fort Collins Significance Standards 1, 2, and 3 for its association with the post-war movement of businesses, generally, and automobile dealerships, specifically, away from downtown toward the edges of the city, for its association with the Ghent family, as an excellent representation of mid-century automobile dealership design, and as a representation of the Modern Movement / Contemporary architectural style.

Automobiles in Fort Collins

Invented in the late nineteenth-century, the automobile has transformed American life and space. Early automobiles were a luxury of the wealthy, as most Americans traveled by foot, horsepower, or railroad. The first automobile appeared in Fort Collins in 1902, driven by County Judge J. Mack Mills. Ownership grew slowly, and it was more than a year later before the next automobile came to town. By 1909, the city clerk reported 140 vehicles registered to Fort Collins residents. With a population of approximately 8,000 in 1910, it is apparent that automobile ownership continued to be a recreational expense only for the elite of Fort Collins. Introduction of enclosed cabs, easy starters, and the innovation of mass production techniques by Henry Ford in the 1910s significantly reduced the cost of construction and made automobiles more attractive to middle-class Americans. Ownership rose drastically in the 1920s, buoyed by economic prosperity and the easy availability of credit. By 1927, more than 50% of Americans owned a car, shifting car culture from a luxury expense of the wealthy to a requirement of life in the United States.

As the United States entered the post-war era, car manufacturers quickly shifted back to producing automobiles. Many Americans had put off buying a new vehicle during the previous decades of depression and war and consumer demand for new cars rose to a new high in 1949. Car purchases increased through the 1950s, fueled by fears that involvement in the Korean War would again restrict automobile manufacturing. Although automobile designs in the late 1940s appeared very similar to pre-war vehicles, car manufacturers were soon debuting new sleek, streamlined, modern designs; frequently changing features and body styles encouraged the purchase of a new, updated automobile. Post war prosperity coupled with easily available credit and the connection of consumerism to patriotism drove the emergence of a uniquely American car culture. Families moved away from the city center into newly developed suburbs where daily tasks, like running errands and going to work, required use of an automobile. For local Fort Collins residents, the dominance of individual automobile transportation was secured when the city's streetcar system, established in 1907, closed in 1951.

In Fort Collins, the thriving postwar economy drove a building boom that lasted into the 1970s. As automobile use became the norm, businesses accommodated drivers with easy access, free parking, and drive-up services. Even Fort Collins' new City Hall, constructed in 1958, included a drive-up window for utility payments. Although the city's wide streets and availability of parking allowed merchants to remain profitable downtown for longer than other cities, by the 1960s, several of the main retail establishments were beginning to relocate away from downtown. J.C. Penny constructed a new store on South College Avenue in 1963 and Montgomery Ward relocated to the new University Shopping Center that same year. Downtown automobile vendors were a significant part of this trend as well.

The Ghent Dealership

In 1936, Art Sheely constructed a new Moderne style showroom at 330 S. College. The building occupied a corner lot along the main thoroughfare and was located slightly farther away from downtown than earlier dealerships; several residences had to be demolished prior to construction.²² The building was asymmetrical with large front windows, a stepped parapet with horizontal lines, and a large Chrysler-Plymouth neon sign over the primary entrance.²³ Dreiling Motors also constructed a new dealership in 1943 at 230 S. College. The stucco-clad building supported banks of large, plate glass windows, an inset corner entrance with gasoline pumps, and a large lighted, curved sign which advertised GMC Trucks and Buick.

Few dealerships were constructed during WWII, but pent-up consumer demand and a shift towards car culture led to a proliferation of new auto dealers and showrooms postwar. With heightened competition, dealers needed to set themselves apart and capture the interest of their increasingly mobile customers. Car manufacturers began to print informational booklets for dealers which provided advice on planning new dealerships and shared the results of dealership design competitions. Planning Automobile Dealer Properties, produced in 1948 by General Motors Corporation, provided guidance for business owners looking to construct a new dealership. The book's first eighteen pages detail the importance of the showroom, which acted as a continuous advertisement for the cars located within. The guide noted that showrooms should be sited in the most prominent location, "so that it is seen- by the largest amount of traffic, for the longest period of time, and at the most frequent intervals"; this was essential as traffic, "is the raw material from which all customers are derived." The book considered such details as proper viewing distance from automobile traffic, shape and angle of store windows, the importance of natural lighting, canopies, roof supports, and display backgrounds. Dealerships also utilized other features to further catch the eye of potential customers including large colorful signs that moved or blinked and using dramatic exaggeration of the building's structural elements like folded-plate roofs and asymmetrical massing.

The number of Fort Collins automobile dealerships increased significantly following WWII. The 1936 city directory lists eleven automobile sellers and by 1960, the number had increased to nineteen. A 1953 promotional publication from the Securities Investment Corporation entitled, *The Counselor*, described the auto industry as "vital" to the Fort Collins economy. "With 893 people dependent directly upon the automotive industry...with a total volume of \$6,802,086.89 in new car sales and service during the last year, and with a combined payroll of \$893,877.95... this industry represents a very vital part in the general economy of the community."

As the city's population skyrocketed and new cars increased in size, dealers looked towards the outskirts of town for expansion. Several dealerships moved north along College Avenue and new dealerships emerged at 742, 910, 1110, 1006, and 1827 North College by 1960. Fewer dealerships looked to the south; it wasn't until 1964 that the first automobile dealership moved past the 400 block of South College. That year, Rauch Motors constructed a new dealership at 2000 S. College. The business was short-lived, closing in 1972, but lead the way for others moving in that direction including Ghent Motors at 2601 S. College in 1966, Ferd Markley to 3401 S. College in 1973, and Dick Dellenbach to 3111 S. College in 1971.

Ghent Dealership

By 1964, Ghent Motors was considering a move away from their downtown location. In a 1987 edition of *Business World*, local competitor Gene Markley of Markley Motors remembers the move, "Ghent was the first to go south... We all thought he was a little crazy for moving out into the country". The new 5-acre location at the corner of Drake Road and College Avenue had been a part of the W. A. Drake Farm and was first developed only as an additional car lot. An advertisement for the South College Sales Lot's grand opening located the dealership's expansion squarely within the context of Fort Collins' mid-century growth and the subsequent movement of commercial properties away from the city center. The South College lot was, "Expanding with Growing Fort Collins" and the ad noted, "Now as our city grows we add a modern, well lighted car lot to serve Fort Collins even better".

In February of 1966, the new dealership complex was announced. A good deal of research was conducted prior to its development, a 1966 *Coloradoan* article noted the Ghents, “traveled to several states, looking at new dealer buildings and gathering ideas the last five years before the original new design was reached”. The new complex boasted a five-car, glass-fronted showroom, 32 service stalls, doubled body shop space, and a drive-up window for parts purchasing; two acres of the site were reserved for customer parking while the remaining three acres housed the vehicle inventory and buildings. Denver architects Moore, Combs, and Burch designed the buildings with modern materials and features including air conditioning, laminated wood beams, and a pre-stressed concrete roof. A separate building housed the used car office (Feature 2).

Site History

A car wash was added to the site in 1972. The building was located at the northwest corner of the site and was removed between 1983-1999. In 1976, chain link fencing was added around the rear parking area and prefabricated buildings were installed, although their exact location is unknown. The roof of the west portion was replaced in 1997 with EPDM roofing (synthetic rubber). In 1998, the east portion roof was replaced with 18-inch standing seam metal panels. Other alterations since the time of construction include the replacement of at least 14 overhead service doors with modern counterparts; the exact date of this change is unknown.

Previous documentation for this site posited that the canopy on the east-northeast elevation was added after the building’s original construction date of 1966. Although there are several construction images that show the building without the canopy, a 1966 photo in the *Coloradoan* provides evidence that it was constructed at the same time as the remainder of the dealership. In addition, an artist sketch of the building’s design printed in February of that year depicts the canopy, indicating it was an integral part of the building from the design stage.

The previous documentation also notes the two shed-roofed additions to the west elevation were added in 2004 as documented by plans held at the Fort Collins Permit Office. These plans could not be relocated during this project and historic aerial images indicate the additions were added between 1983-1999.

2018 DOE and Development Review History: On October 16, 2017, a development applicant first contacted Historic Preservation Services to complete an historic review of the property at 2601 S. College Avenue. Under a previous code process that did not require completion of an intensive-level historic survey as the basis for a determination of eligibility, on October 26, the CDNS Director and the Chair of the LPC (Landmark Preservation Commission, now the HPC) determined the property was an historic resource based on landmark eligibility. The applicant appealed that decision, which was heard by the LPC on February 21, 2018. After discussion, the LPC determined the property Eligible as an historic resource. The appellant appealed the LPC decision to City Council, which heard the matter on April 3 and determined the property Not Eligible for landmark designation. Determinations of eligibility are valid for five years per Sec. 14-23(a). City Council’s 2018 determination expired five years following the decision on April 3, 2023 (see LUC 3.4.7, C, 1). At the HPC’s request, this process record has been added as Attachment 5, for reference.

August 16, 2023 – Preliminary Development Review: The property in question is part of a redevelopment proposal submitted by Norris Design. At their preliminary development review hearing with City staff on August 16, Preservation staff identified the need for historic survey of 2601 S. College Avenue, 2627 S College Avenue, and 132 W Thunderbird Drive, because all three properties lacked official determinations of eligibility completed within the last five years.

August 23, 2023 – Survey Ordered: On August 23, 2023 payment was received from the applicant for historic survey of the three properties. Preservation staff completed the survey.

October 17, 2023 – Survey Completed and Transmitted: On October 17, 2023, staff transmitted the results of the survey to the developers and the owners of record for both properties. Staff found that 2601 S. College Avenue is Eligible, based on its significance under Standards 1, 2, and 3. Staff also

determined that 2627 S College Avenue and 132 W Thunderbird Drive are Not Eligible under any applicable criteria.

October 27, 2023 – Appeal Received – On October 27, staff received an appeal of the finding of Eligible for 2601 S. College from Kriss Spradley on behalf of the owner, DRACOL LLC. Per the appellant's request, staff scheduled the hearing for April 2024 HPC meeting.

RELEVANT CODES AND PROCESSES FOR HISTORIC REVIEW

Sec. 14-22. - Standards for determining the eligibility of sites, structures, objects and districts for designation as landmarks or landmark districts.

A determination of eligibility for landmark designation typically applies to the entire lot, lots, or area of property upon which the landmark is located and may include structures, objects, or landscape features not eligible for landmark designation located on such lot, lots, or area of property. In order for a district to be eligible for landmark district designation, at least fifty (50) percent of the properties contained within the proposed landmark district must qualify as contributing to the district. Resources eligible for landmark designation or eligible to contribute to a landmark district must possess both significance and integrity as follows:

- (a) Significance is the importance of a site, structure, object, or district to the history, architecture, archeology, engineering or culture of our community, State or Nation. Significance is achieved through meeting one (1) or more of four (4) standards recognized by the U.S. Department of Interior, National Park Service. These standards define how resources are significant for their association with events or persons, in design or construction, or for their information potential. The criteria for determining significance are as follows:
 - (1) Events. Resources may be determined to be significant if they are associated with events that have made a recognizable contribution to the broad patterns of the history of the community, State or Nation. A resource can be associated with either, or both, of two (2) types of events:
 - a. A specific event marking an important moment in Fort Collins prehistory or history; and/or
 - b. A pattern of events or a historic trend that made a recognizable contribution to the development of the community, State or Nation.
 - (2) Persons/Groups. Resources may be determined to be significant if they are associated with the lives of persons or groups of persons recognizable in the history of the community, State or Nation whose specific contributions to that history can be identified and documented.
 - (3) Design/Construction. Resources may be determined to be significant if they embody the identifiable characteristics of a type, period or method of construction; represent the work of a craftsman or architect whose work is distinguishable from others by its characteristic style and quality; possess high artistic values or design concepts; or are part of a recognizable and distinguishable group of resources. This standard applies to such disciplines as formal and vernacular architecture, landscape architecture, engineering and artwork, by either an individual or a group. A resource can be significant not only for the way it was originally constructed or crafted, but also for the way it was adapted at a later period, or for the way it illustrates changing tastes, attitudes, and/or uses over a period of time. Examples are residential buildings which represent the socioeconomic classes within a community, but which frequently are vernacular in nature and do not have high artistic values.
 - (4) Information potential. Resources may be determined to be significant if they have yielded, or may be likely to yield, information important in prehistory or history.
- (b) Integrity is the ability of a site, structure, object, or district to be able to convey its significance. The integrity of a resource is based on the degree to which it retains all or some of seven (7) aspects or qualities established by the U.S. Department of Interior, National Park Service: location, design, setting, materials, workmanship, feeling and association. All seven (7) qualities

do not need to be present for a site, structure, object, or district to be eligible as long as the overall sense of past time and place is evident. The criteria for determining integrity are as follows:

- (1) Location is the place where the resource was constructed or the place where the historic or prehistoric event occurred.
- (2) Design is the combination of elements that create the form, plan space, structure and style of a resource.
- (3) Setting is the physical environment of a resource. Whereas location refers to the specific place where a resource was built or an event occurred, setting refers to the character of the place in which the resource played its historic or prehistoric role. It involves how, not just where, the resource is situated and its relationship to the surrounding features and open space.
- (4) Materials are the physical elements that form a resource.
- (5) Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. It is the evidence of artisans' labor and skill in constructing or altering a building, structure or site.
- (6) Feeling is a resource's expression of the aesthetic or historic sense of a particular period of time. It results from the presence of physical features that, taken together, convey the resource's historic or prehistoric character.
- (7) Association is the direct link between an important event or person and a historic or prehistoric resource. A resource retains association if it is the place where the event or activity occurred and is sufficiently intact to convey that relationship to an observer. Like feeling, association requires the presence of physical features that convey a resource's historic or prehistoric character.

(Ord. No. [034, 2019](#), § 2, 3-5-19)

Sec. 14-23. - Process for determining the eligibility of sites, structures, objects and districts for designation as Fort Collins landmarks or landmark districts.

- (a) Application. [Omitted – this code section applies to applications for formal Landmark designation, and not to determinations of eligibility for development review purposes under Land Use Code 3.4.7].
- (b) Appeal of determination. Any determination made by staff regarding eligibility may be appealed to the Commission by the applicant, any resident of the City, or owner of property in the City. Such appeal shall be set forth in writing and filed with the Director within fourteen (14) days of the date of the staff's determination. The appeal shall include an intensive-level Colorado Cultural Resource Survey Form for each resource that is subject to appeal, prepared by an expert in historic preservation acceptable to the Director and the appellant, with the completion cost of such intensive-level survey to be paid by the appellant. Such survey need not be filed with the appeal but must be filed at least fourteen (14) days prior to the hearing of the appeal. The Director shall schedule a date for hearing the appeal before the Commission as expeditiously as possible. Not less than fourteen (14) days prior to the date of the hearing, the Director shall: (1) Provide the appellant and any owner of any resource at issue with written notice of the date, time and place of the hearing of the appeal by first class mail; (2) Publish notice of the hearing in a newspaper of general circulation in the City; and (3) Cause a sign readable from a public point of access to be posted on or near the property containing the resource under review stating how additional information may be obtained.

(Ord. No. [034, 2019](#), § 2, 3-5-19)

ELIGIBILITY SUMMARY

From the Colorado Cultural Resource Survey Form (1403) for 2601 S. College Avenue, Preservation staff found the property Eligible for designation as a Fort Collins Landmark and subject to the provisions for historic resources in Land Use Code 3.4.7. Staff made that finding based on the 2023 research process, applicable standards, and best practice guidance. Since the City's eligibility standards are based heavily on the Criteria used by the federal government to administer the National Register of Historic Places, federal guidance,

including National Register Bulletin 15, [How to Apply the National Register Criteria for Evaluation](#), with some additional flexibility to allow for the recognition of properties significant to community history that may not otherwise qualify for a program like the National Register.

Generally, this means that staff and/or an engaged third-party historian completes historic survey for a property with the following steps:

1. Historical research on the property, including historic photos, archival records, historic newspaper records, available secondary sources (published histories, historic context reports, historic survey reports, etc.);
2. Establishment of, and often writing of, appropriate historic and/or architectural contexts, including local, state, and national, in which the property should be evaluated;
3. Comparison of the property with other, similar properties (if available/extant) within the appropriate context;
4. Determination of whether the property is historically, architecturally, or culturally significant based on the above process and measured against the City's Standards in Municipal Code 14-22.
5. (Only if the property is determined significant) determination of whether the property retains enough of its essential features from the established historic period to adequately convey that significance. Put differently, a determination of whether the property is still able to "tell its story" with its surviving features.
6. If a property is found to be both significant, and then retain enough historic integrity to adequately convey that significance, than it is determined Eligible for Landmark designation.

The research completed by staff includes the following statement regarding significance:

This site has previously been documented by the City of Fort Collins and Robert and Kristen Autobee in 2017-2018. It was determined not eligible for listing as a local landmark by Fort Collins City Council in April 2018.

In October 2017, Historic Preservation staff received an application for Historic Review associated with a potential development proposal that would impact this site. The property was reviewed by the Director of Community Development and Neighborhood Services and the Chair of the Landmark Preservation Commission as required by Land Use Code section 3.4.7(c). They found the property eligible for listing as a local landmark under Significance Standards A, B, and C for its association with the growth of the automobile industry, association with the Ghent family, and as a property that embodies the distinctive original characteristics of a mid-century automobile dealership. The reviewers noted that the roof materials and several garage doors had been altered, but that the property retained a preponderance of its architectural integrity.

This finding was appealed to the Landmark Preservation Commission (LPC) in February 2018. With this appeal, the appellant submitted a Colorado Cultural Resource Survey Architectural Inventory Form prepared by independent historians, Robert and Kirsten Autobee who found the site not eligible for listing as a local landmark and not eligible for listing on the State and National Registers. The Autobee's determined the property not eligible under local Standard 1 as, "Mr. Ghent had started and established his business at another location", not eligible under local Standard 2 due to the property's lack of association with the significant period of Mr. Ghent's life, and not eligible under Standard 3 as the building did not possess distinctive characteristics of a type, period, or method of construction.

The LPC examined the integrity, context, and standards of eligibility for the site and upheld the finding of individually eligible for listing as a local landmark under Standards A and C. The Commission noted additional information was needed before determining the site eligible under Standard B. This finding was appealed to City Council. On April 3, 2018, City Council overturned the LPC decision as it, "failed to property interpret and apply relevant provisions of the Code".

The site was revisited for this survey in 2023 and additional research was conducted leading to a reevaluation of the site's significance. In addition, the City of Fort Collins' Land Use Code 3.4.7(c) dealing with historic and cultural resources was repealed in its entirety on March 5, 2019. This site has been evaluated against the updated City of Fort Collins' Significance Standards.

Under Standard 1, the site is strongly associated with the post-war movement of Fort Collins businesses, generally, and automobile dealerships, specifically, away from downtown toward the edges of the city. As the city's population grew after WWII, many commercial enterprises relocated from the space-constrained downtown to the open areas near the outskirts of town. Thomas and Harris note in their postwar development context, "As automobile use increased, business owners found ways to cater to drivers who wanted easy access to services and plenty of parking spaces."¹ The 1966 Ghent dealership exemplifies this historic trend and is an excellent example of a mid-century business relocating to better meet the needs of their automobile-driving customers. The new dealership location had two acres of parking, entrances on both College Avenue and Drake Road with "360-degree access to the building", and a drive-thru window for auto part sales.² Autobee's assertion that, "Because, Mr. Ghent had started and established his business at another location, 5LR.14283 would not qualify under Fort Collins Local Landmark Criteria 1" is erroneous. Fort Collins Municipal Code Section 14-22(a)(1) does not disqualify businesses that existed in a previous location; in fact, the relocation of the business at that specific point in time is what makes this site significant and qualifies it for individual landmarking under Standard 1. Feature 3 would not contribute to the significance of the site under this Standard.

The site is significant under Standard 2 for its association with Frank and Dwight Ghent. The previous documentation in 2017 determined the site not eligible under this standard as, "Mr. Ghent's activities in the development of Larimer County and Fort Collins primary took place before the move to 2601 S. College Avenue in 1966". In 2018, the LPC noted additional information was needed to provide an evaluation of the site's association with the Ghent family. Additional research conducted for this project found Dwight and Frank Ghent influential and important members of the Fort Collins business community. The Ghent's were active in various veteran organizations, provided vehicles for community needs, served on local and local commissions including the Chamber of Commerce Board, State Highway Commission, Fort Collins Water Board, and First National Bank Board. In addition, the Ghent's were active members of local, state, and national automobile dealer associations. The Ghent family has made a recognizable contribution to the history of Fort Collins and the site is eligible under Standard 2 for its association with the family. Although Dwight's home at 1612 Sheely Drive is locally landmarked as part of the Sheely Historic District and Frank's home at 638 Whedbee is included in the National Register Laurel School Historic District and was individually landmarked in 1996, Fort Collins city code does not prohibit landmarking multiple properties associated with the same individuals. Feature 3 would not contribute to the significance of the site under this Standard.

Under Standard 3, the site is significant as an excellent and rare remaining example of mid-century automobile dealership design and as an example of the Modern Movement / Contemporary architectural style. In 2018, Autobee and Autobee recommended the site not eligible under Standard C as the building had undergone alterations over the past five years and did not possess distinctive characteristics of a type, period, or method of construction. Additional research and consideration of character defining features other than the roof and overhead doors reveals the site to retain sufficient integrity and convey a Modern Movement / Contemporary architectural style. Feature 3 would not contribute to the significance of the site under this Standard.

The site is a good example of the Modern Movements / Contemporary architectural style. Character defining features include large plate glass windows, long and low massing, low-pitched gable roof, asymmetrical plan, widely overhanging eaves, exposed rafter beams,

¹ Thomas and Harris, "Fort Collins E-X-P-A-N-D-S", 62.

² "New Ghent Motors Garage Set for August Opening." Coloradoan, February 27, 1966.

stretches of uninterrupted wall cladding, obscured entry, and use of natural materials. Contemporary and Modern Movement architectural styles expressed the economic prosperity and belief in modern technology of the mid-century period.³ Glossy brushed metals, expanses of plate glass, and use of newly invented materials like laminated wood beam or plastics, “represented America’s unwavering belief in new technology” and excitement for the space age of the future.⁴ Use of modern materials and a modern design also indicated to prospective customers that the business and its products were modern and up to date. Modern Movement buildings express an important aspect of Fort Collins and United States history – a time of economic prosperity, belief in new technology and materials, and the changing nature of consumer culture.⁵

Fort Collins has several prominent buildings that express the wide variety of architectural forms included under the Modern Movement umbrella, but only one other known Contemporary style commercial building. Descended from the architectural tradition of Frank Lloyd Wright, Contemporary style buildings were designed to feature geometric shapes, natural materials and the interplay of interior and exterior spaces. A spate of commercial buildings constructed near downtown in the late 1950s through the 1970s convey the International, Googie, Usonian, and Brutalist styles. These buildings include Rocky Mountain Bank (1966) at 315 W Oak, First National Bank Tower (1968) at 215 W. Oak, Poudre Valley National Bank (1966-1967) at 401 S. College, and Safeway, now Lucky’s (1966), at 425 S. College. Further from downtown, the Faith Realty building at 1630 S. College (1964) and the Key Bank (1970), located just northeast of the Ghent dealership, express the Modern Movement architectural styles with their flat roofs, wide metal cornices, overhanging eaves, and horizontal massing. The strip mall at 1101 W. Elizabeth (1964) has not been previously documented by city’s Historic Preservation Services, but it expresses Modern Movement characteristics with its iconic folded plate roof and exaggerated structural supports. Although not currently within city limits (but within the city’s Growth Management Area), the only known Contemporary style building is Supermarket Liquors at 1300 E. Mulberry.

As discussed above, automobile dealerships emerged as a building type, separate from other retail establishments, in the 1920s. By the 1940s, automobile manufacturers were encouraging dealers to modernize their buildings through publications like General Motor’s Planning Automobile Dealer Properties and Ford’s Plans for New and Modernized Sales and Service Buildings. The Ghent’s were active members of the Ford Motor Company Dealer’s Association and frequently attended training sessions in Detroit, MI. A 1966 Coloradoan article notes the Ghent’s planned the site, “with the help of the Ford Motor Company” after visiting many auto dealerships throughout the country.⁶ This site exhibits the design principles of mid-century automobile dealerships which reflect a period of American car culture that no longer exists today. The site’s orientation along two arterial streets, increased access to service bays, and drive-thru part sales window illustrate the centrality of automobiles to Fort Collins residents, while the showroom’s elevation above street level, oblique orientation toward the intersection of Drake Road and College Avenue, and window walls reflect the values of mid-century consumer culture, where advertisements for new cars were made to those already driving automobiles.

In addition, this site is one of the few remaining mid-century automobile dealerships within Fort Collins that retains sufficient integrity to convey its historic associations. During the 2018 City Commission meeting, several local examples of post-WWII automobile dealerships were noted. Those dealerships, along with others identified during the course of this survey, are listed below with a description of their current status.

³ Carol J. Dyson, “Midcentury Commercial Design Evaluation and Preservation: An Opportunity for Commissions.” *The Alliance Review* (Spring 2017), 4.

⁴ Dyson, “Evaluation and Preservation.”

⁵ Carol Dyson, “Mid-Century Commercial Modernism: Design and Materials.” In *Proceedings of the Mid-Century Modern Structures: Materials and Preservation Symposium*, St. Louis, MO, April 2015.

⁶ “History of Fort Dealers in Fort Collins.” *Coloradoan*, October 26, 1966.

- *Poudre Valley Motors constructed a new dealership at 303 N. College in 1951 and operated at that location through 1971.⁷ The building was demolished in 2022.*
- *Michael Rambler Jeep constructed a new dealership with a folded plate roof at 331 N. College in 1965-1966.⁸ The building was demolished in 2022.*
- *The Ed Carroll Volkswagen dealership, built in 1968 at 3003 S. College, has been heavily altered with several additions to the west elevation in the 1980s, 1990s, and 2000s and a remodel of the façade in 2017.*
- *Banwell Motors at 142 Remington was constructed in 1955 and has been determined eligible for local landmark status under Standards A and C for its early association with the automotive repair business and as a good commercial example of the Modern Movements style.*
- *Watts Auto Sales at 1101 N. College was constructed in 1946 and demolished prior to 1970.*
- *Oakes Motors (later Fort Collins Motors) at 354 Walnut was constructed in 1946 and demolished during the construction of The Elizabeth Hotel.*
- *Rauch Motor Company was one of the first dealerships to relocate to South College in 1964.⁹ Historic aerial images indicate it was demolished between 1971-1978.*
- *Continental Sports Ltd. (later Colorado Import Motors) at 1113 N. College was constructed in 1964. Since the 1960s, the roof style has been changed from flat to wood shingle-clad mansard and all of the automobile accessible openings have been closed.*
- *Markley Motors, constructed in 1940 at 246 N College, has been remodeled several times since its original construction and is now part of The Exchange. This site no longer retains sufficient integrity.*
- *Dreiling Motors was constructed in 1943 at 230 S. College. Since that time, the corner entrance has been infilled, the plate glass windows removed, and portions of the exterior have been re-clad with brick. The building no longer retains sufficient integrity to convey its historic associations.*

The site is unlikely to yield important information in reference to research questions under Standard 4 and is not eligible under this standard.

This site has also been evaluated for eligibility against the National Register of Historic Places (NRHP) Criteria. Requirements for listing properties on the NRHP are set by the National Park Service and differ from those used to evaluate significance and eligibility at the local level; a property may be eligible under one set of criteria and not the other. Although the site is representative of Fort Collins' post-war economic expansion, the site's significance to this historic trend does not rise to the level required by the NRHP for individual nomination. Under Criterion B, the NRHP stipulates that the site be associated with a person's productive life, and that multiple eligible properties be representative of different aspects of the person's life. Frank Ghent's personal residence (638 Whedbee) is already listed on the NRHP as a contributing property to the Laurel School Historic District and the site most associated with his productive life is 205 N. College, where he sold automobiles for more than 20 years. Dwight Ghent's significance in the Fort Collins business community does not rise to the level required by the NRHP. For these reasons, the site is not eligible for individual listing on the NRHP under Criterion B.

Under Criterion C, the site is representative of the Modern Movement / Contemporary architectural style and as an example of mid-century automobile dealership design. Although the site does embody the distinctive characteristics of a type and period of construction, its architectural significance is not sufficient to qualify for individual listing on the NRHP. The site

⁷ "All Eyes are Focused on the Opening of..." *Coloradoan*, April 25, 1951.

⁸ "A New Business for Fort Collins." *Coloradoan*, December 5, 1965.

⁹ "Apartment House, Business Permits Issued at City Hall" *Coloradoan*, February 24, 1964.

is unlikely to yield important information in reference to research questions under Criterion D. The site is recommended not eligible for listing on the NRHP.

The form provides the following information regarding historic integrity:

This site is significant for its association with the post-war movement of businesses to the outer edges of the city and as an excellent representation of mid-century automobile dealership design and contemporary architecture. As an example of the contemporary architectural style essential elements of physical integrity include its long and low massing, asymmetrical plan, exposed roof beams, broad expanses of uninterrupted wall surfaces, obscured entries, window wall with fixed windows filling gable ends, trapezoidal windows, and broadly overhanging eaves. As an example of mid-century automobile dealership design, essential physical elements include: siting and orientation of the building toward the street, visibility of the interior showroom, asymmetrical plan, and cohesive inclusion of sales, parts, and service departments. As an example of the post-war movement of businesses essential portions of physical integrity include its auto-centric design elements like ample parking, easy street access, and accommodations for drive-thru customers.

Location, Setting, and Workmanship

The site retains integrity of location. The dealership remains in the location where it was originally constructed in 1966. Integrity of setting has been slightly impacted by the construction of additional commercial buildings and demolition of 1960s commercial buildings to the north, south, and east. Although the surrounding buildings have changed over the last fifty years, the general commercial character of the setting is retained. The site continues to be located along two arterial streets and spatial relationships between the buildings and the street remain as originally oriented. The site retains integrity of workmanship which is visible in the application of the exterior stone cladding.

Materials

Integrity of materials has been impacted by the addition of metal cladding to the roofs of Features 1 and 2 and replacement of many original overhead doors in the service bays. As noted by Autobee and Autobee in 2018, only four of the original overhead doors remain and the replacement doors have significantly fewer inset windows. The Autobee's remarked that the service bay doors, specifically the glass components, are a character defining feature of the building, and their loss, coupled with the replacement of the roof material, "greatly detracts from the historic nature of the building". While these materials have been lost and do detract from the historic integrity, other significant character defining materials remain intact, including the laminated roof beams, fixed glass window walls, and broad expanses of uninterrupted exterior cladding composed of concrete block, stucco, and stone.

Design

Integrity of design has been slightly impacted by two small additions to the west elevation, added between 1983-1999, and the infill of some windows on the east elevation. Although Autobee and Autobee described the canopy on the east elevation as, "the largest addition" to the building, further research has determined that the canopy was in place by October 1966 and therefore does not detract from the integrity of the site. In addition, an artist's sketch of the building's design published in the Coloradoan in February 1966 includes the canopy, indicating it was part of the original design. Other aspects of the dealership's design remain intact, including its long and low massing, asymmetrical plan, low-pitched gable roof, broadly overhanging eaves, fixed window walls, obscured entries, exposed rafter beams, and broad expanses of uninterrupted wall surfaces. In addition, the site retains all aspects of its mid-century automobile dealership design, including the drive-thru parts window, cohesive incorporation of parts, sales, and service departments, orientation of the showroom toward a busy intersection, surrounding asphalt parking lots, and easy automobile access to the site and service center.

Feeling and Association

The site retains integrity of feeling and association. Although the roof has been replaced with a material not available in the 1960s and many overhead doors have been replaced, the site retains its historic sense of the mid-century period. The building's exterior cladding,

massing, window walls, asymmetrical plan, low-pitched roof, and exposed rafter beams continue to convey the architectural aesthetics of the Modern Movement of the 1960s and the building is easily readable as of mid-century construction. The site retains sufficient integrity to convey its historic associations.

Based on the above evidence, staff finds the property Eligible for designation as a Fort Collins Landmark.

APPELLANT MATERIALS ANALYSIS

The appellant has submitted a memorandum with an accompanying historic survey form and appendix documenting their position that the property is Not Eligible. Staff has the following analysis of the appellant material relative to staff’s own findings about the property.

It should be noted that Municipal Code 14-22 outlines the eligibility requirements for any City Landmark in 14-22, noting that to be Eligible, a property must possess both *significance* and *historic integrity* (i.e., a measure of how well a property still reflects its significance through its physical features and setting).

Related specifically to Significance, Municipal Code 14-22(a) states: “Significance is the importance of a site, structure, object, or district to the history, architecture, archeology, engineering or culture of our community, State or Nation [emphasis added]. Significance is achieved through meeting one (1) or more of four (4) standards recognized by the U.S. Department of Interior, National Park Service. These standards define how resources are significant for their association with events or persons, in design or construction, or for their information potential.”

Standards for Significance

Standard 1 – Events. “Resources may be determined to be significant if they are associated with events that have made a recognizable contribution to the broad patterns of the history of the community, State or Nation. A resource can be associated with either, or both, of two (2) types of events:

- a) A specific event marking an important moment in Fort Collins prehistory or history; and/or
- b) A pattern of events or a historic trend that made a recognizable contribution to the development of the community, State or Nation.”

Staff Conclusion	Appellant Conclusion
<p>ELIGIBLE – Pattern of Events</p> <ul style="list-style-type: none"> - Community: strongly associated with the post-war movement of Fort Collins businesses, generally, and automobile dealerships, specifically, away from downtown toward the edges of the city. - State: Not significant to state history. - Nation: Not significant to national history. 	<p>INELIGIBLE</p> <ul style="list-style-type: none"> - Community: Assertion that car dealerships cannot individually contribute to patterns of urban development. - State: See above - Nation: Not significant to national history

Staff note: Typically, for both National Register of Historic Places designation, and for Fort Collins Landmark eligibility, a property does not need to demonstrate national significance – importance to the local community is sufficient for both programs, provided the importance is clearly documented.

The Appellant asserts that Under Criterion A [presumably City Landmark Standard 1], that “it is extremely rare for a car dealership to individually contribute significantly to urban development. For this reason, car dealerships across the US are rarely designated at any level. Those dealerships that are designated are typically directly related to the major car companies in Detroit.”

Staff would note this is factually inaccurate. Car dealerships can and have been designated at the local, state, and federal level across the United States. As part of the research for this staff report, staff discovered at least 29 properties across the United States listed individually in the National Register of Historic Places including at least two in Colorado (staff did not have the time to create an exhaustive list of auto dealerships listed individually in the NRHP, nor did staff have time to secure information about auto dealerships designated locally by city or county governments).

In their cover memo, the Appellant goes on to state that “although the history of the City was affected by the shift toward automobile usage by the public, there is no evidence to show that the City was unique in this regard. Therefore, this criterion is not met.” The requirement that an event or trend be unique to Fort Collins is not a requirement stated in Standard 1. The City has regularly designated properties as eligible for Landmark designation for being particularly reflective and/or significant local examples of regional or national history.

Standard 2 - Persons/Groups. “Resources may be determined to be significant if they are associated with the lives of persons or groups of persons recognizable in the history of the community, State or Nation whose specific contributions to that history can be identified and documented.”

Staff Conclusion	Appellant Conclusion
ELIGIBLE <ul style="list-style-type: none"> - Community: associated with Frank & Dwight Ghent as significant business and social leaders. Acknowledge residences of both Ghents are already Landmarked. - State: Not significant to state history. - Nation: Not significant to national history. 	INELIGIBLE <ul style="list-style-type: none"> - Community: Note that best years in sales were at other sites in Fort Collins, and that Ghent social contributions were not directly related to the dealership property. - State: Not significant to state history. - Nation: Not significant to national history

The appellant makes some reasonable assertions regarding the significance of the property under Standard 2, including that this was the third of three different business properties associated with the Ghents, and that their residential properties are both already Landmarked by the City of Fort Collins. However, staff would note that the two previous Ghent-associated business properties have been heavily altered and have been previously determined as Not Eligible for historic designation due to those alterations.

Standard 3 – Design/Construction. “Resources may be determined to be significant if they embody the identifiable characteristics of a type, period or method of construction; represent the work of a craftsman or architect whose work is distinguishable from others by its characteristic style and quality; possess high artistic values or design concepts; or are part of a recognizable and distinguishable group of resources. This standard applies to such disciplines as formal and vernacular architecture, landscape architecture, engineering and artwork, by either an individual or a group. A resource can be significant not only for the way it was originally constructed or crafted, but also for the way it was adapted at a later period, or for the way it illustrates changing tastes, attitudes, and/or uses over a period of time. Examples are residential buildings which represent the socioeconomic classes within a community, but which frequently are vernacular in nature and do not have high artistic values.”

Staff Conclusion	Appellant Conclusion
ELIGIBLE	INELIGIBLE

<ul style="list-style-type: none"> - Community: significant as an excellent and rare remaining example of mid-century automobile dealership design and as an example of the Modern Movement/Contemporary architectural style. Comparative analysis with other resources in Fort Collins demonstrates this is a significant local example of Modern commercial architecture. - State: Not significant to state history. - Nation: Not significant to national history. 	<ul style="list-style-type: none"> - Community: While there are specific elements that represent the style of the period, the design and details are very common, and is in no way remarkable for the period. On a scale of 1-10 for mid-century design value, 10 being the highest, this example is 1-1.5.. - State: Not significant to state history. - Nation: Not significant to national history
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Staff would note that from our collective professional experience working with the both the National Register of Historic Places and the City Landmark program, there is no ranking system that is regularly deployed to “score” the architectural rating of any historic property. Based on federal and local guidelines and precedent, a property is considered architecturally significant when it is a significant or noteworthy example of a particular style, type, or method of construction in a local, state, or federal context. In the Appellant’s appendix, most of the examples provided are internationally significant examples of Modern architecture. In neither the National Register of Historic Places or the Fort Collins City Landmark program are examples of architecture required to be significant at the national or international level. As established in the relevant federal and local guidance, properties with importance in their local context can be, and regularly are, designated as historic.

Standard 4 – Information Potential. “Resources may be determined to be significant if they have yielded, or may be likely to yield, information important in prehistory or history.”

Neither City staff nor the appellant considered this Standard applicable to the 2601 S. College Avenue property.

Historic Integrity. “Integrity is the ability of a site, structure, object, or district to be able to convey its significance. The integrity of a resource is based on the degree to which it retains all or some of seven (7) aspects or qualities established by the U.S. Department of Interior, National Park Service: location, design, setting, materials, workmanship, feeling and association. All seven (7) qualities do not need to be present for a site, structure, object, or district to be eligible as long as the overall sense of past time and place is evident.” (MC 14-22(b))

Aspect of Integrity	Staff Conclusion	Appellant Conclusion
Location - the place where the resource was constructed or the place where the historic or prehistoric event occurred.	Retained – the dealership remains in its original location.	Not Retained – “...according to the Survey, the area as a whole has lost significant Integrity for the mid-century period and does not qualify for a national or historic district. All other existing buildings from the period of significance are widely dispersed, do not have the concentration needed for a historic district, and are not related to the automobile industry. Further, as demonstrated by the Survey, the

		Property itself has not played a significant role in this location, nor has a historic event taken place at this Property. Therefore, this criterion for Integrity is not met.”
Design - the combination of elements that create the form, plan space, structure and style of a resource.	Retained – Impacted by the two small additions on the west elevation and some window infill. However, overall design elements such as long and low massing, asymmetrical plan, low-pitched gable roof, broadly overhanging eaves, fixed window walls, obscured entries, exposed rafter beams, and broad uninterrupted wall surfaces remain.	Not Retained – “...while the Property shows elements that are the style of the period, such as a gable roof with exposed rafters and large areas of glass, these elements are “very common” for the time period and represent an outdated building, not a historically significant structure.”
Setting - the physical environment of a resource. Whereas location refers to the specific place where a resource was built or an event occurred, setting refers to the character of the place in which the resource played its historic or prehistoric role. It involves how, not just where, the resource is situated and its relationship to the surrounding features and open space.	Retained – although the surrounding buildings have changed over the last fifty years, the general commercial character of the setting is retained.	Not Retained – “The Property is not related to the location or to any formally recognized attribute of the surrounding neighborhood. Additionally, the vision for the neighborhood set forth in the Structure Plan, which calls for a transition away from auto-oriented uses and toward vertical, high density, mixed-use development in this area, demonstrates clearly that the surrounding community has changed and is expected to change further, which means that the Integrity of setting has been lost. The Survey shows that although there are several blocks with additional car dealerships, all other dealerships have kept up to date with dealership requirements for modification. This caused the area to lose any correlation to the mid-century period. All other existing buildings from the mid-century period are widely dispersed, do not have the concentration needed for a historic district, and are not related to the automobile industry. The area has lost significant Integrity for the mid-century period and does not qualify for a national or local historic district.”
Materials - the physical elements that form a resource.	Retained – Some detractions including the replacement of the roof with standing-seam metal and replacement of the overhead garage doors in the service bays. However, other key character-defining materials remain including the laminated, exposed roof beams, fixed glass window walls, and broad expanses of	Not Retained – “The Owners are unable to continue to use the Property in any meaningful way because any changes that need to be made to encourage any dealership to operate here require changes to the building’s façade, landscaping, and glass. The Survey indicates that the Property and original materials can no longer be used as a car dealership, as modern dealerships

	<p>uninterrupted exterior cladding of concrete block, stucco, and stone.</p>	<p>require remodeling that would make all aspects current and contemporary. Because the Property cannot be used as a car dealership, the Property further loses its Integrity. Further, as noted in the Survey, many elements show “significant deterioration”—not due to lack of maintenance, but because the materials are nearing the end of life cycle, as the original materials were inexpensive and made to be replaced often. For example, all portions of the building with the showroom and service bays are made of concrete slab-on-grade foundation. As the Survey states, these are not materials that were made to preserve buildings. Other issues with the structure and materials of the Property noted in the Survey as related to Integrity include problems with deterioration of drainage and surfaces, necessitating the removal of asphalt for the purposes of regrading and fixing the foundations. Therefore, this criterion for Integrity is not met.”</p>
<p>Workmanship - the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. It is the evidence of artisans' labor and skill in constructing or altering a building, structure or site.</p>	<p>Retained – important features of the Modern construction techniques, including stone veneer over concrete construction, remain.</p>	<p>Not Retained - “The Survey found that this Property does not represent the work of a master, nor does the Property have high artistic value. According to the Survey, while there are specific elements that represent the style of the mid-century period, the design and details are “very common,” and the Property is “in no way remarkable” for the period. Further, the back of the building with the garage doors is highly inefficient because the doors require constant maintenance and have large gaps that increase energy costs in the winter. The Owners have explored the idea of remodeling numerous times, but every time the analysis proved that tearing the building down was the most economically viable option, especially given the fact that no other dealership is willing to occupy the Property due to the Property’s non-compliance with dealerships’ strict standards and regulations.”</p>
<p>Feeling - a resource's expression of the aesthetic or historic sense of a particular period of time. It results</p>	<p>Retained – Maintains overall sense as a 1960s/mid-century auto dealership.</p>	<p>Not Retained – “As noted in the Survey, the design and details of the improvements are “very common” and “in no way remarkable” for the mid-century period. Therefore, they cannot</p>

<p>from the presence of physical features that, taken together, convey the resource's historic or prehistoric character.</p>		<p>successfully convey the feeling of the mid-century period. Additionally, the improvements do not successfully convey the historic character of the post-war era because, as the Survey states, automobile dealerships generally do not individually contribute significantly to urban development. According to the Survey, automobile dealerships can be designated, but they are typically directly related to the major car companies in Detroit. Additionally, as noted above, all other dealerships in the area have kept up to date with dealership requirements for modification, meaning that the character and feeling of this post-war era is no longer present in this area.”</p>
<p>Association - the direct link between an important event or person and a historic or prehistoric resource. A resource retains association if it is the place where the event or activity occurred and is sufficiently intact to convey that relationship to an observer. Like feeling, association requires the presence of physical features that convey a resource's historic or prehistoric character.</p>	<p>Retained – building's exterior cladding, massing, window walls, asymmetrical plan, low-pitched roof, and exposed rafter beams make association with the mid-20th century apparent.</p>	<p>Not Retained – “As noted above, this Property is the Ghents’ third location and is not associated with the Ghents’ best years in sales. Further, as noted above, the Property is not strongly associated with the mid-century period due to its “common” design that is “in no way remarkable,” as noted in the Survey. It is also not well associated with the Post-War period, other than that it is an automobile dealership with an outdated design, and that existed at a time when all communities were becoming more auto-oriented.”</p>

Regularly in both the Appellant’s survey form and in the cover memo, the Appellant references adaptive reuse potential as a factor in the property’s historic integrity. Staff would reiterate that historic integrity is a measure of how well or not well a property reflects its important historic period. Historic integrity is not a measure of adaptive reuse potential, which is a topic considered in the primary development review process and inappropriate as a consideration in an eligibility appeal hearing. The Appellant’s own Appendix showing the current status of the property seems to indicate a high degree of retention of historic materials and design features (which the Appellant argues limits the adaptive reuse potential of the property and/or the ability of the property to continue as an auto dealership) – this evidence, if used in the manner Municipal Code prescribes, supports an argument that the property retains historic integrity to its historic period.

PUBLIC COMMENTS SUMMARY

Staff will provide a final list of contacted organizations to the HPC and appellant prior to the hearing.

As of April 11, four (4) public comments have been received regarding this determination of eligibility. One public comment received does not address eligibility specifically, but does recommend allowing for demolition of the site for new development. Three (3) comments support a determination of eligibility and adaptive reuse of the site. Staff will continue to report information about public comments received prior to the hearing to both the HPC and to the appellant and update this staff report as necessary.

SAMPLE MOTIONS

Eligible

If the Commission determines that the property is eligible for Fort Collins Landmark designation in compliance with Section 14-23 of the Municipal Code, it may propose a motion based on the following:

“I move that the Historic Preservation Commission find the commercial property at 2601 South College Avenue eligible as a Fort Collins landmark, according to the standards outlined in Section 14-22 of the Fort Collins Municipal Code, based on the evidence in the staff report, City survey form, and Appellant’s documentation, and based on the following findings of fact: [insert findings of significance] and [insert findings of integrity].”

Not Eligible

If the Commission finds that a property is not individually eligible for Fort Collins Landmark designation in compliance with Section 14-23 of the Municipal Code, it may propose a motion based on the following:

“I move that the Historic Preservation Commission find 2601 South College Avenue not individually eligible as a Fort Collins landmark according to the standards outlined in Section 14-22 of the Fort Collins Municipal Code, based on the evidence in the staff report, City survey form, and Appellant’s documentation, and based on the following findings of fact [insert findings based on lack of significance and/or integrity].”

Note: The Commission may propose other wording for the motion based on its evaluation.

ATTACHMENTS

- 1. 2601 S College, City Historic Survey Form (2023)
- 2. 2023, October 27 Appeal Notice from Owner
- 3. Appellant Materials (Cover Memo, Survey Form, and Appendix)
- 4. Public Notice letter for this property
- 5. HPC Request – LPC & City Council Record from 2017-2018 Determination of Eligibility
- 6. Appellant Requested addition – redlines from 2019 code change to Chapter 14
- 7. Public Comments
- 8. Staff Presentation



Historic Preservation Services

Community Development & Neighborhood Services
281 North College Avenue
P.O. Box 580
Fort Collins, CO 80522.0580

970.416.4250
preservation@fcgov.com
fcgov.com/historicpreservation

OFFICIAL DETERMINATION: FORT COLLINS LANDMARK ELIGIBILITY

Resource Number: B111 (City); 5LR.14283 (State)

Historic Building Name: Ghent Motor Company

Property Address: 2601 S. College Avenue

Determination: ELIGIBLE

Issued: October 17, 2023

Expiration: October 17, 2028

DRACOL, LLC
5994 S. Holly St, No 185
Greenwood Village, CO 80111-4221

Dear Property Owner:

This letter provides you with confirmation that your property has been evaluated for Fort Collins landmark eligibility, following the requirements in Chapter 14, [Article II](#) of the Fort Collins Municipal Code, and has been found eligible for landmark designation.

An intensive-level Colorado Cultural Resource Survey Form was completed by an historian on City staff in order to provide the information that serves as the basis for an evaluation of a property’s historic and/or architectural significance and its integrity, both of which are required for landmark eligibility as per Article II, Section 14-22.

Staff has made the following findings regarding the information and evaluation of significance, integrity, and landmark eligibility provided by the consultant in the attached form.

Significance

The historian made the following conclusions regarding significance:

Under Standard 1, the site is strongly associated with the post-war movement of Fort Collins businesses, generally, and automobile dealerships, specifically, away from downtown toward the edges of the city.... The site is significant under Standard 2 for its association with Frank and Dwight Ghent.... Additional research conducted for this project found Dwight and Frank Ghent influential and important members of the Fort Collins business community.... Under Standard 3, the site is significant as an excellent and rare remaining example of mid-century automobile dealership design and as an example of the Modern Movement / Contemporary architectural style.

Staff has certified the researching historian’s conclusions regarding the property’s significance under City Landmark Standards 1, 2, and 3, based on the following findings.

- The property’s statement of significance is supported by a discussion of historical context and a comparative analysis that is appropriate for the property. Relevant context reports have been referenced and cited.
- Each significance criterion is addressed in the statement of significance, even if not applicable.
- For eligible properties, a period of significance is provided and justified based on the available records.

Integrity

The staff historian’s evaluation concluded that the property has sufficient historic integrity to convey its significance, including design, location, setting, workmanship, materials, feeling, and association. Key detractors include the change of the roof to standing seam, but this was found to not be sufficient to disconnect the property from its historic associations.

Staff agrees with the historian’s conclusions regarding the property’s integrity based on the following findings.

- Essential physical features are identified in the integrity analysis and related to period of significance.
- Discussion of integrity relates to the property’s most relevant aspects of integrity per its significance.
- Discussion of integrity focuses on the property’s essential physical features, and relates to period of significance.
- Discussion and conclusion responds directly to previous conclusions and assessments of the property, whether in opposition or in agreement.

Statement of Eligibility:

The Ghent Motor Company is eligible for listing as a local landmark under Fort Collins Significance Standards 1, 2, and 3 for its association with the post-war movement of businesses, generally, and automobile dealerships, specifically, away from downtown toward the edges of the city, for its association with the Ghent family, as an excellent representation of mid-century automobile dealership design, and as a representation of the Modern Movement / Contemporary architectural style.

Per Article II, Section 14-23 of the code, any determination made by staff regarding eligibility may be appealed to the Commission by the applicant, any resident of the City, or owner of property in the City. Such appeal shall be set forth in writing and filed with the Director within fourteen (14) days of the date of the staff’s determination.

If you have any questions regarding this determination, or if I may be of any assistance, please do not hesitate to contact me. I may be reached at jbertolini@fcgov.com, or 970-416-4250.

Sincerely,

Jim Bertolini
Senior Historic Preservation Planner

Attachment: Colorado Cultural Resource Survey Architectural Inventory Form 1403, dated October 2023.

Item 20.

Source Number: B111 (City); 5LR.14283 (State)
Temporary Resource Number:

Address: 2601 S. College Ave

OAHP1403
Rev. 9/98

COLORADO CULTURAL RESOURCE SURVEY

Architectural Inventory Form

Official eligibility determination
(OAHP use only)

Date _____ Initials _____

Determined Eligible- NR
 Determined Not Eligible- NR
 Determined Eligible- SR
 Determined Not Eligible- SR
 Need Data
 Contributes to eligible NR District
 Noncontributing to eligible NR District



Field Evaluation of Fort Collins Landmark Eligibility

- Individually Eligible
 Contributing to District
 Not Eligible
 Likely Eligible for State/National Register

General Recommendations: The Ghent Motor Company is eligible for listing as a local landmark under Fort Collins Significance Standards 1, 2, and 3 for its association with the post-war movement of businesses, generally, and automobile dealerships, specifically, away from downtown toward the edges of the city, for its association with the Ghent family, as an excellent representation of mid-century automobile dealership design, and as a representation of the Modern Movement / Contemporary architectural style.

I. Identification

1. Resource number: B111 (City) 5LR.14283 (State)

Item 20.

Source Number: B111 (City); 5LR.14283 (State)

Temporary Resource Number:

Address: 2601 S. College Ave

- 2. Temporary resource number: [Click here to enter text.](#)
- 3. County: Larimer
- 4. City: Fort Collins
- 5. Historic building name: Ghent Motor Company
- 6. Current building name: 2Mazda
- 7. Building address: 2601 S. College Avenue, Fort Collins, CO, 80525
- 8. Owner name and address: DraCol LLC, 5994 S. Holly Street, #185, Greenwood Village, CO, 80111

II. Geographic Information

- 9. P.M. 6 Township 7N Range 69W
NE ¼ of NE ¼ of NE ¼ of NE ¼ of section 26
- 10. UTM reference
 Zone 13; 493402 mE 4489028 mN
- 11. USGS quad name: Fort Collins
 Year: 2022 Map scale: 7.5' 15' Attach photo copy of appropriate map section.
- 12. Lot(s): 1 Block: #
 Addition: Ghent Annexation Year of Addition: 1966
- 13. Boundary Description and Justification:
 The site boundary is the legal boundary for Lot 1 in the Ghent Addition, described by the Larimer County Assessor as, "Lot 1, Ghent, FTC: Less 96030371; Less Por to City Per 20150057258."

III. Architectural Description

- 14. Building plan (footprint, shape): Irregular Plan
- 15. Dimensions in feet: Length 360 x Width 110
- 16. Number of stories: 1
- 17. Primary external wall material(s): Concrete Block, Stone, Stucco, Wood Shingle
- 18. Roof configuration: Flat, Gable
- 19. Primary external roof material: Metal, Synthetic
- 20. Special features:
 Plate Glass Window, Exposed Rafter Ends, Overhanging Eaves, Fence, Porte Cochere
- 21. General architectural description:
 This site is the 2Mazda car dealership, constructed at the corner of Drake Road and College Avenue in 1966. The nearly 4-acre site supports two buildings (Features 1 and 2;

formerly Buildings A and B) and a set of historic stairs (Feature 3). Feature 1 is an irregular plan, single-story building that supports vehicle sales at the east end and service at the west end. The west portion of the building is rectangular in plan and is oriented east-west along its long axis; the east portion of the building is L-shape in plan and is offset slightly from the east-west axis with the façade facing east-northeast.

East Portion

The east portion of Feature 1 is L-shape in plan with a concrete foundation and two gabled roofs. The north gable is symmetrical and the south gable is asymmetrical, both are clad in red raised seam metal panels. The exterior is composed of plate glass windows, rough random rubble stone, wood shingle, and concrete block.

East-Northeast Elevation

The façade faces east-northeast and is dominated by a gabled canopy that extends approximately 30 feet to the east from the main elevation. The canopy is supported by seven metal posts that connect to the exposed laminated wood outriggers above. Two signs are mounted to the metal posts, one reads, "2Mazda" the other "Mazda". Below the canopy, the main portion of the façade supports a six-bay window wall; each bay has a two-lite fixed metal window. The window framing extends up, above wall height to the underside of the gable; these trapezoid-shaped lites have been infilled with an unknown material.

North-Northwest Elevation

The north-northwest elevation has a five-bay window wall at the east end, with fixed metal single-lite windows. The west-most bay supports a metal and glass door. The west end of the elevation is clad in random rubble stone interrupted by an eight-lite, fixed metal window that extends from the foundation to the top of the wall.

West-Southwest Elevation

The west-southwest elevation is composed of concrete block. A louvered metal vent is in the gable peak and laminated wood outriggers extend out under the overhanging eaves. A metal and glass foyer connects the east off-set portion of the building to the east-west oriented west portion. The foyer supports metal and glass doors on its north and south elevations.

South-Southeast Elevation

The south-southeast elevation is generally clad in concrete block. Near the west end is a bump-out, likely used as drive-through. The lower half of the bump-out is clad in wood shingle, the upper half is composed of fixed, single-lite metal windows. At the east end of

the elevation is a concrete loading dock, metal personnel door, and a metal overhead door.

East-Northeast Elevation

The south portion of the east-northeast elevation is set back from the main canopied portion to the north. It has no fenestration and is clad in random rubble stone. The gable peak is clad in wood shingle.

South-Southeast Elevation

The south-southeast elevation of the canopied portion is composed of a four-bay window wall with eight, metal, fixed lite windows. A metal and glass door allows access at the west end.

West Portion

The west portion of Feature 1 is oriented east-west and supports fifteen service bays with overhead doors. Above the bays are signs that denote the services offered. Bays 9, 10, and 11 are slightly taller than the remainder to accommodate larger vehicles. This west portion of the building is clad in stucco and topped with a flat roof clad in an unknown material. The eaves overhang slightly and are supported from below by decorative cornice.

North Elevation

At the west end of the north elevation is a bank of three fixed, single-line metal windows. Above is an internally lighted plastic sign reading "Service Parts". Bays 1-6 are labeled "Full Service – One Stop Shop Covers It All" and bays 7 and 8 are labeled "Express Lube Plus". These eight bays appear to support metal overhead doors with six inset lites, some of the doors were open at the time of survey.

Bays 9-11 are slightly larger than the other bays; the roofline extends above the roofs to the east and west. Bay 9 has a metal overhead door with 24 inset lites, bays 10 and 11 have six inset lites. To the west is a metal and glass personnel door and fixed, metal single-lite window. Above the entrance is an internally lighted sign reading, "Body & Paint".

The west end of the elevation is labeled, "Collision Center". The overhead door of bay 12 has six inset lites; bay 13 has twelve inset lites and bays 14 and 15 have nine inset lites.

West Elevation

The west elevation has two, shed-roofed additions composed of concrete block that extend to the west from the main portion of the elevation. The shed roofs are clad in raised seam metal panels and there is no visible fenestration.

South Elevation

The south elevation supports the rear exits for the fifteen service bays. Bays 1, 2, 4, and 10 have metal overhead doors with six inset lites. Bays 5-8 have overhead doors with twelve inset lites and bay 9 has twenty-four inset lites. Bays 12-15 were not visible at the time of survey.

22. Architectural style/building type:
Modern Movement / Contemporary
23. Landscaping or special setting features:

The approximately 4-acre site is located at the southwest corner of the intersection of Drake Road and College Avenue. The site is entirely paved with some stone and gravel landscaping along the east elevation of Feature 1 and north elevation of Feature 2.

Feature 1, the sales and service building, is set on a small hill, above the level of the road. A stone retaining wall extends in an arc around the east-northeast facing façade. A large deciduous tree shades the southeast corner of the canopy. Feature 3 is at the north end of the retaining wall, near a flagpole.

City sidewalks extend along the north and east site boundaries, between the site and the arterial streets. Light poles are scattered throughout the site and line the north and east boundaries. The poles are metal with round concrete bases.

24. Associated buildings, features, or objects:

Feature 2

Feature 2 (formerly Building B) is located north of Feature 1 and is also slightly offset, facing east-northeast. The building has a concrete foundation and is clad in a mixture of concrete block and random rubble stone. The roof is an asymmetrical gable clad in raised seam metal panels. Five laminated wood outriggers extend out under the gable ends.

The façade faces east-northeast. The primary entrance is at the north end and is composed of a metal and glass personnel door with a side lite and triangular-shaped transom above. To the south are four, fixed single-lite metal windows that extend from the foundation up underneath the roof. The lower two windows are rectangular, the upper two are trapezoid-shaped, following the shape of the gable end.

The north-northwest elevation has six, fixed single-lite metal windows at the east end and a random rubble stone clad portion at the west end.

The west-southwest elevation is clad in concrete block and supports two vehicle entrances with overhead doors. The doors were open at the time of survey.

The south-southeast elevation has a metal personnel entrance at the west end.

Feature 3

Feature 3 is a set of detached concrete steps located north of Feature 1 and east of Feature 2. The steps are associated with the farmstead that occupied this location prior to the car dealership and are inscribed with the name "W. A. Drake."

IV. Architectural History

25. Date of Construction: Estimate: ##### Actual: 1966
Source of information: Larimer County Assessor Records
26. Architect: Moore, Combs, and Burch
Source of information: "Ground Breaking." *Coloradoan*, March 13, 1966
27. Builder/Contractor: Reid Burton Construction Company
Source of information: "New Ghent Motors Garage Set for August Opening." *Coloradoan*, February 27, 1966.
28. Original owner: Frank Ghent
Source of information: "New Ghent Motors Garage Set for August Opening." *Coloradoan*, February 27, 1966.
29. Construction history (include description and dates of major additions, alterations, or demolitions):

A car wash was added to the site in 1972. The building was located at the northwest corner of the site and was removed between 1983-1999. In 1976, chain link fencing was added around the rear parking area and prefabricated buildings were installed, although their exact location is unknown. The roof of the west portion was replaced in 1997 with EPDM roofing (synthetic rubber). In 1998, the east portion roof was replaced with 18-inch standing seam metal panels. Other alterations since the time of construction include the replacement of at least 14 overhead service doors with modern counterparts; the exact date of this change is unknown.

Previous documentation for this site posited that the canopy on the east-northeast elevation was added after the building's original construction date of 1966. Although there are several construction images that show the building without the canopy, a 1966 photo in the *Coloradoan* provides evidence that it was constructed at the same time as the remainder of the dealership.¹ In addition, an artist sketch of the building's design printed in February of that year depicts the canopy, indicating it was an integral part of the building from the design stage.²

The previous documentation also notes the two shed-roofed additions to the west elevation were added in 2004 as documented by plans held at the Fort Collins Permit

¹ "Thank You!" *Coloradoan*, October 26, 1966, page 39.

² "New Ghent Motors Garage." *Coloradoan*, February 27, 1966, page 30.

Office. These plans could not be relocated during this project and historic aerial images indicate the additions were added between 1983-1999.

30. Original location Moved Date of move(s): #####

V. Historical Associations

31. Original use(s): Commerce / Trade – Auto Showroom
 32. Intermediate use(s): [Click here to enter text.](#)
 33. Current use(s): Commerce / Trade – Auto Showroom
 34. Site type(s): Car dealership
 35. Historical background:

Overview

This site is the Ghent Automobile Dealership, constructed in 1966. It consists of three features: an irregular plan showroom and service center (Feature 1), a rectangular plan building constructed for use as a used car office (Feature 2), and a set of detached concrete stairs (Feature 3) belonging to the W. A. Drake farm which occupied the site prior to the dealership. Frank Ghent began selling cars in 1926 and continued to work in the automotive industry through the 1980s. In 1940, Ghent took over the Ford Automobile dealership at 205 N. College. With the help of his sons, Eldon and Dwight, the Ghent's opened a used car dealership across the street and a service and parts store several blocks away. The business relocated to this site in 1966 and combined all aspects of their dealership on one property. The site is significant under Fort Collins Significance Standards 1, 2, and 3 for its association with the post-war movement of businesses, generally, and automobile dealerships, specifically, away from downtown toward the edges of the city, for its association with the Ghent family, as an excellent representation of mid-century automobile dealership design, and as a representation of the Modern Movement / Contemporary architectural style.

Automobiles in Fort Collins

Invented in the late nineteenth-century, the automobile has transformed American life and space. Early automobiles were a luxury of the wealthy, as most Americans traveled by foot, horsepower, or railroad. The first automobile appeared in Fort Collins in 1902, driven by County Judge J. Mack Mills.³ Ownership grew slowly, and it was more than a year later before the next automobile came to town. By 1909, the city clerk reported 140 vehicles registered to Fort Collins residents.⁴ With a population of approximately 8,000 in 1910, it is apparent that automobile

³ Malcom McNeill, *The Automobile Comes to Fort Collins*, (Malcolm E. McNeill: Fort Collins, CO: 2013), 7.

⁴ Doug Ernest, "Gasoline Service Stations in Fort Collins, 1920-1960: History and Architecture" Unpublished document on-file with City of Fort Collins, Museum of

ownership continued to be a recreational expense only for the elite of Fort Collins. Introduction of enclosed cabs, easy starters, and the innovation of mass production techniques by Henry Ford in the 1910s significantly reduced the cost of construction and made automobiles more attractive to middle-class Americans. Ownership rose drastically in the 1920s, buoyed by economic prosperity and the easy availability of credit. By 1927, more than 50% of Americans owned a car, shifting car culture from a luxury expense of the wealthy to a requirement of life in the United States.⁵

This increase of automobile ownership in the 1920s can be tracked through the Fort Collins city directory listings for automobile related services. In 1919, the directory listed nine categories of auto-related services across Fort Collins, Loveland, and Bellvue; by 1925, the number of categories increased to twenty in Fort Collins alone. Services offered included automobile related painters, parts, batteries, camps, storage, supplies, rentals, electricians, tires, and service stations. Another indication of the shift towards automobile reliance appears in two contrasting images of the intersection of College Avenue and Mountain Avenue taken twenty years apart. As Malcom McNeill documents in *The Automobile Comes to Fort Collins*, a 1904 image shows pedestrian and horse-powered transit, while a 1922 image depicts paved streets and automobiles, with not a horse in sight.⁶

Demand for new automobiles slowed significantly during the Great Depression, but Americans did not give up their vehicles. Although production of new cars dropped by 75% between 1929-1933, to its lowest rate since 1918, registrations only dipped by 10%, likely bolstered by the rising used car market.⁷ By 1935, auto sales had returned near to 1920s numbers.⁸ The United States' entry into World War II dramatically affected use and production of automobiles, as gasoline was rationed and essential materials like rubber and metal were diverted in service of the war. Many manufacturers shifted to military production, making airplane engines, tanks, armored cars, and rockets. In Fort Collins, a group of businessmen, including two car dealership owners, established a new manufacturing company during the war known as the Northern Colorado Manufacturing Company. S.D. Hall and Ferd Markley, among others, provided \$25,000 in capital stock and acquired a subcontract with the US Navy to produce submarine parts.⁹ The new manufacturing company employed 58 locals at the Giddings Machine shop; between January and May 1943, the

Discovery, <https://fchc.contentdm.oclc.org/digital/collection/rb/id/9553/rec/1>

⁵ *Ibid.*

⁶ McNeill, *The Automobile Comes to Fort Collins*, 60-61.

⁷ Robert Genat, *The American Car Dealership*, (MBI Publishing: Osceola, WI, 1999), 9.

⁸ Ernest, "Gasoline Service Stations," 4.

⁹ "Plant to Begin Working Soon." *Express-Courier*, September 25, 1942.

shop turned out \$55,000 in war materials and contributed \$26,000 to the local economy via their monthly payroll.¹⁰

As the United States entered the post-war era, car manufacturers quickly shifted back to producing automobiles. Many Americans had put off buying a new vehicle during the previous decades of depression and war and consumer demand for new cars rose to a new high in 1949.¹¹ Car purchases increased through the 1950s, fueled by fears that involvement in the Korean War would again restrict automobile manufacturing. Although automobile designs in the late 1940s appeared very similar to pre-war vehicles, car manufacturers were soon debuting new sleek, streamlined, modern designs; frequently changing features and body styles encouraged the purchase of a new, updated automobile. Post war prosperity coupled with easily available credit and the connection of consumerism to patriotism drove the emergence of a uniquely American car culture.¹² Families moved away from the city center into newly developed suburbs where daily tasks, like running errands and going to work, required use of an automobile. For local Fort Collins residents, the dominance of individual automobile transportation was secured when the city's streetcar system, established in 1907, closed in 1951.

In Fort Collins, the thriving postwar economy drove a building boom that lasted into the 1970s. As automobile use became the norm, businesses accommodated drivers with easy access, free parking, and drive-up services. Even Fort Collins' new City Hall, constructed in 1958, included a drive-up window for utility payments.¹³ Although the city's wide streets and availability of parking allowed merchants to remain profitable downtown for longer than other cities by the 1960s, several of the main retail establishments were beginning to relocate away from downtown. J.C. Penny constructed a new store on South College Avenue in 1963 and Montgomery Ward relocated to the new University Shopping Center that same year.¹⁴

By the 1970s, American's relationship to cars was changing. New emissions standards and tighter safety regulations constrained auto makers who, "turned out cars that were uninspired when compared to those of the previous 20 years."¹⁵ The oil embargo imposed by the Organization of Petroleum Exporting Countries (OPEC) in 1973 sparked a sudden decline in full-size automobile sales and Americans began to seek out smaller, more gas efficient cars, many of which were

¹⁰ "Lest We Forget Fort Collins." *Express-Courier*, October 15, 1943.
"City's New War Industry Planned To Continue Into Peaceful Years." *Express-Courier*, May 23, 1943.

¹¹ Genat, *The American Car Dealership*, 10.

¹² Ashlen Stump, "An Auto-Biography: The Significance of Mid-Century Automobile Showrooms in Virginia," (master's thesis, University of Georgia, 2020), 26

¹³ Cindy Harris and Adam Thomas, "Fort Collins E-X-P-A-N-D-S: The City's Postwar Development 1945-1969," (Denver, CO: Historitecture, 2011), 63.

¹⁴ Harris and Thomas, "Fort Collins E-X-P-A-N-D-S," 66-67.

¹⁵ Genat, *The American Car Dealership* 13

imported from Japan and Europe. These changes dramatically impacted automobile dealers and the ways in which the American public sought out and purchased new vehicles.¹⁶

Automobile Dealerships

Many of the first automobile dealerships were auto repair garages, converted from bicycle sales and wagon repair shops; blacksmiths who built and repaired wagons were familiar with component fabrication and chassis construction, and bicycle repairmen understood early automobile drive mechanisms. As Robert Genat's states in *The American Car Dealership*, "it was only natural to promote the auto repair business by selling more cars."¹⁷ The first automobile-related businesses in Fort Collins illustrate this accommodation of auto-related repair and sales into other types of businesses. The 1907 city directory denotes four auto-related businesses, none of which exclusively sold automobiles: H. C. Bradley's Fix-It Shop at 156 S. College, Fort Collins Auto Garage at E. Mountain and Chestnut, W. A. Hawthorne's Garage and bicycle repair at 133 E. Oak (later 230 S. College), and the Harris Brothers' Feed Store and Stable at 250 N. College. Clustered near the central business district of the city, these early shops may have struggled with the limitations of converting an existing building to accommodate automobile sales and service considering the space and access needed to showcase and move vehicles in and out of the building.

By the 1920s, automobile dealerships had emerged as a building type in their own right; architectural magazines like *The American Architect* noted the requirements for automobile showrooms, differentiating these buildings from other types of retail.¹⁸ Purpose-built dealerships continued to be located along main streets, but some moved farther away from the central business district seeking larger lots and lower rents.¹⁹ New dealerships were often constructed as a single-story building with reinforced concrete for fireproofing and to reduce vibrations, larger entrances which allowed vehicles to be moved in and out of the showroom, and expansive front windows, known as 'visual front', to display new merchandise. Exterior design was also important as storefronts needed to catch the eye of potential customers. Upscale dealerships often used popular Art Deco and Streamline Moderne details to draw in pedestrians and project an air of progressiveness and modernity.²⁰ Smaller dealerships drew from a variety of styles to convey their

¹⁶ Stump, "Mid-Century Automobile Showrooms," 90.

¹⁷ Genat, *The American Car Dealership*, 39.

¹⁸ Stump, "Mid-Century Automobile Showrooms", 20.

¹⁹ *Ibid.*, 22.

²⁰ *Ibid.*, 32-33.

modernity and utilized other architectural devices to attract customers' attention like size, contrast, color, and pattern.²¹

In 1936, Art Sheely constructed a new Moderne style showroom at 330 S. College. The building occupied a corner lot along the main thoroughfare and was located slightly farther away from downtown than earlier dealerships; several residences had to be demolished prior to construction.²² The building was asymmetrical with large front windows, a stepped parapet with horizontal lines, and a large Chrysler-Plymouth neon sign over the primary entrance.²³ Dreiling Motors also constructed a new dealership in 1943 at 230 S. College. The stucco-clad building supported banks of large, plate glass windows, an inset corner entrance with gasoline pumps, and a large lighted, curved sign which advertised GMC Trucks and Buick.²⁴

Few dealerships were constructed during WWII, but pent-up consumer demand and a shift towards car culture led to a proliferation of new auto dealers and showrooms postwar. With heightened competition, dealers needed to set themselves apart and capture the interest of their increasingly mobile customers. Car manufacturers began to print informational booklets for dealers which provided advice on planning new dealerships and shared the results of dealership design competitions. *Planning Automobile Dealer Properties*, produced in 1948 by General Motors Corporation, provided guidance for business owners looking to construct a new dealership. The book's first eighteen pages detail the importance of the showroom, which acted as a continuous advertisement for the cars located within. The guide noted that showrooms should be sited in the most prominent location, "so that it is seen- by the largest amount of traffic, for the longest period of time, and at the most frequent intervals"; this was essential as traffic, "is the raw material from which all customers are derived."²⁵ The book considered such details as proper viewing distance from automobile traffic, shape and angle of store windows, the importance of natural lighting, canopies, roof supports, and display backgrounds. Dealerships also utilized other features to further catch the eye of potential customers including large colorful signs that moved or blinked and using

²¹ Genat, *The American Car Dealerships*, 46.

Stump, "Mid-Century Automobile Showrooms," 34.

²² "Sheely Buys Lot, To Build Garage." *Express-Courier*, April 28, 1936.

²³ "Art C. Sheely Auto Company." Image #H08799. Photograph on-file with City of Fort Collins, Museum of Discovery,

<https://fchc.contentdm.oclc.org/digital/collection/ph/id/14862/rec/10>

²⁴ "Dreiling Motors." Image #H32735. Photograph on-file with City of Fort Collins, Museum of Discovery,

<https://fchc.contentdm.oclc.org/digital/collection/ph/id/24947/rec/1>.

²⁵ General Motors Corporation, *Planning Automobile Dealer Properties*, (General Motors Corporation: Detroit, MI, 1948), 3.

dramatic exaggeration of the building's structural elements like folded-plate roofs and asymmetrical massing.²⁶

The number of Fort Collins automobile dealerships increased significantly following WWII. The 1936 city directory lists eleven automobile sellers and by 1960, the number had increased to nineteen. A 1953 promotional publication from the Securities Investment Corporation entitled, *The Counselor*, described the auto industry as "vital" to the Fort Collins economy. "With 893 people dependent directly upon the automotive industry...with a total volume of \$6,802,086.89 in new car sales and service during the last year, and with a combined payroll of \$893,877.95... this industry represents a very vital part in the general economy of the community."²⁷

As the city's population skyrocketed and new cars increased in size, dealers looked towards the outskirts of town for expansion. Several dealerships moved north along College Avenue and new dealerships emerged at 742, 910, 1110, 1006, and 1827 North College by 1960. Fewer dealerships looked to the south; it wasn't until 1964 that the first automobile dealership moved past the 400 block of South College. That year, Rauch Motors constructed a new dealership at 2000 S. College. The business was short-lived, closing in 1972, but lead the way for others moving in that direction including Ghent Motors at 2601 S. College in 1966, Ferd Markley to 3401 S. College in 1973, and Dick Dellenbach to 3111 S. College in 1971.

Frank Ghent

Born in 1894 to a South Carolina sharecropper, Frank Ghent opened his first business at the age of 15.²⁸ His bicycle rental operation supported his interest in photography and Frank later made his living as a photographer before he enlisted in the Navy in 1917. Frank served with the Navy during WWI and contracted tuberculosis during his service. He was sent to a Colorado Springs hospital for recovery in 1919; he soon took a leave of absence from the Navy and continued to explore Colorado. Eventually, he landed in Craig, CO where he met his future wife, Vera Nunnmaker.²⁹ Perhaps foreshadowing his future career, Frank took Vera on a countryside drive in his Model T for their first date. The pair married in Boulder in 1919 and relocated to Fort Collins where Frank attended Colorado Agricultural College studying animal husbandry. After his graduation, the young family moved to a homestead tract Frank had claimed near Craig. They

²⁶ Stump, "Mid-Century Automobile Showrooms," 42.

²⁷ "Auto Industry Vital to Fort Collins," ed. Fred M. Cook, *The Counselor*, Vol. 4 No. 18, (December 1953), 22.

²⁸ "90-year-old founder of Ghent Motors dies." *Coloradoan*, January 7, 1985.

²⁹ "A true Colorado love story." *Triangle Review*, December 16, 1979.

Arlene Briggs Ahlbrandt, ed. *Memories of War Years: Larimer County, Colorado*. (Curtis Media Corporation: Dallas, TX, 1993).

resided there in a three-room home and raised crops on their acreage. Ultimately, the Ghent's decided to sell their land and return to Fort Collins in 1925.³⁰

Frank's long career in the automotive industry launched in 1926 when he began to sell Chevrolet's for Johnson and Kissock's Poudre Motors. Concerned about supporting his family with only commissions on his car sales, Frank left the auto business briefly in 1932 to serve as undersheriff of Larimer County.³¹ He returned to Poudre Chevrolet in 1934 and by 1938 opened an independent car business with Leo Chol.³² The pair sold used cars from "Leo's Used Car Lot" at 330 Walnut for two years before expanding significantly in 1940 when they bought out the Hall and Thomas Motor firm. With this acquisition, Chol and Ghent obtained the franchise for Ford, Lincoln, and Mercury sales and the Hall and Thomas Motor firm's facilities at 205 North College.³³

In 1945, Leo Chol sold his interest in the company and in 1948, Ghent took on a new partner – Will Bugas, a Ford dealer from Coalinga, California.³⁴ The newly renamed Ghent-Bugas Motors expanded, taking over an empty lot across the street for their used car sales.³⁵ By 1954, Bugas had left the dealership. Frank, and his sons Dwight and Eldon, continued at the 205 N. College location, expanding again in 1957 to include Edsel sales and a service department at 148 W. Oak, formerly the location of the Bader Pontiac Agency.³⁶ The 1950s proved a busy and successful decade for the dealership. A 1958 *Coloradoan* photo highlighted the importance of the Ghent's to Fort Collins' economy: the image depicts Dwight Ghent and Mayor Robert Sears posed with a \$2 bill, the caption noted the \$30,000 biweekly payroll distributed to Ghent Motors employees.³⁷

The Ghent's not only operated their multiple dealership locations they also supported a wide variety of community programs and statewide initiatives. Ghent Motors provided a chassis for the library's bookmobile in 1952, sold school buses and dump trucks to the city, donated a vehicle for driver training classes at Fort Collins High School in 1957, and established a new scholarship at Colorado State University in 1959.³⁸ Frank and Vera were both deeply involved with local veterans' groups, Frank held state and local offices for both the American Legion and Disabled American

³⁰ "90-year-old founder of Ghent Motors dies." *Coloradoan*, January 7, 1985.

³¹ "A true Colorado love story." *Triangle Review*, December 16, 1979.

³² "Ghent's to Mark Anniversary - Married 50 years." *Coloradoan*, December 10, 1969.

³³ "Chol and Ghent Take Ford Agency, Opening Saturday on North College." *Express-Courier*, May 3, 1940.

³⁴ "Californian Buys Interest in Ghent." *Coloradoan*, February 12, 1948.

"Ghent's Take Over Automobile Firm." *Coloradoan*, March 5, 1953.

³⁵ "Ghent Adds Car Lot." *Coloradoan*, June 6, 1946.

³⁶ "Ghent Opens Edsel Agency." *Coloradoan*, September 18, 1957.

³⁷ "Buying Power Shown." *Coloradoan*, June 1, 1958.

³⁸ "For Training Drivers." *Coloradoan*, December 23, 1957.

"New Library Truck to Serve County." *Coloradoan*, July 23, 1952.

"Ghents will give new scholarship to CSU freshmen." *Coloradoan*, February 3, 1959.

Veterans; meetings for these groups were often held at the Ghent dealership and the company employed more than a dozen WWI and WWII veterans in 1946.³⁹ During WWII, Frank chaired the local Civil Defense organization and fundraised with Community Chest, now United Way. He served on the State Highway Commission for eight years (1956-1964) and chaired the Commission from 1962-1964. During his time on the commission, the organization oversaw the construction of the Eisenhower Tunnel and Frank is personally credited with securing the funds to pave Highway 14 up to Cameron Pass.⁴⁰

By 1964, Ghent Motors was considering a move away from their downtown location.⁴¹ In a 1987 edition of *Business World*, local competitor Gene Markley of Markley Motors remembers the move, "Ghent was the first to go south... We all thought he was a little crazy for moving out into the country".⁴² The new 5-acre location at the corner of Drake Road and College Avenue had been a part of the W. A. Drake Farm and was first developed only as an additional car lot. An advertisement for the South College Sales Lot's grand opening located the dealership's expansion squarely within the context of Fort Collins' mid-century growth and the subsequent movement of commercial properties away from the city center. The South College lot was, "Expanding with Growing Fort Collins" and the ad noted, "Now as our city grows we add a modern, well lighted car lot to serve Fort Collins even better".⁴³

In February of 1966, the new dealership complex was announced. A good deal of research was conducted prior to its development, a 1966 *Coloradoan* article noted the Ghent's, "traveled to several states, looking at new dealer buildings and gathering ideas the last five years before the original new design was reached".⁴⁴ The new complex boasted a five-car, glass-fronted showroom, 32 service stalls, doubled body shop space, and a drive-up window for parts purchasing; two acres of the site were reserved for customer parking while the remaining three acres housed the vehicle inventory and buildings.⁴⁵ Denver architects Moore, Combs, and Burch designed the buildings with modern materials and features including air conditioning, laminated wood beams, and a pre-stressed concrete roof. A separate building housed the used car office (Feature 2).

³⁹ "A true Colorado love story." *Triangle Review*, December 16, 1979.

"Ghents are hosts." *Coloradoan*, September 15, 1946.

⁴⁰ "Citizen of the Month - Frank Ghent: Service to city is auto-matic." *Coloradoan*, April 22, 1984.

"Ghent Will Head Board." *Coloradoan*, February 19, 1962.

⁴¹ "Council Oks Annexation Water Rule." *Coloradoan*, November 26, 1964.

⁴² "Multi-Generation Car Dealers." *Fort Collins Business World*, July 1987.

⁴³ "Ghent Motor Co. Announces its Southern Exposure." *Coloradoan*, August 11, 1965.

⁴⁴ "Ghent Motor Co in New Home." *Coloradoan*, August 31, 1966.

⁴⁵ *Ibid.*

"New Ghent Motors Garage Set for August Opening." *Coloradoan*, February 27, 1966.

Although Frank Ghent took a less active role in the Ghent Motor Company as he aged, he continued to serve as chairman of the company's board until his 90s.⁴⁶ His sons, Dwight and Eldon served as president and vice-president of the company, respectively, and by 1987, the company included the third generation of Ghent's: Bob, Brad, and Curtis.⁴⁷ In 1980, Dwight Ghent was awarded a *Time* magazine Quality Dealer award, one of seventy winners for that year.⁴⁸ Frank passed in 1985. The Ghent Limited Partnership Association sold the property to Dracol LLC in 2012.

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⁴⁶ "Citizen of the Month – Frank Ghent: Service to the city is auto-matic." *Coloradoan*, April 22, 1984.

⁴⁷ "Multi-Generation Car Dealers." *Fort Collins Business World*, July 1987.

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"A true Colorado love story." *Triangle Review*, December 16, 1979.

VI. Significance

- 37. Local landmark designation: Yes No Date of designation: N/A
Designating authority: N/A
- 38. Applicable Eligibility Criteria:

National Register	Fort Collins Register	
<input type="checkbox"/> A.	<input checked="" type="checkbox"/> 1.	Associated with events that have made a significant contribution to the broad pattern of our history;
<input type="checkbox"/> B.	<input checked="" type="checkbox"/> 2.	Associated with the lives of persons significant in our past;
<input type="checkbox"/> C.	<input checked="" type="checkbox"/> 3.	Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or
<input type="checkbox"/> D.	<input type="checkbox"/> 4.	Has yielded, or may be likely to yield, information important in history or prehistory.

Qualifies under Criteria Considerations A through G (see Manual)
 Does not meet any of the above criteria

Needs additional research under standards: A/1 B/2 C/3 D/4
- 39. Area(s) of significance:
City Planning and Development, Commerce, Architecture
- 40. Period of significance: 1966
- 41. Level of significance: National State Local
- 42. Statement of significance:

This site has previously been documented by the City of Fort Collins and Robert and Kristen Autobee in 2017-2018. It was determined not eligible for listing as a local landmark by Fort Collins City Council in April 2018.

In October 2017, Historic Preservation staff received an application for Historic Review associated with a potential development proposal that would impact this site. The property was reviewed by the Director of Community Development and Neighborhood Services and the Chair of the Landmark Preservation Commission as required by Land Use Code section 3.4.7(c). They found the property eligible for listing as a local landmark under Significance Standards A, B, and C for its association with the growth of the automobile industry, association with the Ghent family, and as a property that embodies the distinctive original characteristics of a mid-century automobile dealership. The reviewers noted that the roof materials and several garage doors had been altered, but that the property retained a preponderance of its architectural integrity.

This finding was appealed to the Landmark Preservation Commission (LPC) in February 2018. With this appeal, the appellant submitted a Colorado Cultural Resource Survey Architectural Inventory Form prepared by independent historians, Robert and Kirsten Autobee who found the site not eligible for listing as a local landmark and not eligible for listing on the State and National Registers. The Autobee's determined the property not eligible under local Standard 1 as, "Mr. Ghent had started and established his business at another location", not eligible under local Standard 2 due to the property's lack of association with the significant period of Mr. Ghent's life, and not eligible under Standard 3 as the building did not possess distinctive characteristics of a type, period, or method of construction.

The LPC examined the integrity, context, and standards of eligibility for the site and upheld the finding of individually eligible for listing as a local landmark under Standards A and C. The Commission noted additional information was needed before determining the site eligible under Standard B. This finding was appealed to City Council. On April 3, 2018, City Council overturned the LPC decision as it, "failed to properly interpret and apply relevant provisions of the Code".

The site was revisited for this survey in 2023 and additional research was conducted leading to a reevaluation of the site's significance. In addition, the City of Fort Collins' Land Use Code 3.4.7(c) dealing with historic and cultural resources was repealed in its entirety on March 5, 2019. This site has been evaluated against the updated City of Fort Collins' Significance Standards.

Under Standard 1, the site is strongly associated with the post-war movement of Fort Collins businesses, generally, and automobile dealerships, specifically, away from downtown toward the edges of the city. As the city's population grew after WWII, many commercial enterprises relocated from the space-constrained downtown to the open areas near the outskirts of town. Thomas and Harris note in their postwar development context, "As automobile use increased, business owners found ways to cater to drivers who wanted easy access to services and plenty of parking spaces."⁴⁹ The 1966 Ghent dealership exemplifies this historic trend and is an excellent example of a mid-century business relocating to better meet the needs of their automobile-driving customers. The new dealership location had two acres of parking, entrances on both College Avenue and Drake Road with "360-degree access to the building", and a drive-thru window for auto

⁴⁹ Thomas and Harris, "Fort Collins E-X-P-A-N-D-S", 62.

part sales.⁵⁰ Autobee's assertion that, "Because, Mr. Ghent had started and established his business at another location, 5LR.14283 would not qualify under Fort Collins Local Landmark Criteria 1" is erroneous. Fort Collins Municipal Code Section 14-22(a)(1) does not disqualify businesses that existed in a previous location; in fact, the relocation of the business at that specific point in time is what makes this site significant and qualifies it for individual landmarking under Standard 1. Feature 3 would not contribute to the significance of the site under this Standard.

The site is significant under Standard 2 for its association with Frank and Dwight Ghent. The previous documentation in 2017 determined the site not eligible under this standard as, "Mr. Ghent's activities in the development of Larimer County and Fort Collins primary took place before the move to 2601 S. College Avenue in 1966". In 2018, the LPC noted additional information was needed to provide an evaluation of the site's association with the Ghent family. Additional research conducted for this project found Dwight and Frank Ghent influential and important members of the Fort Collins business community. The Ghent's were active in various veteran organizations, provided vehicles for community needs, served on local boards and commissions including the Chamber of Commerce Board, State Highway Commission, Fort Collins Water Board, and First National Bank Board. In addition, the Ghent's were active members of local, state, and national automobile dealer associations. The Ghent family has made a recognizable contribution to the history of Fort Collins and the site is eligible under Standard 2 for its association with the family. Although Dwight's home at 1612 Sheely Drive is locally landmarked as part of the Sheely Historic District and Frank's home at 638 Whedbee is included in the National Register Laurel School Historic District and was individually landmarked in 1996, Fort Collins city code does not prohibit landmarking multiple properties associated with the same individuals. Feature 3 would not contribute to the significance of the site under this Standard. Under Standard 3, the site is significant as an excellent and rare remaining example of mid-century automobile dealership design and as an example of the Modern Movement / Contemporary architectural style. In 2018, Autobee and Autobee recommended the site not eligible under Standard C as the building had undergone alterations over the past five years and did not possess distinctive characteristics of a type, period, or method of construction. Additional research and consideration of character defining features other than the roof and overhead doors reveals the site to

⁵⁰ "New Ghent Motors Garage Set for August Opening." *Coloradoan*, February 27, 1966.

retain sufficient integrity and convey a Modern Movement / Contemporary architectural style. Feature 3 would not contribute to the significance of the site under this Standard.

The site is a good example of the Modern Movements / Contemporary architectural style. Character defining features include large plate glass windows, long and low massing, low-pitched gable roof, asymmetrical plan, widely overhanging eaves, exposed rafter beams, stretches of uninterrupted wall cladding, obscured entry, and use of natural materials. Contemporary and Modern Movement architectural styles expressed the economic prosperity and belief in modern technology of the mid-century period.⁵¹ Glossy brushed metals, expanses of plate glass, and use of newly invented materials like laminated wood beam or plastics, “represented America’s unwavering belief in new technology” and excitement for the space age of the future.⁵² Use of modern materials and a modern design also indicated to prospective customers that the business and its products were modern and up to date. Modern Movement buildings express an important aspect of Fort Collins and United States history – a time of economic prosperity, belief in new technology and materials, and the changing nature of consumer culture.⁵³

Fort Collins has several prominent buildings that express the wide variety of architectural forms included under the Modern Movement umbrella, but only one other known Contemporary style commercial building. Descended from the architectural tradition of Frank Lloyd Wright, Contemporary style buildings were designed to feature geometric shapes, natural materials and the interplay of interior and exterior spaces. A spate of commercial buildings constructed near downtown in the late 1950s through the 1970s convey the International, Googie, Usonian, and Brutalist styles. These buildings include Rocky Mountain Bank (1966) at 315 W Oak, First National Bank Tower (1968) at 215 W. Oak, Poudre Valley National Bank (1966-1967) at 401 S. College, and Safeway, now Lucky’s (1966), at 425 S. College. Further from downtown, the Faith Realty building at 1630 S. College (1964) and the Key Bank (1970), located just northeast of the Ghent dealership, express the Modern Movement architectural styles with their flat roofs, wide metal cornices, overhanging eaves, and horizontal massing. The strip mall at 1101 W. Elizabeth (1964) has not been previously documented by city’s Historic Preservation Services, but it expresses Modern Movement characteristics with its iconic folded plate

⁵¹ Carol J. Dyson, “Midcentury Commercial Design Evaluation and Preservation: An Opportunity for Commissions.” *The Alliance Review* (Spring 2017), 4.

⁵² Dyson, “Evaluation and Preservation.”

⁵³ Carol Dyson, “Mid-Century Commercial Modernism: Design and Materials.” In *Proceedings of the Mid-Century Modern Structures: Materials and Preservation Symposium*, St. Louis, MO, April 2015.

roof and exaggerated structural supports. Although not currently within city limits (but within the city's Growth Management Area), the only known Contemporary style building is Supermarket Liquors at 1300 E. Mulberry.

As discussed above, automobile dealerships emerged as a building type, separate from other retail establishments, in the 1920s. By the 1940s, automobile manufacturers were encouraging dealers to modernize their buildings through publications like General Motor's *Planning Automobile Dealer Properties* and Ford's *Plans for New and Modernized Sales and Service Buildings*. The Ghent's were active members of the Ford Motor Company Dealer's Association and frequently attended training sessions in Detroit, MI. A 1966 *Coloradoan* article notes the Ghent's planned the site, "with the help of the Ford Motor Company" after visiting many auto dealerships throughout the country.⁵⁴ This site exhibits the design principles of mid-century automobile dealerships which reflect a period of American car culture that no longer exists today. The site's orientation along two arterial streets, increased access to service bays, and drive-thru part sales window illustrate the centrality of automobiles to Fort Collins residents, while the showroom's elevation above street level, oblique orientation toward the intersection of Drake Road and College Avenue, and window walls reflect the values of mid-century consumer culture, where advertisements for new cars were made to those already driving automobiles.

In addition, this site is one of the few remaining mid-century automobile dealerships within Fort Collins that retains sufficient integrity to convey its historic associations. During the 2018 City Commission meeting, several local examples of post-WWII automobile dealerships were noted. Those dealerships, along with others identified during the course of this survey, are listed below with a description of their current status.

- Poudre Valley Motors constructed a new dealership at 303 N. College in 1951 and operated at that location through 1971.⁵⁵ The building was demolished in 2022.
- Michael Rambler Jeep constructed a new dealership with a folded plate roof at 331 N. College in 1965-1966.⁵⁶ The building was demolished in 2022.
- The Ed Carroll Volkswagen dealership, built in 1968 at 3003 S. College, has been heavily altered with several additions to the west elevation in the 1980s, 1990s, and 2000s and a remodel of the façade in 2017.

⁵⁴ "History of Fort Dealers in Fort Collins." *Coloradoan*, October 26, 1966.

⁵⁵ "All Eyes are Focused on the Opening of..." *Coloradoan*, April 25, 1951.

⁵⁶ "A New Business for Fort Collins." *Coloradoan*, December 5, 1965.

- Banwell Motors at 142 Remington was constructed in 1955 and has been determined eligible for local landmark status under Standards A and C for its early association with the automotive repair business and as a good commercial example of the Modern Movements style.
- Watts Auto Sales at 1101 N. College was constructed in 1946 and demolished prior to 1970.
- Oakes Motors (later Fort Collins Motors) at 354 Walnut was constructed in 1946 and demolished during the construction of The Elizabeth Hotel.
- Rauch Motor Company was one of the first dealerships to relocate to South College in 1964.⁵⁷ Historic aerial images indicate it was demolished between 1971-1978.
- Continental Sports Ltd. (later Colorado Import Motors) at 1113 N. College was constructed in 1964. Since the 1960s, the roof style has been changed from flat to wood shingle-clad mansard and all of the automobile accessible openings have been closed.
- Markley Motors, constructed in 1940 at 246 N College, has been remodeled several times since its original construction and is now part of The Exchange. This site no longer retains sufficient integrity.
- Dreiling Motors was constructed in 1943 at 230 S. College. Since that time, the corner entrance has been infilled, the plate glass windows removed, and portions of the exterior have been re-clad with brick. The building no longer retains sufficient integrity to convey its historic associations.

The site is unlikely to yield important information in reference to research questions under Standard 4 and is not eligible under this standard.

This site has also been evaluated for eligibility against the National Register of Historic Places (NRHP) Criteria. Requirements for listing properties on the NRHP are set by the National Park Service and differ from those used to evaluate significance and eligibility at the local level; a property may be eligible under one set of criteria and not the other. Although the site is representative of Fort Collins' post-war economic expansion, the site's significance to this historic trend does not rise to the level required by the NRHP for individual nomination. Under Criterion B, the NRHP stipulates that the site be associated with a person's productive life, and that multiple eligible properties be representative of

⁵⁷ "Apartment House, Business Permits Issued at City Hall" *Coloradoan*, February 24, 1964.

different aspects of the person's life. Frank Ghent's personal residence (638 Whedbee) is already listed on the NRHP as a contributing property to the Laurel School Historic District and the site most associated with his productive life is 205 N. College, where he sold automobiles for more than 20 years. Dwight Ghent's significance in the Fort Collins business community does not rise to the level required by the NRHP. For these reasons, the site is not eligible for individual listing on the NRHP under Criterion B.

Under Criterion C, the site is representative of the Modern Movement / Contemporary architectural style and as an example of mid-century automobile dealership design. Although the site does embody the distinctive characteristics of a type and period of construction, its architectural significance is not sufficient to qualify for individual listing on the NRHP. The site is unlikely to yield important information in reference to research questions under Criterion D. The site is recommended not eligible for listing on the NRHP.

43. Assessment of historic physical integrity related to significance:

This site is significant for its association with the post-war movement of businesses to the outer edges of the city and as an excellent representation of mid-century automobile dealership design and contemporary architecture. As an example of the contemporary architectural style essential elements of physical integrity include its long and low massing, asymmetrical plan, exposed roof beams, broad expanses of uninterrupted wall surfaces, obscured entries, window wall with fixed windows filling gable ends, trapezoidal windows, and broadly overhanging eaves. As an example of mid-century automobile dealership design, essential physical elements include: siting and orientation of the building toward the street, visibility of the interior showroom, asymmetrical plan, and cohesive inclusion of sales, parts, and service departments. As an example of the post-war movement of businesses essential portions of physical integrity include its auto-centric design elements like ample parking, easy street access, and accommodations for drive-thru customers.

Location, Setting, and Workmanship

The site retains integrity of location. The dealership remains in the location where it was originally constructed in 1966. Integrity of setting has been slightly impacted by the construction of additional commercial buildings and demolition of 1960s commercial buildings to the north, south, and east. Although the surrounding buildings have changed over the last fifty years, the general commercial character of the setting is retained. The site continues to be located along two arterial streets and spatial relationships between the buildings and the street remain as originally oriented. The site retains integrity of workmanship which is visible in the application of the exterior stone cladding.

Materials

Integrity of materials has been impacted by the addition of metal cladding to the roofs of Features 1 and 2 and replacement of many original overhead doors in the service bays. As noted by Autobee and Autobee in 2018, only four of the original overhead doors remain and the replacement doors have significantly fewer inset windows. The Autobee's remarked that the service bay doors, specifically the glass components, are a character defining feature of the building, and their loss, coupled with the replacement of the roof material, "greatly detracts from the historic nature of the building". While these materials have been lost and do detract from the historic integrity, other significant character defining materials remain intact, including the laminated roof beams, fixed glass window walls, and broad expanses of uninterrupted exterior cladding composed of concrete block, stucco, and stone.

Design

Integrity of design has been slightly impacted by two small additions to the west elevation, added between 1983-1999, and the infill of some windows on the east elevation. Although Autobee and Autobee described the canopy on the east elevation as, "the largest addition" to the building, further research has determined that the canopy was in place by October 1966 and therefore does not detract from the integrity of the site. In addition, an artist's sketch of the building's design published in the *Coloradoan* in February 1966 includes the canopy, indicating it was part of the original design. Other aspects of the dealership's design remain intact, including its long and low massing, asymmetrical plan, low-pitched gable roof, broadly overhanging eaves, fixed window walls, obscured entries, exposed rafter beams, and broad expanses of uninterrupted wall surfaces. In addition, the site retains all aspects of its mid-century automobile dealership design, including the drive-thru parts window, cohesive incorporation of parts, sales, and service departments, orientation of the showroom toward a busy intersection, surrounding asphalt parking lots, and easy automobile access to the site and service center.

Feeling and Association

The site retains integrity of feeling and association. Although the roof has been replaced with a material not available in the 1960s and many overhead doors have been replaced, the site retains its historic sense of the mid-century period. The building's exterior cladding, massing, window walls, asymmetrical plan, low-pitched roof, and exposed rafter beams continue to convey the architectural aesthetics of the Modern Movement of the 1960s and the building is easily readable as of mid-century construction. The site retains sufficient integrity to convey its historic associations.

VII. National and Fort Collins Register Eligibility Assessment

44. Eligibility field assessment:

National:

Eligible Not Eligible Need Data

Fort Collins:

Eligible Not Eligible Need Data

45. Is there district potential? Yes No

Discuss: Although several of the surrounding properties date to the 1960s and late 1970s, most do not appear to retain sufficient integrity to convey their historic significance. The area does not appear to possess a significant concentration or continuity of sites linked by historic theme or architecture

If there is district potential, is this building: Contributing Non-contributing

46. If the building is in existing district, is it: Contributing Non-contributing

VIII. Recording Information

47. Photograph numbers: 7198-7253

Negatives filed at: City of Fort Collins

48. Report title: [Click here to enter text.](#)

49. Date(s): October 2023

50. Recorder(s): Rebekah Shields – Historic Preservation Specialist

51. Organization: City of Fort Collins

52. Address: 281 N. College Ave, Fort Collins, CO 80524

53. Phone number(s): 970-224-6137

NOTE: Please include a sketch map, a photocopy of the USGS quad map indicating resource location, and photographs.

History Colorado - Office of Archaeology & Historic Preservation
1200 Broadway, Denver, CO 80203 (303) 866-3395

Site Photos and Maps



Figure 1: Artist sketch of new dealership. Image clipped from *Coloradoan*, February 27, 1966.



Figure 2: 2601 S. College façade. Image clipped from *Coloradoan*, October 26, 1966.



Figure 3: 2601 S. College, service wing. Image clipped from *Coloradoan*, October 26, 1966.



Figure 4: Feature 1, east-northeast elevation, view northwest (Image #7200, R. Schields, 10/3/2023).

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Source Number: B111 (City); 5LR.14283 (State)
Temporary Resource Number:

Address: 2601 S. College Ave



Figure 5: Feature 1, east-northeast elevation, view west (Image #7201, R. Schields, 10/3/2023).



Figure 6: Feature 1, east-northeast elevation, view south (Image #7215, R. Schields, 10/3/2023).

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Temporary Resource Number:

Address: 2601 S. College Ave



Figure 7: Feature 1, north-northwest elevation, view southwest (Image #7216, R. Shields, 10/3/2023).



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Temporary Resource Number:

Address: 2601 S. College Ave

Figure 8: Feature 1, north-northwest and west-southwest elevations, view southeast. Note glass enclosed foyer connecting east and west portions of the building. (Image #7218, R. Shields, 10/3/2023).



Figure 9: Feature 1, north elevation, view southeast (Image #7229, R. Shields, 10/3/2023).

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Temporary Resource Number:

Address: 2601 S. College Ave



Figure 10: Feature 1, east half of north elevation, view south (Image #7221, R. Schields, 10/3/2023).



Figure 11: Feature 1, center portion of north elevation, view southwest (Image #7223, R. Schields, 10/3/2023).

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Temporary Resource Number:

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Figure 12: Feature 1, west half of north elevation, view southwest (Image #7224, R. Shields, 10/3/2023).



Figure 13: Feature 1, north and west elevations, view southeast (Image #7231, R. Shields, 10/3/2023).

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Temporary Resource Number:

Address: 2601 S. College Ave



Figure 14: Feature 1, west end of south elevation, view northwest (Image #7246, R. Schields, 10/3/2023).



Figure 15: Feature 1, center portion of south elevation, view north (Image #7247, R. Schields, 10/3/2023).

Item 20.

Source Number: B111 (City); 5LR.14283 (State)
Temporary Resource Number:

Address: 2601 S. College Ave



Figure 16: Feature 1, east end of south elevation, view northeast (Image #7248, R. Shields, 10/3/2023).



Figure 17: Feature 1, east end of south elevation. Note glass enclosed foyer between west and east portions of the building. (Image #7251, R. Shields, 10/3/2023).

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Source Number: B111 (City); 5LR.14283 (State)
Temporary Resource Number:

Address: 2601 S. College Ave



Figure 18: Feature 1, south-southeast elevation, view northeast. Note bump out, likely used as a drive through for part sales. (Image #7244, R. Shields, 10/3/2023).



Figure 19: Feature 1, south-southeast and east-northeast elevations, view west (Image #7240, R. Shields, 10/3/2023).

Item 20.

Source Number: B111 (City); 5LR.14283 (State)
Temporary Resource Number:

Address: 2601 S. College Ave



Figure 20: Feature 2, east-northeast elevation, view west (Image #7205, R. Schields, 10/3/2023).



Figure 21: Feature 2, east-northeast and north-northwest elevations, view southwest (Image #7208, R. Schields, 10/3/2023).

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Source Number: B111 (City); 5LR.14283 (State)
Temporary Resource Number:

Address: 2601 S. College Ave



Figure 22: Feature 2, west-southwest and south-southeast elevations view east (Image #7212, R. Schields, 10/3/2023).



Figure 23: Feature 2, south-southeast and east-northeast elevations, view northwest (Image #7213, R. Schields, 10/3/2023).

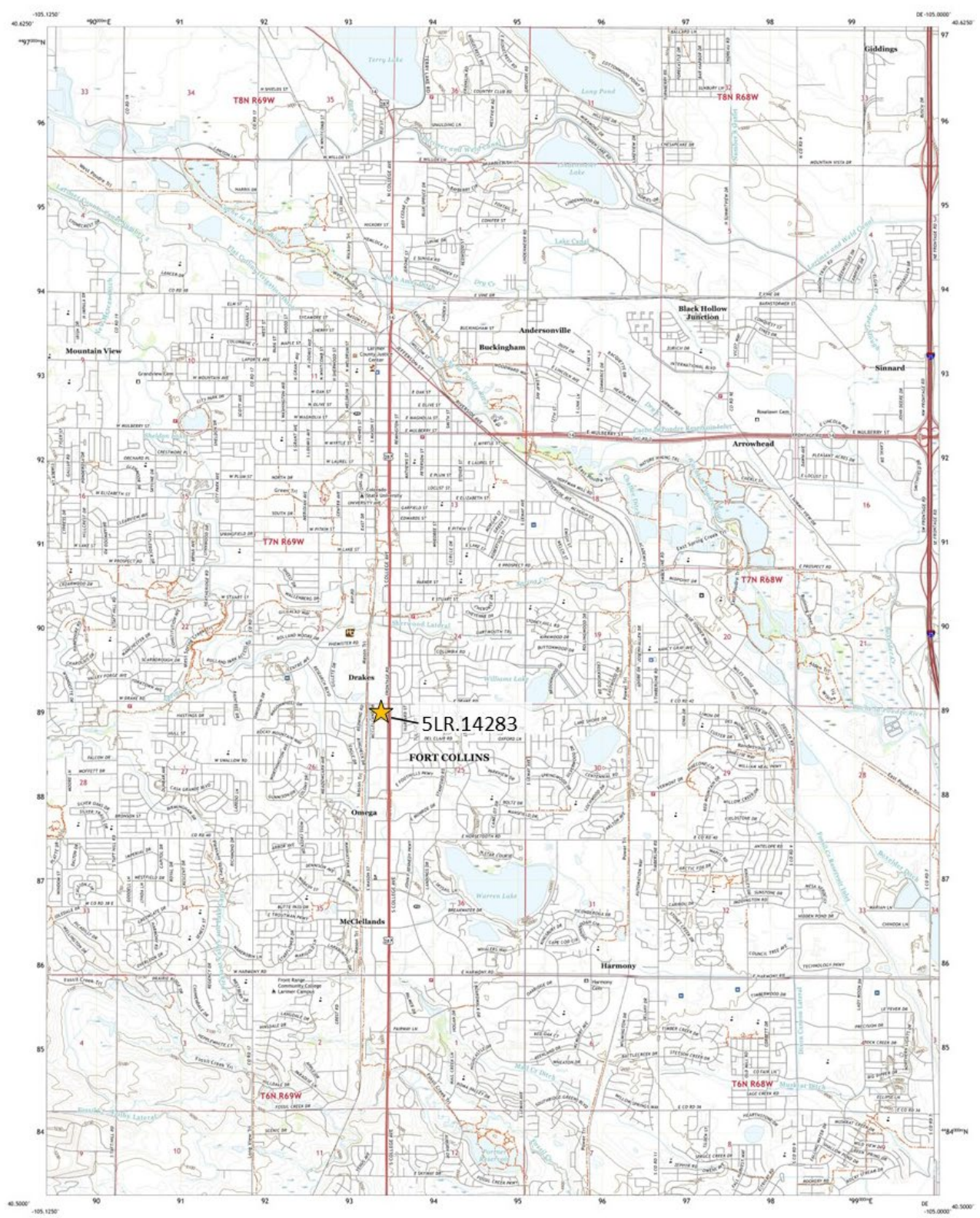


Figure 24: Feature 3, view southwest. Note Features 1 and 2 in background at left and right, respectively. (Image #7203, R. Shields, 10/3/2023).

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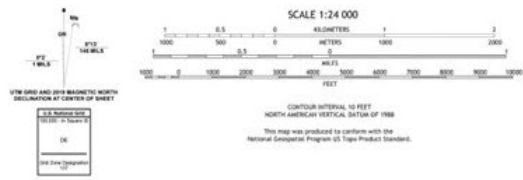
Source Number: B111 (City); 5LR.14283 (State)
Temporary Resource Number:

Address: 2601 S. College Ave



Produced by the United States Geological Survey
 North American Datum of 1983 (NAD83)
 World Geodetic System of 1984 (WGS84) Projection and
 1:5000 meter grid/Universal Transverse Mercator, Zone 13T
 This map is a digital document. Resolution may be
 generalized for this map scale. Private lands within government
 reservations may not be shown. Obtain permission before
 entering private lands.

Images: NAIP, August 2013 - January 2018
 Roads: U.S. Census Bureau, 2014 - 2014
 Names: National Hydrography Dataset, 2004 - 2011
 Contours: National Elevation Dataset, 2011
 Boundaries: Multiple sources, see metadata file 2015 - 2015
 Public Land Survey: Bureau of Land Management, BLM, 2011
 Hydrology: National Wetlands Inventory, 2009



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2022

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Source Number: B111 (City); 5LR.14283 (State)

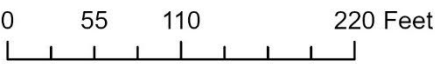
Temporary Resource Number:

Address: 2601 S. College Ave



2601 S. College

- Parcel Boundary
- Feature Boundary



NAD 1983 - State Plane Northern Colorado
October 5, 2023

Item 20.

October 27, 2023

VIA E-MAIL AND FED-EX

Community Development and Neighborhood Services
Director, Paul Sizemore
281 North College Avenue
Fort Collins, Colorado 80524

Re: Notice of Appeal Pursuant to Fort Collins Municipal Code § 14-23(b) – 2601 S. College Avenue;
Resource No. B111 (City); 5LR.14283 (State); Historic Building Name: Ghent Motor Company

Dear Mr. Sizemore:

We are in receipt of the Official Determination for Fort Collins Landmark Eligibility issued on October 17, 2023 for 2601 S. College Avenue (the “**Property**”), of which DRACOL LLC is the owner. We understand that the Property has been evaluated and found eligible for Fort Collins landmark designation. Pursuant to Fort Collins Municipal Code § 14-23(b), this letter serves as a formal appeal to the Landmark Preservation Commission as to the eligibility determination.

This letter is the first step in the appeal process and we intend to provide an intensive-level Colorado Cultural Resource Survey Form for each resource that is subject to the appeal, prepared by an expert in historic preservation acceptable to both you, as the Director of Community Development and Neighborhood Services (the “**Director**”), and the appellant. We understand that the Cultural Resources Survey Form need not be filed with this letter initiating the appeal but must be filed at least fourteen (14) days prior to the hearing of the appeal, the date of which will be set by the Director. We will await your reply as to the scheduling of such hearing.

Nothing in this letter should be interpreted as in any way limiting any other right that we may have, now or in the future, to challenge the City’s findings or conclusions in the Official Determination for Fort Collins Landmark Eligibility issued for the Property on October 17, 2023. Please do not hesitate to reach out with any questions.

Sincerely,

DocuSigned by:

63DAA4A0F50D4C3...
Kriss Spradley,

10/27/2023

- cc: Chris Viscardi (via e-mail)
- Elliot Smith (via e-mail)
- Thomas J. Ragonetti (via e-mail)
- Bill E. Kyriagis (via e-mail)
- Diana Caruso Jenkins (via e-mail)

March 25, 2024

Carolynne C. White
Attorney at Law
303.223.1197 direct
cwhite@bhfs.comFort Collins Historic Preservation Commission
City Hall West
300 LaPorte Ave.
Fort Collins, CO 80521

Ladies and Gentlemen:

We represent Kriss Spradley and Bill Barr, the owners (the "**Owners**") of the property located at 2601 S. College Avenue (the "**Property**"), which is also commonly known as the Mazda dealership in the City of Fort Collins (the "**City**"). The Owners are appealing the determination of City Staff that the Property is eligible for historic designation. This letter summarizes why the Property fails to meet the criteria for eligibility for historic designation set forth in the Fort Collins Municipal Code (the "**Code**").

I. Background

The improvements on the Property currently consist of a main showroom for an automobile dealership connected to large garage area, and a small garage. The improvements were built in 1966. The Owners began leasing the Property in 1988 for operation of a Ford franchise and, later, a Mazda franchise. In 2012, the Owners purchased the Property with the intent to redevelop it. In 2018, Mazda required that the Owners either build a new building on the site to house the franchise, or sell the franchise. The Owners sold the franchise and began to explore redevelopment of the site.

In 2017, in connection with the proposed redevelopment of the Property, City Staff completed a historic survey that determined that the Property was eligible for historic designation. The Owners appealed this determination to the Landmark Preservation Commission (now the Historic Preservation Commission), which upheld the determination, and the Owners appealed the determination to City Council. City Council overturned the determination on April 3, 2018, finding that the Property and its improvements did not meet the criteria for eligibility for historic designation in the Code, and determining that the property was *not* eligible for designation. Although the proposed development did not move forward, City Council's determination was valid for five years and recently expired on April 3, 2023.

Currently, the Owners are working closely with a developer and have submitted a development application for the Property to create a mixed-use multi-family structure consistent with the future land use designation for this Property in the Fort Collins City Plan (the "**City Plan**"). In connection with this application, City Staff have made a determination under Section 14-22 of the Code that the Property is eligible for historic designation, using the standards for Significance and Integrity (as defined below) in

the Code, which have been updated in minor ways since 2018. The Owners have appealed this determination pursuant to Section 14-23(b) of the Code, and this appeal is the subject of this public hearing.

In connection with this appeal, and as required by Section 14-23(b) of the Code, the Owners are submitting a Colorado Cultural Resource Survey Form for the Property (the "Survey") prepared by Natalie Feinberg Lopez of Built Environment Evolution, who is an expert in historic preservation approved by City Staff. The Survey is attached hereto as Exhibit A. The Survey concludes, and this Letter demonstrates, that the Property does not meet the criteria for Significance or Integrity. This conclusion is consistent with the conclusions of City Council with respect to this Property in 2018.

II. Analysis of Code Criteria

Pursuant to Section 14-22 of the Code, for a resource to be eligible for historic designation, it must fulfill the criteria for both Significance and Integrity. For the reasons set forth below, the Property does not fulfill these criteria.

A. **The Property Does Not Meet The Criteria For Significance.**

Pursuant to Section 14-22 of the Code, "Significance" is "the importance of a site, structure, object, or district to the history, architecture, archeology, engineering or culture of our community, State or Nation" and is achieved by meeting any of the criteria set forth by the U.S. Department of Interior, National Park Service, as incorporated in the Code. These criteria include (1) events, (2) persons/groups, (3) design/construction, and (4) information potential. According to Cultural Resource Survey prepared by City Staff (the "Staff Survey"), the Property meets the criteria for (1) events (2) persons/groups and (3) design/construction.

However, for the following reasons, the Property does not meet these criteria:

- (1) *Events. Resources may be determined to be significant if they are associated with events that have made a recognizable contribution to the broad patterns of the history of the community, State or Nation. A resource can be associated with either, or both, of two (2) types of events: (a) A specific event marking an important moment in Fort Collins prehistory or history; and/or (b) A pattern of events or a historic trend that made a recognizable contribution to the development of the community, State or Nation.*

According to the Staff Survey, this criterion is met because auto dealerships are "strongly associated with the post-war movement of Fort Collins businesses, generally, and automobile dealerships, specifically, shifting toward the edges of the City." However, as noted in the Survey, although the automobile was the main source of transportation that was considered in urban planning and development, it is rare for any automobile dealership to individually contribute significantly to urban development. Further, there

is no indication that this particular dealership contributed to the movement in any significant way other than being one of many automobile dealerships that existed during the post-war area. At times, dealerships are designated as historic when the dealership lies within a historic district or an area that is directly related to the history of the automobile, neither of which appears to be the case in this instance. Although the history of the City was affected by the shift toward automobile usage by the public, there is no evidence to show that the City was unique in this regard. Therefore, this criterion is not met.

- (2) *Persons/Groups. Resources may be determined to be significant if they are associated with the lives of persons or groups of persons recognizable in the history of the community, State or Nation whose specific contributions to that history can be identified and documented.*

Staff contend that this criterion is met by the Property's former association with Frank and Dwight Ghent, and that the Ghents were influential members of the business community. However, Frank and Dwight Ghent did not begin their business here. The Ghents were originally associated with the used car lot located at 354 Walnut, where the Elizabeth Hotel now is. After this location, the company was renamed and operated for 26 years at 205 North College avenue where Beau Jo's is presently located. The Property at 2601 S. College is the Ghents' third location, and not the most significant. While the Ghents were associated with the business community, this association was not significantly related to this Property, and the limited association is not enough to warrant the significance that a determination of historic eligibility requires. In fact, this Property is not associated with the Ghents' best years in sales. Even the locations that were associated with the Ghents' best years were not deemed eligible for designation due to the limited importance of the association. Moreover, as noted in the Survey, the Ghents were active members of the community in Fort Collins but did not make any contributions that rise to a level warranting a historic designation. Therefore, this criterion is not met.

- (3) *Design/Construction. Resources may be determined to be significant if they **embody** the identifiable characteristics of a type, period or method of construction; **represent** the work of a craftsman or architect whose work is **distinguishable** from others by its characteristic style and quality; possess high artistic values or design concepts; or are part of a recognizable and distinguishable group of resources. This standard applies to such disciplines as formal and vernacular architecture, landscape architecture, engineering and artwork, by either an individual or a group. A resource can be significant not only for the way it was originally constructed or crafted, but also for the way it was adapted at a later period, or for the way it illustrates changing tastes, attitudes, and/or uses over a period of time. Examples are residential buildings which represent the socioeconomic classes*

within a community, but which frequently are vernacular in nature and do not have high artistic values. Code, § 14-22(a)(3).

The standard in the Code for significant design and construction is high. A resource must “embody” and “represent” its type and be “distinguishable” from others. According to the Staff Survey, the Property is an example of a mid-century automobile dealership in the “Modern Movement / Contemporary” style. However, as noted in the Survey, while the improvements on the Property show elements that are the style of the mid-century period, such as the single story, large areas of glass, and smaller garages, these elements do not represent the work of a master, nor high artistic value, nor a distinguishable entity. The Survey states that the building is “not an excellent example of the mid-century modern typology,” and the design elements are “very common” and “in no way remarkable” for the period. The Survey rates this Property as a 1-1.5 on a 10 point scale (10 being the highest) for mid-century design value. Additionally, according to the Survey, research indicates that no buildings designed by the architectural firm of Moore, Combs, and Burch, which designed the building on the Property, has been listed on state or local registers. Therefore, this criterion is not met.

In sum, the criteria for significance as related to events, persons/groups, and design/construction are not met.

B. The Property does not meet the criteria for Integrity.

According to Section 14-22 of the Code, to be eligible for historic designation, a Property must possess not only Significance but also Integrity. Pursuant to the Code, “**Integrity**” is “the ability of a site, structure, object, or district to be able to convey its significance. The integrity of a resource is based on the degree to which it retains all or some of the seven (7) aspects or qualities established by the U.S. Department of the Interior.” The Code sets forth seven criteria for Integrity, and the Code specifies that although not all seven criteria need to be present, the “overall sense of past time and place” must be “evident.” As described in detail above, there are many reasons why the Property does not clearly meet the criteria for Significance. However, even if it did meet the above criteria for Significance, it does not convey an “overall sense of past time and place” as required by the Code under the Integrity criteria:

- (1) *Location is the place where the resource was constructed or the place where the historic or prehistoric event occurred.*

The Staff Survey states that the Property fulfills the criteria for Significance in part because it reflects a movement of businesses “toward the edges of the city,” in which case the criterion for Integrity of location is not met because the Property is central to the City as it exists today. Also, according to the Survey, the area as a whole has lost significant Integrity for the mid-century period and does not qualify for a national or historic district. All other existing buildings from the period of significance are widely dispersed, do not have the concentration needed for a historic district, and are not related to the

automobile industry. Further, as demonstrated by the Survey, the Property itself has not played a significant role in this location, nor has a historic event taken place at this Property.

Therefore, this criterion for Integrity is not met.

- (2) *Design is the combination of elements that create the form, plan space, structure and style of a resource.*

Although Staff contend that the Property retains the Integrity of its design, the Survey states that while the Property shows elements that are the style of the period, such as a gable roof with exposed rafters and large areas of glass, these elements are “very common” for the time period and represent an outdated building, not a historically significant structure.

Furthermore, as the Survey notes, many elements of the site and structure have changed over time, resulting in a loss of Integrity. These include:

- changes in the roof materials;
- an extension of the roof overhang on the east elevation;
- the loss of the upper windows on the east elevation;
- the enclosure of the connection between the showroom and service area;
- a change in the door at the body shop at west end of the service area;
- the replacement of the majority of garage doors;
- the loss of landscaping;
- the addition of fencing; and
- the loss of the car wash and gas station.

Therefore, this criterion for Integrity is not met.

- (3) *Setting is the physical environment of a resource. Whereas location refers to the specific place where a resource was built or an event occurred, setting refers to the character of the place in which the resource played its historic or prehistoric role. It involves how, not just where, the resource is situated and its relationship to the surrounding features and open space.*

This criterion is closely related to the location of the Property. The Property is not related to the location or to any formally recognized attribute of the surrounding neighborhood. Additionally, the vision for the neighborhood set forth in the Structure Plan, which calls for a transition away from auto-oriented uses and toward vertical, high density, mixed-use development in this area, demonstrates clearly that the surrounding community has changed and is expected to change further, which means that the Integrity of setting has been lost. The Survey shows that although there are several blocks with additional car

dealerships, all other dealerships have kept up to date with dealership requirements for modification. This caused the area to lose any correlation to the mid-century period. All other existing buildings from the mid-century period are widely dispersed, do not have the concentration needed for a historic district, and are not related to the automobile industry. The area has lost significant Integrity for the mid-century period and does not qualify for a national or local historic district.

Therefore, this criterion for Integrity is not met.

(4) *Materials are the physical elements that form a resource.*

The Owners are unable to continue to use the Property in any meaningful way because any changes that need to be made to encourage any dealership to operate here require changes to the building's façade, landscaping, and glass. The Survey indicates that the Property and original materials can no longer be used as a car dealership, as modern dealerships require remodeling that would make all aspects current and contemporary. Because the Property cannot be used as a car dealership, the Property further loses its Integrity. Further, as noted in the Survey, many elements show "significant deterioration"—not due to lack of maintenance, but because the materials are nearing the end of life cycle, as the original materials were inexpensive and made to be replaced often. For example, all portions of the building with the showroom and service bays are made of concrete slab-on-grade foundation. As the Survey states, these are not materials that were made to preserve buildings.

Other issues with the structure and materials of the Property noted in the Survey as related to Integrity include problems with deterioration of drainage and surfaces, necessitating the removal of asphalt for the purposes of regrading and fixing the foundations.

Therefore, this criterion for Integrity is not met.

(5) *Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. It is the evidence of artisans' labor and skill in constructing or altering a building, structure or site.*

The Survey found that this Property does not represent the work of a master, nor does the Property have high artistic value. According to the Survey, while there are specific elements that represent the style of the mid-century period, the design and details are "very common," and the Property is "in no way remarkable" for the period. Further, the back of the building with the garage doors is highly inefficient because the doors require constant maintenance and have large gaps that increase energy costs in the winter. The Owners have explored the idea of remodeling numerous times, but every time the analysis proved that tearing the building down was the most economically viable option, especially given the fact that no other dealership is willing to occupy the Property due to the Property's non-compliance with dealerships' strict standards and regulations.

Therefore, this criterion for Integrity is not met.

- (6) *Feeling is a resource's expression of the aesthetic or historic sense of a particular period of time. It results from the presence of physical features that, taken together, convey the resource's historic or prehistoric character.*

As noted in the Survey, the design and details of the improvements are “very common” and “in no way remarkable” for the mid-century period. Therefore, they cannot successfully convey the feeling of the mid-century period. Additionally, the improvements do not successfully convey the historic character of the post-war era because, as the Survey states, automobile dealerships generally do not individually contribute significantly to urban development. According to the Survey, automobile dealerships *can be* designated, but they are typically directly related to the major car companies in Detroit. Additionally, as noted above, all other dealerships in the area have kept up to date with dealership requirements for modification, meaning that the character and feeling of this post-war era is no longer present in this area.

Therefore, this criterion is not met.

- (7) *Association is the direct link between an important event or person and a historic or prehistoric resource. A resource retains association if it is the place where the event or activity occurred and is sufficiently intact to convey that relationship to an observer. Like feeling, association requires the presence of physical features that convey a resource's historic or prehistoric character.*

As noted above, this Property is the Ghents' third location and is not associated with the Ghents' best years in sales. Further, as noted above, the Property is not strongly associated with the mid-century period due to its “common” design that is “in no way remarkable,” as noted in the Survey. It is also not well associated with the Post-War period, other than that it is an automobile dealership with an outdated design, and that existed at a time when all communities were becoming more auto-oriented.

Therefore, this criterion for Integrity is not met.

III. Policy

The Code sets forth certain policies and purposes with respect to historic designation and landmark preservation in Sections 14-1 and 14-2. These policies and purposes are helpful to guide decisions with respect to historic eligibility. A determination of historic eligibility for this Property would not advance these policies and purposes for the following reasons:

A. Policies in the Code

First, the determination that the Property is eligible for historic designation would not advance the policies in Section 14-1 of the Code for the following reasons:

- i. *It is hereby declared as a matter of public policy that the protection, enhancement and perpetuation of sites, structures, objects and districts of historic, architectural, archeological, or geographic significance, located within the City, are a public necessity and are required in the interest of the prosperity, civic pride and general welfare of the people.*

This policy emphasizes that the preservation of objects of “significance” are a public necessity. However, as described above, the Property does not meet the criteria for Significance and therefore does not advance this policy. Further, the Property as an auto-oriented use is not consistent with the vision of the Structure Plan for this area, and therefore continuing to associate the Property with the history of auto-centric development of the City does not advance civic pride and the general welfare. Therefore, historic designation of this Property would not advance this policy.

- ii. *It is the opinion of the City Council that the economic, cultural and aesthetic standing of this City cannot be maintained or enhanced by disregarding the historical, architectural, archeological and geographical heritage of the City and by ignoring the destruction or defacement of such cultural assets.*

A historic designation of the Property would not advance the economic standing of the City, because, as noted above, the Property can no longer be used as an automobile dealership, due to the fact that modern dealerships require remodeling that would make all design elements current and contemporary. Also, its design elements also are not conducive to any other use. Essentially, a historic designation would prevent any marketable use of the Property.

Furthermore, a historic designation would not advance the cultural and aesthetic standing of the City due to the Property’s deterioration of materials that were not made to last and the fact that the Property is, as the Survey states, “in no way remarkable” as an example of mid-century design. Therefore, historic designation of this Property would not advance this policy.

B. Purposes

The purposes set out in the Code are as follows:

- i. *Survey, identify, designate, preserve, protect, enhance and perpetuate those sites, structures, objects and districts which reflect important elements of the City's*

cultural, artistic, social, economic, political, architectural, archeological, or other heritage.

As discussed above, the preservation of this Property would result in a vacant automobile dealership due to the fact that all dealerships require a more current and contemporary design. This Property therefore will not reflect elements of the City's social or economic heritage and, with no other appropriate marketable use, would remain unused until redevelopment is permitted. This vacancy would not advance the City's purpose of preserving, protecting and enhancing historic resources.

- ii. *Foster civic pride in the beauty and accomplishments of the past.*

The Ghent family's association with the Property is not apparent, and the Survey states that the Property is not an excellent example of the mid-century period. The deterioration of the materials, which were never made to last, also fails to foster civic pride. Civic pride would best be furthered by following the recommendations of the City as documented in the Structure Plan to foster vertical mixed-use development in this area that is less auto-oriented.

- iii. *Stabilize or improve aesthetic and economic vitality and values of such sites, structures, objects and districts.*

As stated previously, if this Property were designated as historic and unable to be redeveloped, it would almost certainly remain vacant, which would hurt the overall aesthetics and economic vitality of the area. This Property would disrupt the natural progression of the area and would hurt the aesthetics of the surrounding community. Additionally, maintenance of this use in this area is not consistent with the vision of the Structure Plan and Midtown Plan for this area.

- iv. *Protect and enhance the City's attraction to tourists and visitors.*

This purpose will not be furthered by designating the Property as historic because this Property is not a tourist attraction. Instead, redevelopment will further this purpose by promoting mixed uses within Fort Collins that drive foot traffic to surrounding businesses and contribute to the vision set forth in the City Plan, Structure Plan, and Midtown Plan.

- v. *Promote the use of important historical, archeological, or architectural sites, structures, objects and districts for the education, stimulation and welfare of the people of the City.*

As stated previously, designating this Property as historic will eliminate the use of this Property entirely because all dealerships require a modern and contemporary design that fits their design standards. Therefore, there would be no use of this Property that could educate the people of the City or contribute to their welfare.

vi. *Promote good urban design.*

A historic designation would not promote good urban design because it would not allow the City to develop in accordance with the Structure Plan, as analyzed below.

vii. *Promote and encourage continued private ownership and utilization of such sites, structures, objects or districts now so owned and used, to the extent that the objectives listed above can be attained under such a policy.*

A historic designation over the objection of the Owner would not encourage continued private ownership and utilization of such sites. Rather, the designation of this site would actively discourage private ownership of potential historic sites and frustrate this purpose.

viii. *Promote economic, social, and environmental sustainability through the ongoing survey and inventory, use, maintenance, and rehabilitation of existing buildings.*

For reasons stated above, this purpose would not be fulfilled by the historic designation because the building cannot be maintained as an automobile dealership, and it is not suited for any other use. The original materials used are at the end of their life and were not meant for long term preservation. Each time the Owners conducted an analysis of redevelopment options, the economically viable option was to tear the Property down, rather than to preserve the existing structure. Additionally, the existing building is highly inefficient and uses excess energy. Therefore, preservation of this building would not promote economic, social or environmental sustainability.

C. Existing Historic Structures Already Honor the Legacy of the Ghents.

As noted above, the Survey concludes that the contributions made by the Ghents to the City did not rise to a level warranting a historic designation of this site. However, even if they did rise to that level, existing historic resources honor the Ghents' legacy. Dwight Ghent's home at 1612 Sheely Drive and Frank Ghent's home at 638 Whedbee are already landmarked. Therefore, landmarking the Property is not necessary to preserve and recognize the Ghents' legacy in the City.

D. The Designation Will Not Further Fundamental Property Rights

The City and the State of Colorado have long recognized the right of a property owner to exercise control over his or her property as a fundamental right. Many provisions in the U.S. Constitution and the Colorado Constitution reflect the right of a private property owner to possess and hold dominion over their own property, and the Code recognizes this long tradition. Therefore, every criterion for historic designation should be viewed through the lens of the property owner's rights. This right includes the right to sell or convey Property. After over twenty years of operating the Property, the Owners have

decided to exercise this right. Imposing a historic designation over the objection of the Owners runs counter to this right.

E. The Existing Structure Is Inefficient

The existing structure on the Property is in desperate need of redevelopment. As stated previously, the Owners looked into renovating the existing structure multiple times, and each time the only economically viable option was to tear the building down. Further, the back of the building with the garage doors is highly inefficient because the doors require constant maintenance and have large gaps that increase energy costs.

F. The Market Does Not Support This Property As An Auto Dealership

As stated above, this Property is unsuitable for every other auto dealership because it does not conform to the industry standard required by dealerships for design. An inability to continue to use the Property as an automobile dealership contributes to its loss of Integrity.

G. There Is No Adaptive Use For The Property

As noted above, the Property is unable to be remodeled to fit a modern car dealership's standard because the standards require all dealerships to be current and contemporary. However, if this Property is remodeled into another use besides a car dealership, then the Property further loses its Integrity and its association with the period of significance identified in the Staff Survey. As noted in the Survey, the Property is an unremarkable example of the mid-century style, so an adaptive reuse to preserve the architectural style would not serve the policies and purposes of historic designation in the City.

H. Allowing Redevelopment of the Property is Consistent with the Structure Plan and Midtown Plan

Allowing redevelopment of the Property, as the Owners propose, is consistent with the goals and policies set forth in the Structure Plan. The Structure Plan designates the Property as within "Urban Mixed-Use Districts" and states, "[t]he continued redevelopment and revitalization of established mixed-use districts along existing or planned high-frequency transit corridors will continue to be a priority. The gradual transition of existing, auto-oriented mixed-use districts will be encouraged to help maximize available land and infrastructure, as well as to support other community objectives, such as expanded housing options, improved access to services and a more robust transit system." Therefore, the Structure Plan encourages and prioritizes the redevelopment of properties and development of housing options and services, which is exactly what is proposed by the Owners and developer. The Structure Plan also states, "some existing Urban Mixed-Use Districts may include pockets of lower-intensity auto-oriented uses; however, these areas should be encouraged to transition to a vertical mix of high-density development through infill/redevelopment." Essentially, the Structure Plan is encouraging the

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replacement of the auto-oriented use that currently exists on the Property with the type of development proposed for this Property.

Additionally, redevelopment of the Property is consistent with the Fort Collins Midtown Plan (the "**Midtown Plan**"). The Midtown Plan locates the property within Upper Midtown, which has a "Gardens Theme." The Midtown Plan focuses on higher intensity, mixed use redevelopment, excellence in design, and inviting streetscapes, which is exactly what is proposed by the Owners and developer. The Midtown Plan identifies the intersection of Drake Road and College Avenue as a "key streetscape node" that should seamlessly link College Avenue to the MAX corridor and represent key design themes from the Gardens Theme area. A vacant auto dealership will disrupt this seamless link, while a mixed use redevelopment would help bolster this connection in furtherance of the Midtown Plan. The current state of the Property is inconsistent with both the Structure Plan and the Midtown Plan because both plans provide that this area should transition away from auto uses and move toward a mixed use, high density development, and redevelopment would help to bring the Property into greater alignment with the Structure Plan and Midtown Plan.

IV. Conclusion

In conclusion, as evidenced by this Letter, this Property does not satisfy the required criteria for eligibility for historic designation in the Code. Specifically, the Property does not clearly meet the criteria for Significance or Integrity under Section 14-22 of the Code, and there are many reasons why such designation does not further the policies and purposes of the Code or the City as documented in its adopted plans.

Accordingly, we respectfully request that the Historic Preservation Commission find that the Property is ineligible for historic designation under the Code.

Sincerely,



Carolynne C. White

Exhibit A

Colorado Cultural Resource Survey

[See Attached]

Temporary Resource Number:

OAHP1403
Rev. 9/98

COLORADO CULTURAL RESOURCE SURVEY

Architectural Inventory Form

Official eligibility determination
(OAHP use only)

Date _____ Initials _____

- Determined Eligible- NR
- Determined Not Eligible- NR
- Determined Eligible- SR
- Determined Not Eligible- SR
- Need Data
- Contributes to eligible NR District
- Noncontributing to eligible NR District

I. IDENTIFICATION

1. Resource number: 5LR.14283
2. Temporary resource number:
3. County: Larimer
4. City: Fort Collins
5. Historic building name: Ghent Motor Company
6. Current building name: 2Mazda of Fort Collins
7. Building address: 2601 S. College Avenue, Fort Collins, CO
8. Owner name and address: Dracol LLC, 5994 S. Holy St., No. 185, Greenwood Village, CO 80111-4221

II. GEOGRAPHIC INFORMATION

9. P.M. 6 Township 7N Range 69W
NE ¼ of NE ¼ of NE ¼ of NE ¼ of section 26
10. UTM reference
Zone 13 ; 493402_mE 4489028_mN
11. USGS quad name: Fort Collins
Year: 2022 Map scale: 7.5' x 15' _____ Attach photo copy of appropriate map section.
12. Lot(s): 1 Block: _____
Addition: Ghent Annexation _____ Year of Addition: 1966
13. Boundary Description and Justification: LOT 1, GHENT, FTC; LESS 96030371; LESS POR TO CITY PER 20150057258.

From previous survey, not currently found: "From the Larimer County Assessor's Office is the following legal land description for Larimer County Parcel No. 9726114001. The commercial building is on the southwest corner of the intersection of South College Avenue and West Drake Road. The property's northern boundary is West Drake, the eastern boundary is South College Avenue, the western boundary is McClelland Drive and the southern boundary is West Thunderbird Drive. Annexed to the city of Fort Collins as the Ghent Annexation in 1966, the boundary description dates from the mid-1960s.

Temporary Resource Number:

III. Architectural Description

14. Building plan (footprint, shape): Irregular Plan. Three structures were originally found on site. Two are now connected: A) main showroom with an "L" shaped footprint, now connected to the garage area to the west of the showroom with a long rectangle footprint; B) a small garage to the north with rectangular footprint.
15. Dimensions in feet: A: Length 360' x Width 110' B: 59' x Width 29'
16. Number of stories: A: Single B: Single
17. Primary external wall material(s): A: CMU, Stone Veneer, Wood Shingles, Glass B: CMU, Stone Veneer, Glass
18. Roof configuration: A: Gable and Flat Roof B: Gable
19. Primary external roof material: A: Metal and Asphalt/Bitumen B: Metal
20. Special features: Roof with large overhang, exposed glulam rafters, single-glazed, aluminum-framed windows
21. General architectural description: The building is constructed during the mid-century and includes some elements that were popular during the period, but is not an excellent example of the mid-century modern typology. The showroom portion of the building is slightly askew of the compass directions. Project North, South, East, and West will be used for simplicity. The Showroom portion of Building A is an "L" shape, with the long portion of the "L" running East-West, while the short portion of the "L" is set back to the SW. The service bays are located to the west of the showroom, and are built true to the compass directions. Building B, a small garage, is built askew and parallel with the showroom.

Building A - Showroom and Service Bays Building

East elevation

The East elevation is the facade of the building and is the primary elevation. All portions of Building A appear to have a concrete slab-on-grade foundation. The original building has a showroom on the north side, with a new, red standing seam metal gable roof. There are large, exposed glulam rafters over 12 large single glazed, aluminum framed windows, positioned between the seven steel columns and one horizontal steel beam. The windows span the full height and width of this portion of the elevation. The upper six windows appear to have been removed and replaced by particle board or similar, presumably when a suspended drop ceiling was added to the interior. A large extension of the gable roof has been added at a later date (possibly the same year). The original exposed rafters have metal straps attaching the new rafters to extend the gable approximately 20 feet to steel support columns located to the east of the main facade. The material in the eave of the large overhang appears to match other eaves on the showroom portion of the building. Two signs are hung on the steel supports at the east, facing the street. One sign says "Mazda" and the other says "2 Mazda". Site lighting is attached to the roof, and bird netting is stretched along the horizontal beam to the roof. Red metal downspouts are located at the NE corner, the SE corner, and at the connection of the two volumes.

The south portion of the elevation contains the original office space, set back from the north portion of the showroom. The exterior is concrete masonry units (CMU) covered with original stone veneer on the lower portion of the elevation, and original shingle siding in the gable portion, with two large vents flanking the apex of

Temporary Resource Number:

the gable. A “garden” of river rock stretches the length of this portion of the building. All original junipers are missing. To the south of the showroom/office is a raised concrete loading dock with surrounding chain link fence.

North elevation

The North elevation is the secondary elevation, as it is street facing. The showroom portion of the building is approximately one quarter of the North elevation, while the service area is approximately three quarters of the elevation. This elevation of the showroom has nine large single-glazed, aluminum-framed glass windows that span the space between steel columns and the steel horizontal beam, with the tenth bay containing an aluminum door, and a smaller side window that is hinged. When both are open, there is space to allow cars into the showroom. To the west of the door, the wall changes material to CMU with the original stone veneer, punctuated in the center by four floor-to-ceiling window bays with eight single-glazed, aluminum-framed windows. A small “garden” of river rock stretches the length of the CMU portion of the elevation. All the original junipers are missing. Site lighting is located under the eaves along the length of the showroom. Three red metal downspouts are located at the NE corner, to the west of the door, and at the NW corner of the showroom.

The service area entrance is located to the west of the show room. It has a flat roof, and appears to be a mix of steel, aluminum and glass, with a door that forms the outer entrance to an airlock entry. A concrete sidewalk leads to the door, with a bench centrally located along the wall of the showroom. A concrete pad stretches to the west in a semi-circle from the sidewalk to the wall of the service department. To the west of the entrance is the main volume of the service department, built of CMU covered with a concrete render, under a flat roof with small eaves supported by small brackets. Directly adjacent to the entrance is an area that appears to be infill of an original opening, with three windows that do not appear to match the other windows in the building. Above the windows is the “Service Parts” sign. To the west are eight bays, all with new garage doors. An “Express Lube Plus” sign is above the last two bays. To the west, the volume increases in height by approximately three feet. This portion of the building has a flat roof, three bays with one original garage door and two new doors. The “Ken Graff” sign is above the two west bays. In the area that would appear to be the fourth bay, a door and window create the entrance to the “collision center”, with a sign reading “Body and Paint” located above the door. To the west of the “Body and Paint” volume, the roof drops back down to match the section to the east. This portion has four bays with one original garage door. The “Collision Center” sign is over the east bays. The final volume to west is a small storage shed that may have been added later than the date of construction. The entire service area shows cracks throughout the elevation indicating issues with settlement, wear and tear, and possible issues with deflection. Site lighting is located along entire elevation, both at the roof and under the eaves.

West elevation

The West elevation of the service area is located to the south of center of the West elevation of the showroom. The north portion the West elevation is the west wall of the showroom, built of exposed CMU with a gable roof, deep overhang, and exposed glulam rafters. There is a vent to the south of the center point of the gable, site lighting is mounted to the wall, and the red key drop box is mounted on the wall near the door to the service department. A bench is located slightly north of center. The service center entrance has a glass wall on the west

Temporary Resource Number:

side. The west elevation of the service center is exposed CMU, with two CMU storage sheds, both with shed roofs. Between the two sheds are the gas meter and a service pipe. The south portion of the West elevation extends beyond the service department, and is made of exposed CMU with an eave, rafters and gable that match the north portion. Two vents are located in the wall, and there is a small wall-mounted sconce. A loading dock extends to the south of the showroom with a chain link fence. Bird netting runs along west gable and the service entrance roof.

South elevation

The South elevation of the Service area mirrors the North elevation, with the same number of bays, and roof changes at the same locations, but without signage (Please see the description of the "North Elevation" above). The south wall of the service entrance has a glass and aluminum door, and six single-glazed, aluminum-framed windows that reach from floor to ceiling. A small window is located above the door. A concrete pad and picnic table are located outside the door.

The South elevation of the showroom is exposed CMU with eaves that match the North elevation. Near the Service entrance is a small, three-sided bay window, with an operable single-hung central window. All windows appear to be single-glazed, aluminum-framed. Beneath the windows are wood shingles. A small light fixture is located above the windows. The roof line above and to the SW corner of the showroom roof is damaged, possibly from a large truck or semi-trailer running into it. An electrical meter is mounted on the wall near the bay window, along with an empty metal box that might have housed an outlet or similar. A sidewalk extends from a concrete pad to just to the east of the bay window. Two dumpsters are located between the bay window and the loading dock. To the west of the loading dock is a small set of concrete stairs with a metal pipe rail that leads to a steel metal door. The loading dock leads to a steel roll up door, which is surrounded by a chain link fence with barbed wire at the top. A large flood light is located over the steel door. A red drain pipe is located at the SE corner of this portion of the showroom office. The east portion of show room steps back to the north, and mirrors the North elevation configuration, but with four bays of seven windows between steel columns. There is a door and hinged glass that open to allow cars into the showroom, similar to the door on the North elevation, where the eighth window would be located. There are red metal downspouts at the junction of the glass wall and the East elevation, and another at the SE corner of the showroom.

Building B - Small Garage

East elevation

The East elevation is the primary elevation. It has a gable roof that is shorter on the south side than the north, giving it an asymmetrical appearance. There is a large overhang with exposed glulam rafters and a red standing seam metal roof, items that match the showroom. The south portion of the elevation is CMU with stone veneer, and the north portion has three bays of windows between three steel columns, with five single-glazed, aluminum-framed windows, and one bay with a door and a window to the north side. The whole garage appears to be on a concrete slab on grade. There is a small river rock "garden" missing all plantings along the stone veneer portion of the elevation. A red metal downspout is located at the NE corner. The foundation has problems, and the fascia boards are deteriorating. The asphalt outside the front door is deteriorating due to drainage issues. Concrete stairs are located to the north of the front door, but are cracked and deteriorating.

Temporary Resource Number:

North elevation

The east portion of North elevation is six large single-glaze, aluminum frame windows, with a steel column in the center. To the west is CMU with stone veneer. A river rock "garden" with bushes runs the length of the elevation. Site lighting is located under the eaves for the length of the elevation. Red metal downspouts are located at the NE and NW corners. A speaker is located at upper NW corner.

West elevation

The West elevation is made of CMU with two garage doors centered on the wall. Both appear to match the new garage doors found at the service center. There is a pipe at the SW corner that appears to be for electrical conduit or similar. A red metal downspout is at the SW corner.

South elevation

The South elevation varies at grade, with the west end lower than at the east, with an approximate difference of 16" from corner to corner. The elevation is all exposed CMU. A steel door is located at the west end. A river rock "garden" runs along the elevation from the steel door to the SE corner where it runs into the garden on the east elevation. Just to the east of center is a condenser with two concrete posts. Above it is a vent and pipes with what appears to be electrical conduit leading to an orange box. A red metal downspout is located at the SE corner. Lights are located under the eaves.

22. Architectural style/building type: Mid-century - style of the period of construction
23. Landscaping or special setting features: Landscaping within the property includes "gardens" of river rock and junipers, located in front of the East elevation of the main showroom, with a concrete brick retaining wall, flanking the central concrete stairs with metal pipe rail, a mature ash tree to the south of the stairs, and a flagpole to the north. Additional "gardens" are located to the north of Building B, with unidentified shrubs. Small concrete stairs with metal pipe rail are located to the NE of Building B, flanked by river rock "gardens". Landscape plans from 1992 show additional "gardens" that no longer exist, or are missing the original junipers. Throughout the site there are large poles with flood lights. There is a bench in front of the East elevation overhang.
24. Associated buildings, features, or objects: small stone stairs with "WADRAGE" carved into the bottom stair - reportedly steps for the stagecoach, but unverified.

IV. ARCHITECTURAL HISTORY

25. Date of Construction: Estimate: _____ Actual: 1966
Source of information: City of Fort Collins documents, Larimer County Assessors records
26. Architect: Moore, Combs, and Burch
Source of information: City of Fort Collins documents
27. Builder/Contractor: Reid Burton Construction

Temporary Resource Number:

Source of information: from previous survey ““New Ghent Motors Garage Set for August Opening.” *Coloradoan*, February 27, 1966.”

28. Original owner: Frank Ghent

Source of information: City of Fort Collins documents, Larimer County Assessors records

29. Construction history (include description and dates of major additions, alterations, or demolitions): Construction of the showroom, service area, and secondary garage was completed in September, 1966; A large overhang on the east elevation was added, perhaps in October, 1966 (unverified); the connection between the showroom and the service area was enclosed (unknown date); a car wash was added (1976); and gas station added (unknown date). Both the car wash and gas station were removed (unknown date). Various site features changed over time, such as the addition of a chain link fence at the west end of the property, and various small garden areas lost plant materials.

30. Original location X Moved Date of move(s):

V. HISTORICAL ASSOCIATIONS

31. Original use(s): Ford Car Dealership, including showroom, service department, and small garage.

32. Intermediate use(s): Car Dealership - various car types

33. Current use(s): Mazda Car Dealership

34. Site type(s): Commerce - Car Dealership

35. Historical background:

Previous to becoming the Ghent Car Dealership, the SW corner of Drake Road and South Collage Ave was a farm owned by W.A. Drake. The Drake family had a long history of both farming and politics in Larimer County, but nothing particularly significant at the crossroads of Drake Rd. and S. College Ave. This area was annexed into the City of Fort Collins in 1964, and Frank Ghent purchased four acres to move the Ford Cars Dealership from its location of 52 years at 205 North College. Final construction was completed with a grand opening in the fall of 1966. Frank’s sons, Dwight and Eldon Ghent, show ownership in the dealership in 1946 and 1955, to became co-owners with their father of the Ghent dealership. In 2012 Dracol LLC purchased the property, and is the current owner.

Frank Ghent was born in 1894 in Lancaster, South Carolina. He was married to Vera Nunnemaker in 1919, in Boulder, Colorado after his release from the US Navy. The couple moved to Fort Collins in 1922, and Frank Ghent purchased a Ford dealership in 1940, with Leo Chol as a partner. The dealership was located at 205 North College Ave., where Frank continued sales with several different partners until his sons took over the business. Frank participated in various community activities with his church, the rotary club, the gun club, the City Water Board, and the Highway 287 association. Frank Ghent died in 1985, followed by his wife in 1990. Eldon Ghent died in 2013, and Dwight Ghent followed in 2020.

Transportation via car changed urban planning in the US, steering away from trollies, trains and the horse and buggy. Post WWII development allowed for the development of suburbia, with individual families often owning one or more cars. Security and affluence in post-war America were often symbolized by the home and the car, two of the most

Temporary Resource Number:

costly investments for a family. Movement across America shifted to family vacations from the car, trekking across the newly developed interstate motorways. Car dealerships, often directly associated with the manufacturing plants in Detroit, were typically highly visible places of commerce in the community that represented a multifaceted, highly successful, nationally based retail entity. While dealerships do not have a recognized architectural typology, they were often regulated by the industry, requiring showrooms to have specific standards, which continues to this day. The regulated styles were developed to entice commerce, and increase sales, while service departments were developed to address maintenance issues and mitigate complaints. The Ghent dealership was designed with "the help of Ford Motor Company and the best of the features of the many buildings visited, the new showroom, offices and service facilities were planned".¹ The Ghent Motor Dealership is an example of a common dealership found across the US of the period, with significant influence by the motor industry on the style and design, as is typical for all auto dealerships, currently and of the period of the 1966 Ghent dealership.

36. Sources of information:

1. Unknown. "New, Ultra-modern Ghent Motor Company Building Represents an Optimistic Investment in the Future Fort Collins." *The Fort Collins Coloradoan*, (1966): 29. Accessed March 16, 2024. <https://coloradoan.newspapers.com/image/588639157>.
2. Unknown. "Announcing Frank Ghent and Leo Chol." *Fort Collins The Coloradoan*, no. September 4 (1934): 10. Accessed March 16, 2024. <http://coloradoan.newspapers.com/images/588388593>.
3. Unknown. "Council OKs Annexation Water Rule." *Fort Collins The Coloradoan*, no. November 26 (1964): 10. Accessed March 16, 2024. <http://coloradoan.newspapers.com/images/588388593>.
4. Vera Edith Ghent. 1990. Jpeg. <https://lcsco.org/Obits/Ghenve90.jpg>, December 6, 1990.
5. Ewing, Betsy. "Making Bricks at the Fort Collins Brick Factory." *Fort Collins History Connection*, no. July 10 (1997). Accessed March 4, 2024. <https://fchc.contentdm.oclc.org/digital/search/advan>.
6. Copeland, Robert. "Kay Horn Ghent." Find a Grave. Find a Grave, February 28, 2014. <https://www.findagrave.com/memorial/124805182/kay-ghent>.
7. Copeland, Robert. "Eldon Frank Ghent." Find a Grave. Find a Grave, February 8, 2013. https://www.findagrave.com/memorial/124805050/eldon_frank_ghent.
8. "Dwight Ghent." *EDSEL Quarterly - Fort Collins, CO* January 23, (2020). Accessed March 14, 2024.
9. "Dwight L. Ghent." *The Fort Collins Coloradoan* (Fort Collins), January 20, 2020. <https://www.coloradoan.com/obituaries/fcc030562>.
10. By SPECIAL TO THE DENVER POST. "Greeley Dealer Bob Ghent Earns Prestigious Nomination." *The Denver Post* (Denver), October 25, 2013. <https://www.denverpost.com/2013/10/25/greeley-dealer-bob-ghent-earns-prestigious-nomination/>.
11. Kline, Richard. 2019. *The Evolution of Local Dealerships: The Backbone of the U.S. Automobile Industry*. On-line: MSL Academic Endeavors. <https://doi.org/ISBN-13:978-1-936323-73-9>.

VI. SIGNIFICANCE

37. Local landmark designation: Yes _____ No X Date of designation: _____

¹ Unknown. "New, Ultra-modern Ghent Motor Company Building Represents an Optimistic Investment in the Future Fort Collins." *The Fort Collins Coloradoan*, (1966): 29. Accessed March 16, 2024. <https://coloradoan.newspapers.com/image/588639157>.

Designating authority:

38. Applicable National or Local Register Criteria:

- A. Associated with events that have made a significant contribution to the broad pattern of our history;
- B. Associated with the lives of persons significant in our past;
- C. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or
- D. Has yielded, or may be likely to yield, information important in history or prehistory.
- Qualifies under Criteria Considerations A through G (see Manual)
- Does not meet any of the above National or Local Register criteria

39. Area(s) of significance: N/A

40. Period of significance: 1966

41. Level of significance: National ___ State ___ Local _____ N/A

42. Statement of significance:

5LR.14283 the Ghent Dealership is not significant at the National, State or Local levels. While the period of construction is over 50 years of age, it does not meet any of the criteria needed for designation.

Criteria A, Events that have made a contribution to the broad pattern of history:

The development of Fort Collins expanded after WWII, and the car was the main source of transportation considered in urban planning and development; however, it is extremely rare for a car dealership to individually contribute significantly to urban development. For this reason, car dealerships across the US are rarely designated at any level. Those dealerships that are designated are typically directly related to the major car companies in Detroit. Criteria A does not apply.

Criteria B. Associated with the lives of persons significant in our past:

While research of the Ghent family shows a loving family with many relatives in car sales, the Ghents related to 5LR.14283 did not show any specific contributions to the Fort Collins community that warrants landmarking this site. Frank, Dwight and Eldon Ghent did well with their dealerships, but the best years in sales were not associated with this location. The locations that were associated with their best years in sales were not deemed to be eligible for designation due to individuals of importance associated with them, therefore importance cannot be indicated for this site. While the Ghents might be associated with the business community, particularly Dwight who participated in many clubs, it was not enough to warrant the significance that landmarking requires, and it was not related to the car dealership or the site. Fort Collins has members of the community that qualify for Criteria B; however, the Ghents who are associated with 5LR.14283, Frank, Dwight, and Eldon, are not among the ranks of those who qualify. Criteria B does not apply.

Temporary Resource Number:

Criteria C. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction:

The architectural style of the 5LR.14283, constructed in 1966, can be called mid-century, as can nearly all buildings constructed during the 1960s. The Ghent dealership shows elements that are of the style of the period, such as a single story, gable roof with exposed rafters, and large areas of glass seen on Building A, the showroom's exterior walls, and echoed at the smaller garage. However, this does not represent the work of a master, nor high artistic value, nor a distinguishable entity. While there are specific elements that represent the style of the period, the design and details are very common, and is in no way remarkable for the period. On a scale of 1-10 for mid-century design value, 10 being the highest, this example is 1-1.5. Research on Moore, Combs, and Burch, the architectural firm that designed the original buildings on the property, shows no buildings listed on the state or local registers designed by the firm. The architects are not listed individually, or as a firm, as important architects of the mid-century period or otherwise, in the History Colorado archives. Criteria C does not apply.

Criteria D. Has yielded, or may be likely to yield, information important in history or prehistory:

This category is typically used for archeological sites, and does not apply to 5LR.14283. Any aspect related to this category would not be related to the dealership. Criteria D does not apply.

43. Assessment of historic physical integrity related to significance:

Multiple elements of the site and structure have changed over time. These include the changes in the roof materials; an extension of the roof overhang on the east elevation; the loss of the upper windows on the east elevation; the enclosure of the connection between the showroom and service area; a change in the door at the body shop at west end of the service area; the replacement of the majority of garage doors; the loss of landscaping; the addition of fencing; and the loss of the car wash and gas station. Many elements show significant deterioration, indicating the end-of-life cycle, as the original materials were inexpensive and made to be replaced often. Site issues include deterioration of drainage and surfaces requiring the removal of asphalt for regrading, and repair of foundations. The site and original materials can no longer be used as a car dealership, as modern dealerships require remodeling that would change all aspects to be current and contemporary. That the site cannot be used as a car dealership in its current form is a further loss of integrity.

VII. NATIONAL AND LOCAL REGISTER ELIGIBILITY ASSESSMENT

44. National Register eligibility field assessment:

Eligible ___ Not Eligible X Need Data ___

Local Fort Collins eligibility field assessment:

Eligible ___ Not Eligible X Need Data ___

45. Is there National or Local Register district potential? Yes ___ No X

Temporary Resource Number:

Discuss: Although there are several blocks with additional car dealerships, all have kept up to date with dealership requirements for modifications, thus losing any correlation to the mid-century period of significance. All other existing buildings from the period of significance are widely dispersed, do not have the concentration needed for a historic district, and are not related to the car industry. The area has lost significant integrity for the mid-century period and does not qualify for a national or local historic district.

- 46. If there is National Register district potential, is this building: Contributing ___ Noncontributing _____
 If the building is in existing National Register district, is it: Contributing ___ Noncontributing _____

VIII. RECORDING INFORMATION

- 47. Photograph numbers: see appendix, images 1-111
 Negatives filed at: City of Fort Collins
- 48. Report title: 2601 S College Ave, Fort Collins, CO
- 49. Date(s): April 2024
- 50. Recorder(s): Natalie Feinberg Lopez
- 51. Organization: Built Environment Evolution
- 52. Address: PO Box 9464, Aspen, CO 81612
- 53. Phone number(s): 303-562-5872

NOTE: Please include a sketch map, a photocopy of the USGS quad map indicating resource location, and photographs.

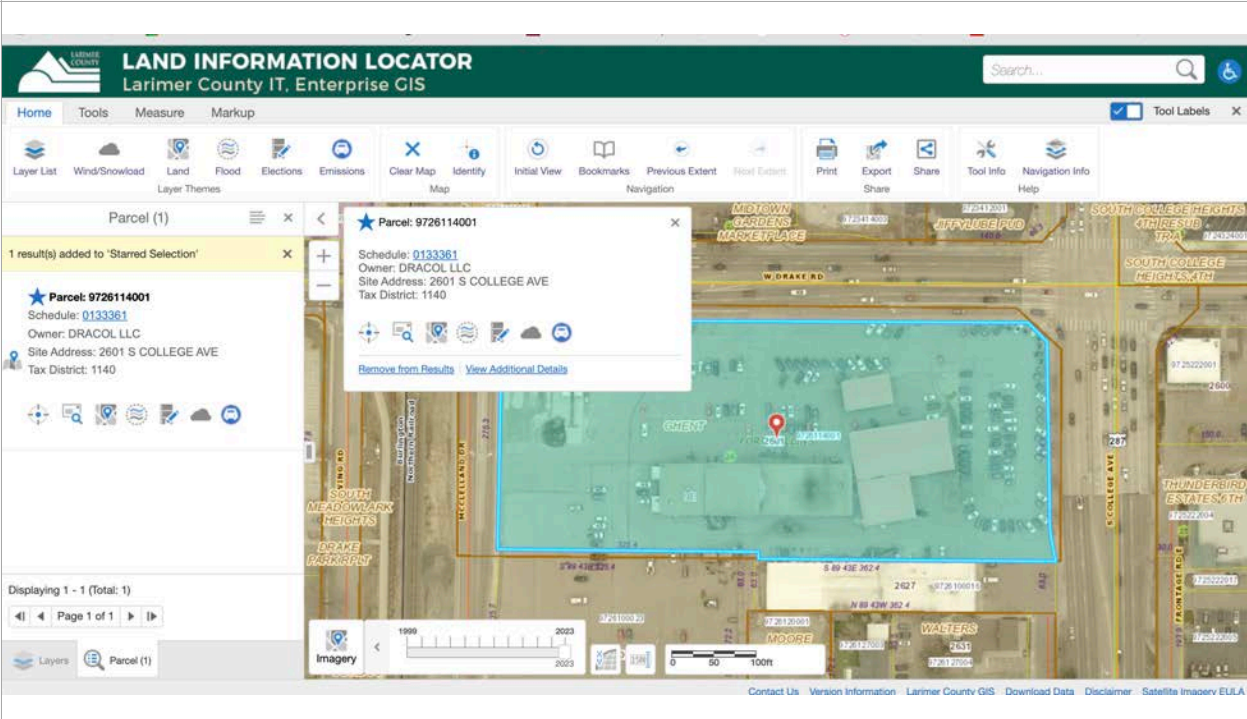
History Colorado - Office of Archaeology & Historic Preservation
1200 Broadway, Denver, CO 80203 (303) 866-3395

APPENDIX
for
2601 South College Ave
Fort Collins, CO



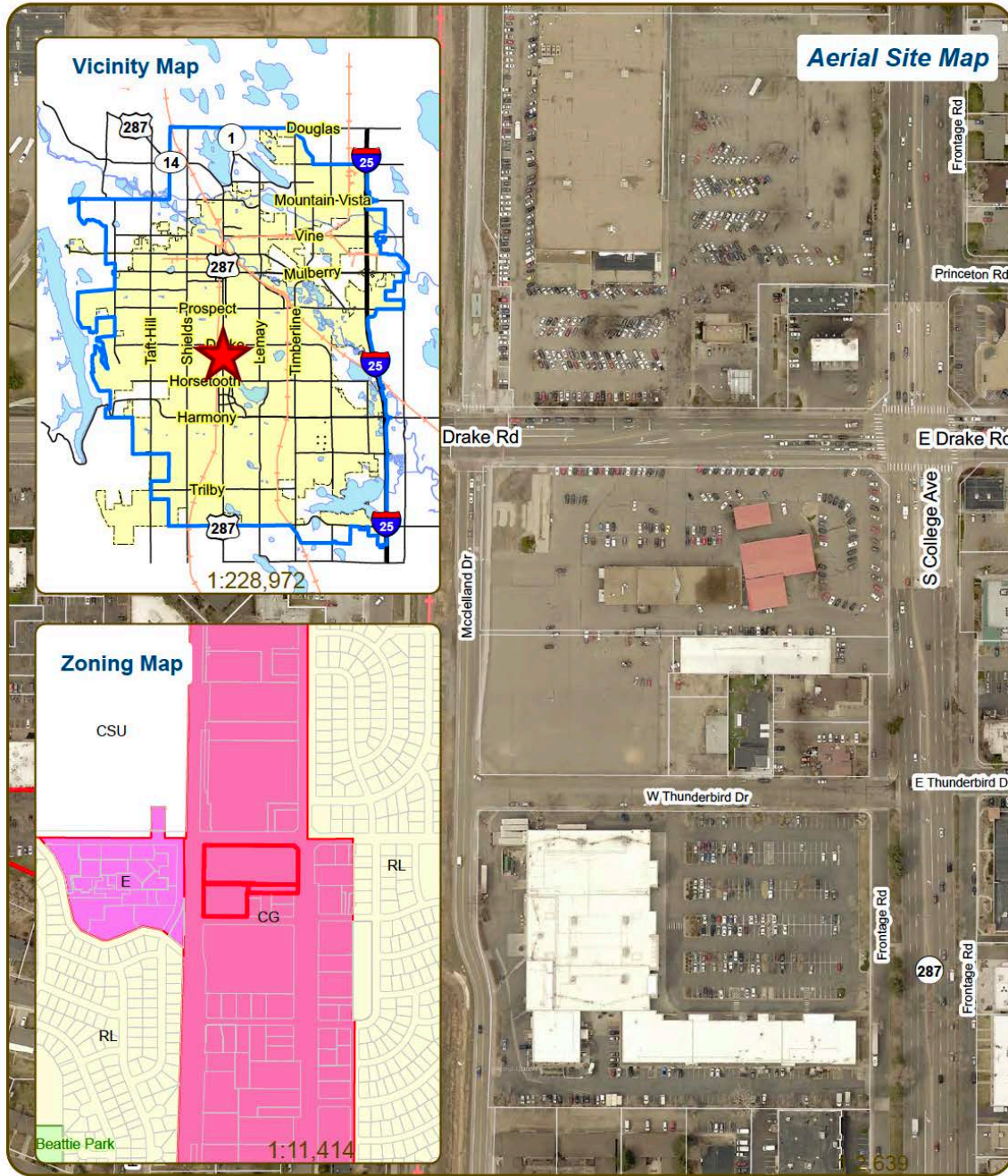
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1. Map of 2601 South College Ave, Fort Collins, CO. Image courtesy of the Larimer County Assessor, 2024

Multi-family and Commercial at 2601 S College Residential and Commercial Development



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2. Map of 2601 South College Ave, Fort Collins, CO. Image courtesy of the City of Fort Collins, 2024

DOCUMENTATION

BUILDING A

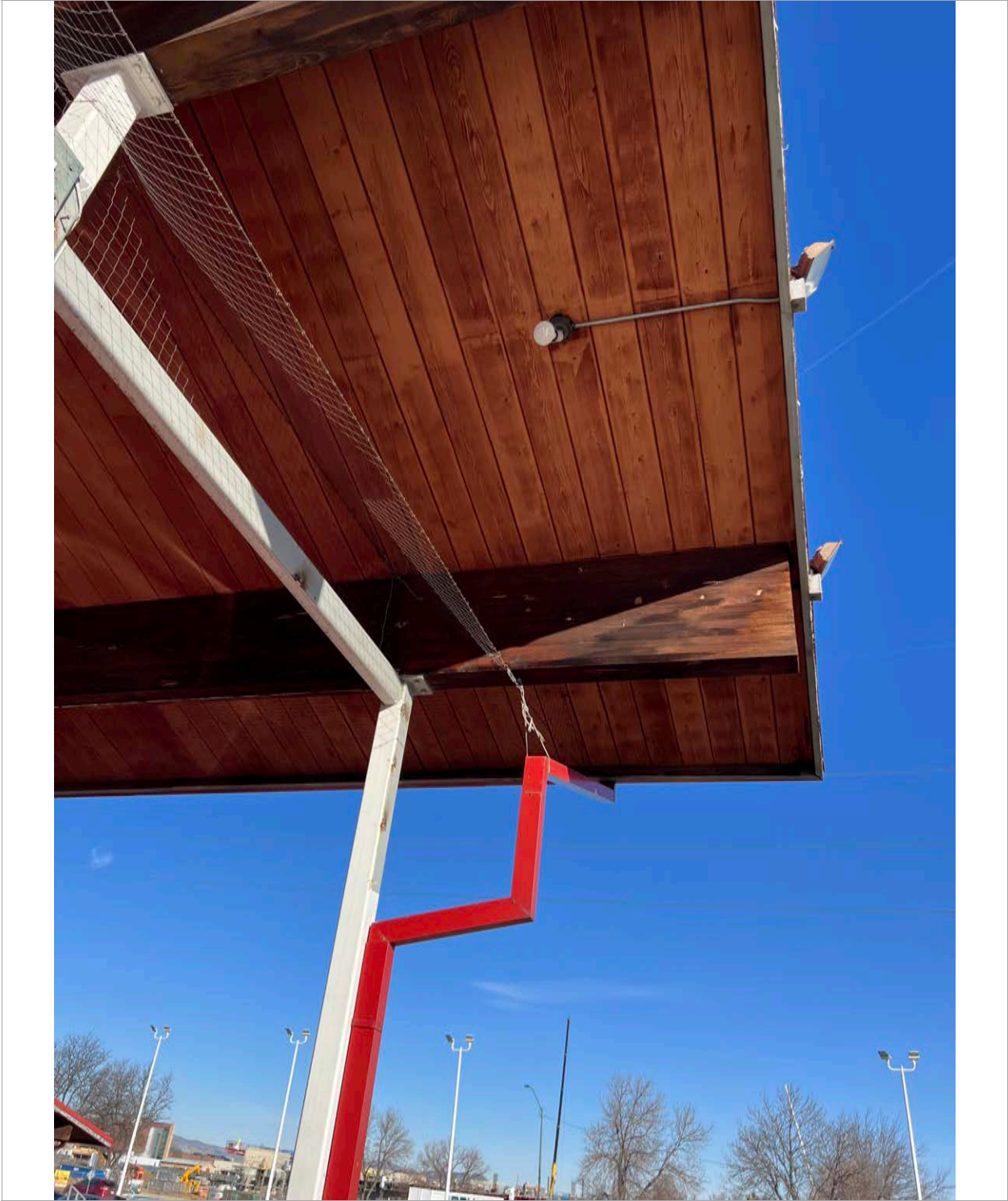
EAST



3. East Elevation - Total elevation. Image courtesy of BEE. 2024



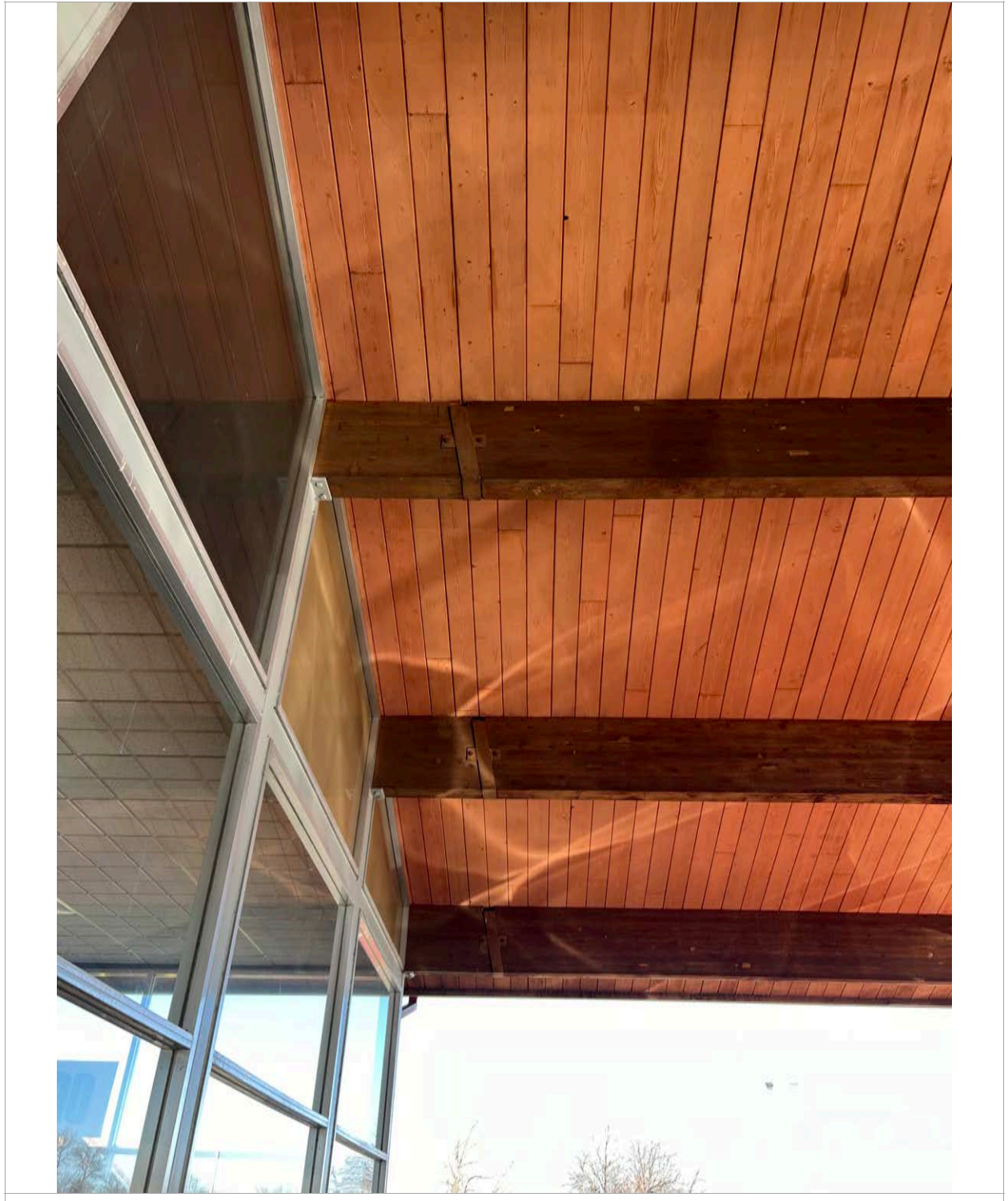
4. East Elevation - North end. Image courtesy of BEE. 2024



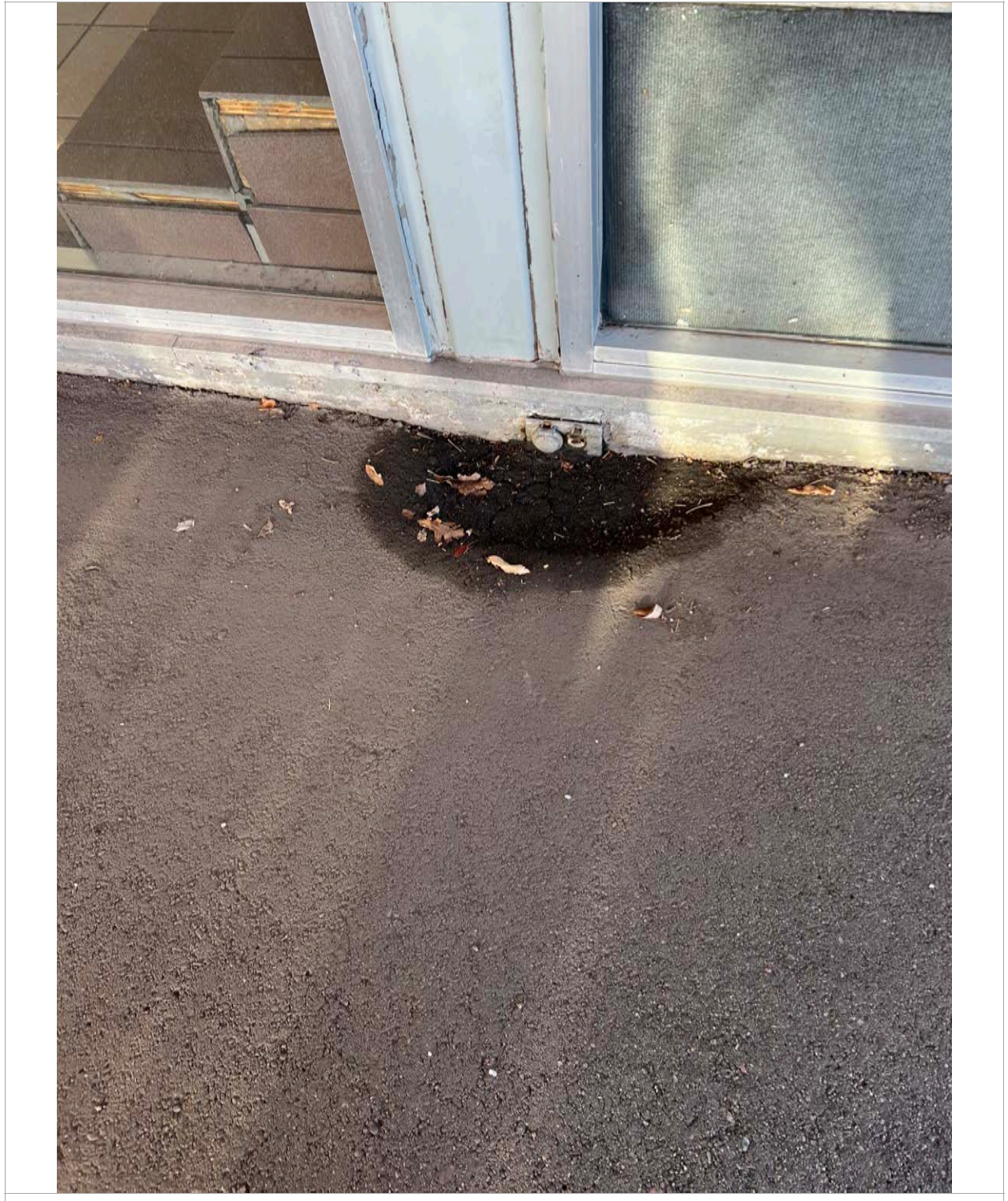
5. East Elevation - NE corner, underside of eaves, exposed rafter, steel structure, gutter. Image courtesy of BEE. 2024



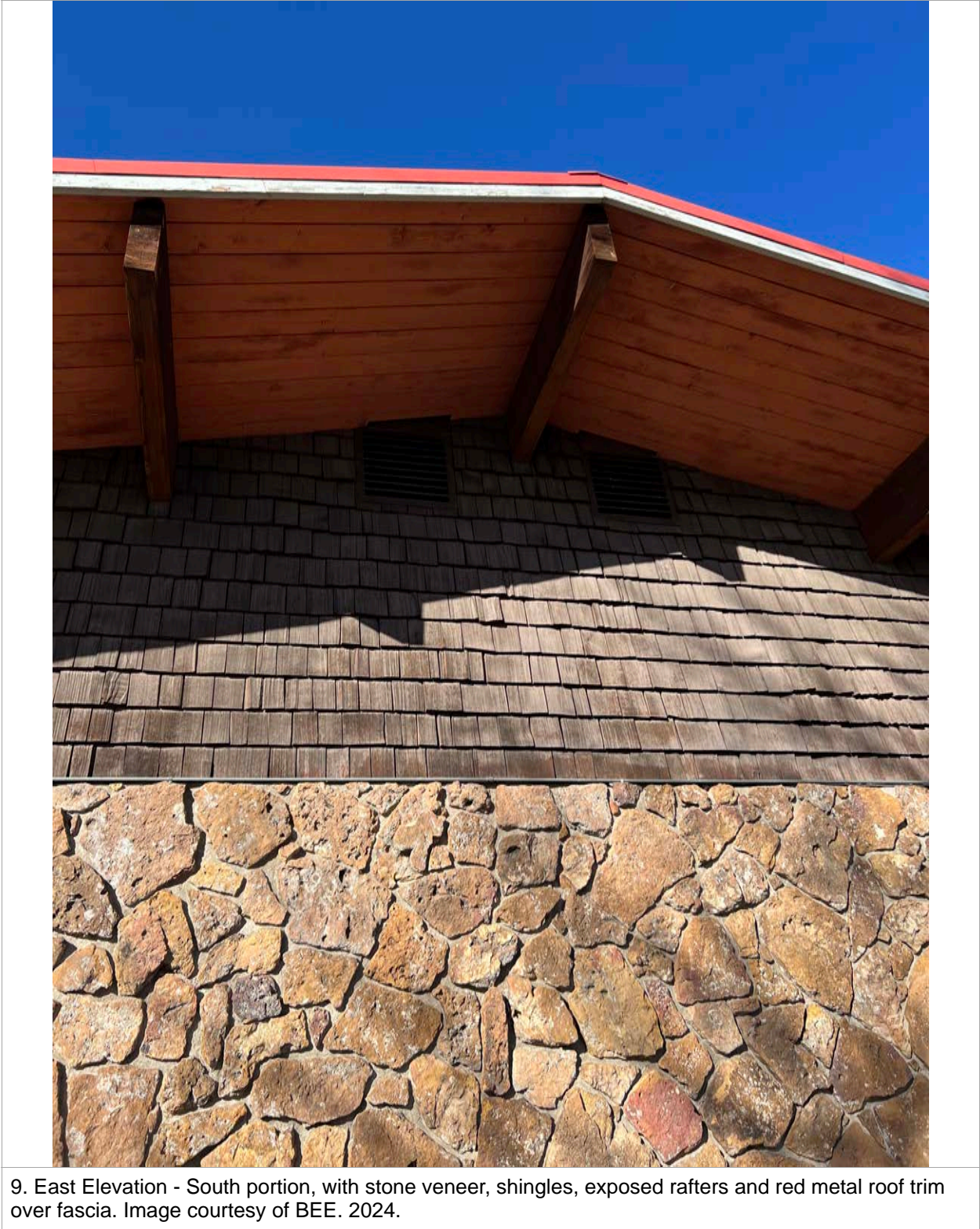
6. East Elevation - windows showing change in materials from installations of suspended drop ceiling on the interior. The original glass is missing, and the new material constitutes an intrusion. Image courtesy of BEE. 2024.



7. East Elevation - metal straps connecting exposed beams from original structure and extension of eaves. Image courtesy of BEE. 2024.



8. East Elevation - signs of drainage issues at the base of one of the steel columns. Image courtesy of BEE. 2024.



9. East Elevation - South portion, with stone veneer, shingles, exposed rafters and red metal roof trim over fascia. Image courtesy of BEE. 2024.



10. East Elevation - Image of connection of aluminum frame, single glaze window with stone veneer. Image courtesy of BEE. 2024.

NORTH



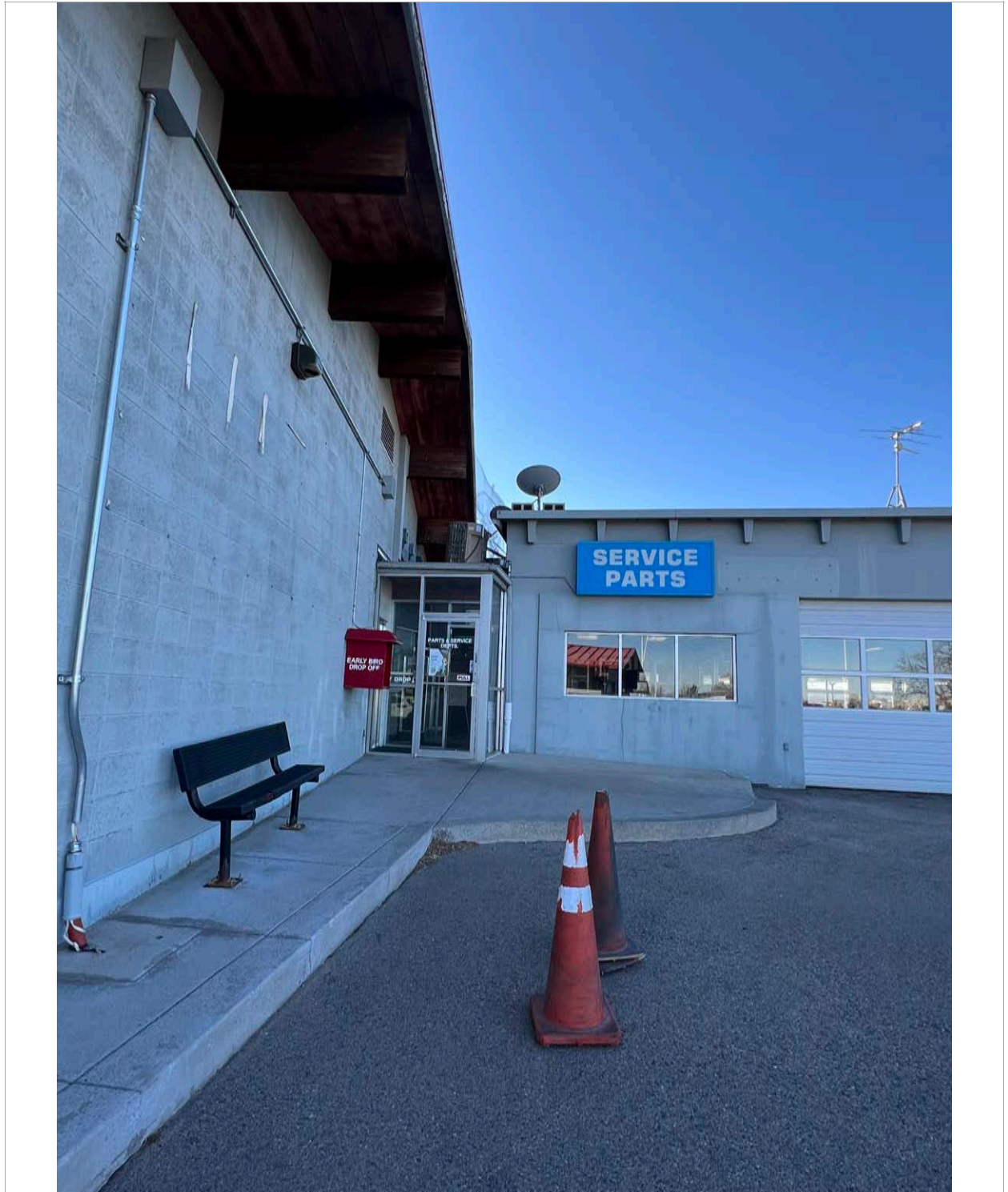
11. North Elevation - NE Corner of showroom. Image courtesy of BEE. 2024.



12. North Elevation - of showroom. Note door with hinged window to allow cars into the showroom, located in the middle of the photo frame. Image courtesy of BEE. 2024.



13. North Elevation - to NW Corner of showroom. Image courtesy of BEE. 2024.



14. North Elevation - airlock entry of the service center, the customer service office, and the first of the bay doors. Image courtesy of BEE. 2024.



15. North Elevation - Service center, bays 1-2. Image courtesy of BEE. 2024.



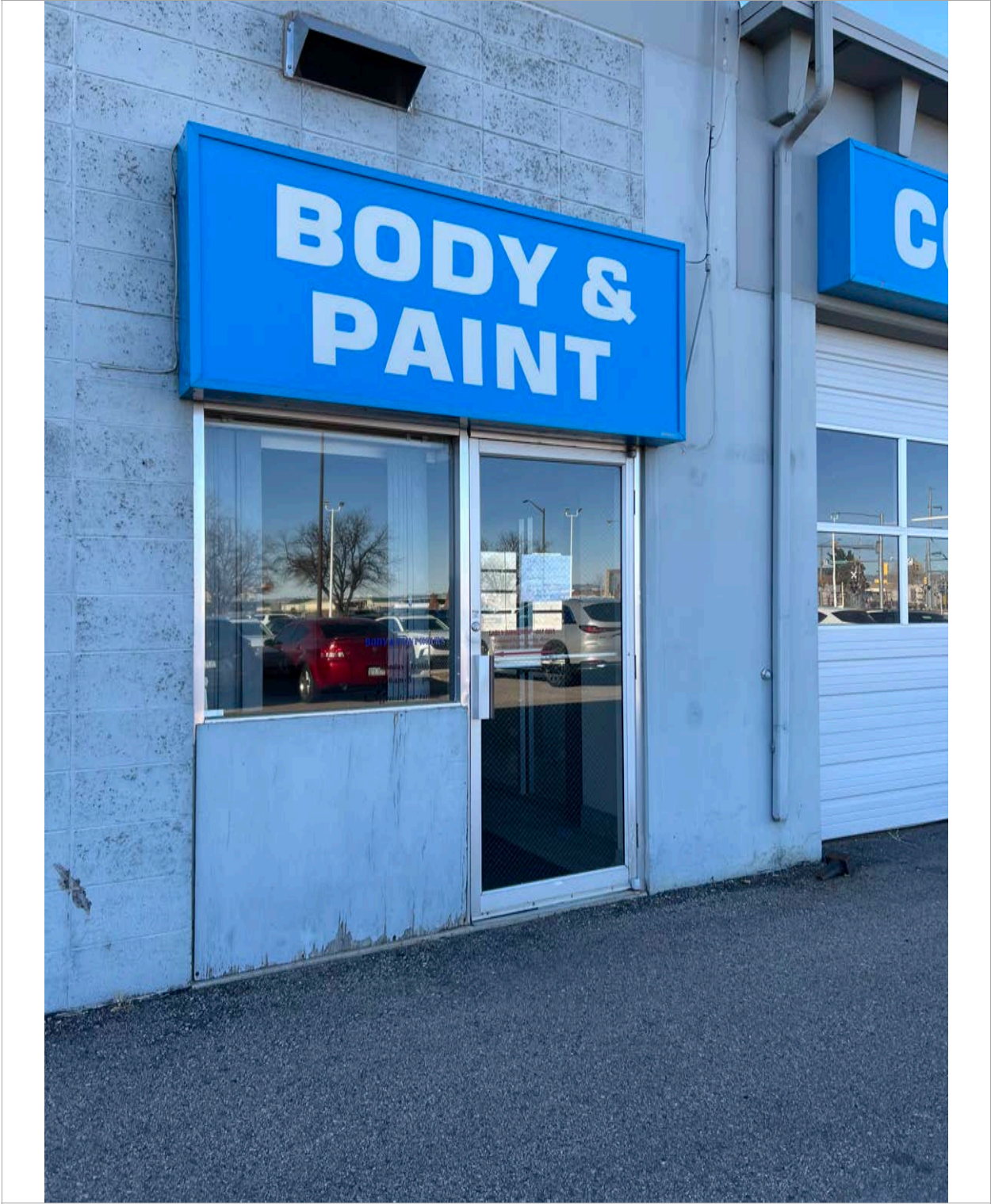
16. North Elevation - Service center, bays 3-6. Image courtesy of BEE. 2024.



17. North Elevation - Service center, bays 5-8. Image courtesy of BEE. 2024.



18. North Elevation - Service center, bays 9-11. Note the garage doors on bays 9 and 13 are original, all others have been replaced. Image courtesy of BEE. 2024.



19. North Elevation - Service center, door of the Body & Paint center. Image courtesy of BEE. 2024.



20. North Elevation - Service center, bays 12 and 13. Note the door on bay 13 is original. Image courtesy of BEE. 2024.



21. North Elevation - Shed addition at the back of the service center.. Image courtesy of BEE. 2024.



22. North Elevation - Service center, column between bays 2-3. Note the numerous cracks, typical of the columns on both the North and South elevations. Image courtesy of BEE. 2024.

WEST



23. West Elevation - Back wall of the Showroom. Image courtesy of BEE. 2024.



24. West Elevation - NW corner of the Showroom. Image courtesy of BEE. 2024.



25. West Elevation - Back wall of the Service Center. Image courtesy of BEE. 2024.



26. West Elevation - Back wall of the Showroom, south portion of elevation. Image courtesy of BEE. 2024.



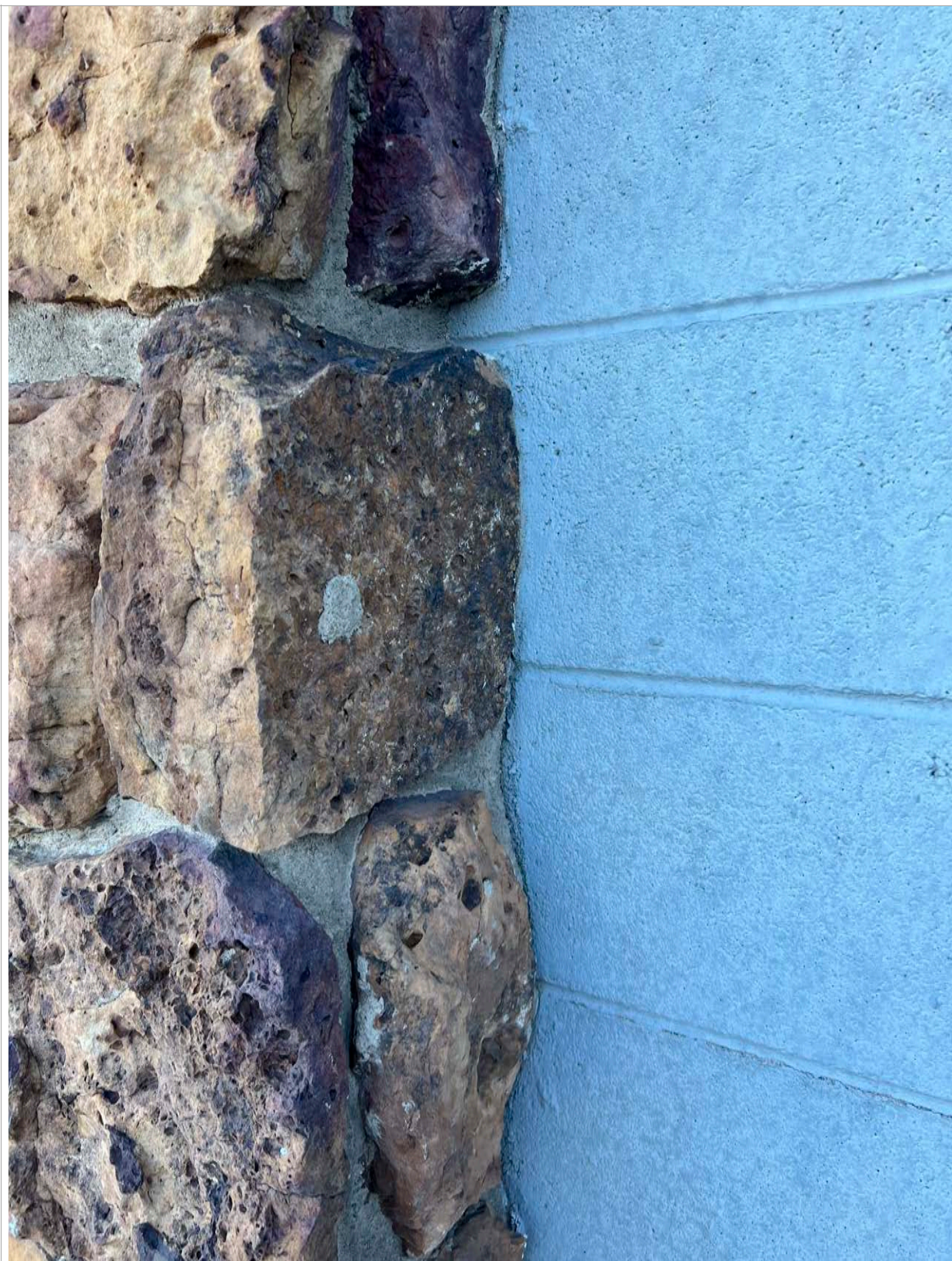
27. West Elevation - Back wall of the Showroom. Note netting at the eaves. Image courtesy of BEE. 2024.



28. West Elevation - Back wall of the Showroom, south portion, detail. Image courtesy of BEE. 2024.



29. West Elevation - Detail at west, between storage sheds with gas meter. Image courtesy of BEE. 2024.



30. West elevation - Detail of stone veneer over CMU. Image courtesy of BEE. 2024.



31. West elevation - Detail of key drop. Image courtesy of BEE. 2024.

SOUTH



32. South Elevation - Service center, bays 7-15. Image courtesy of BEE. 2024.



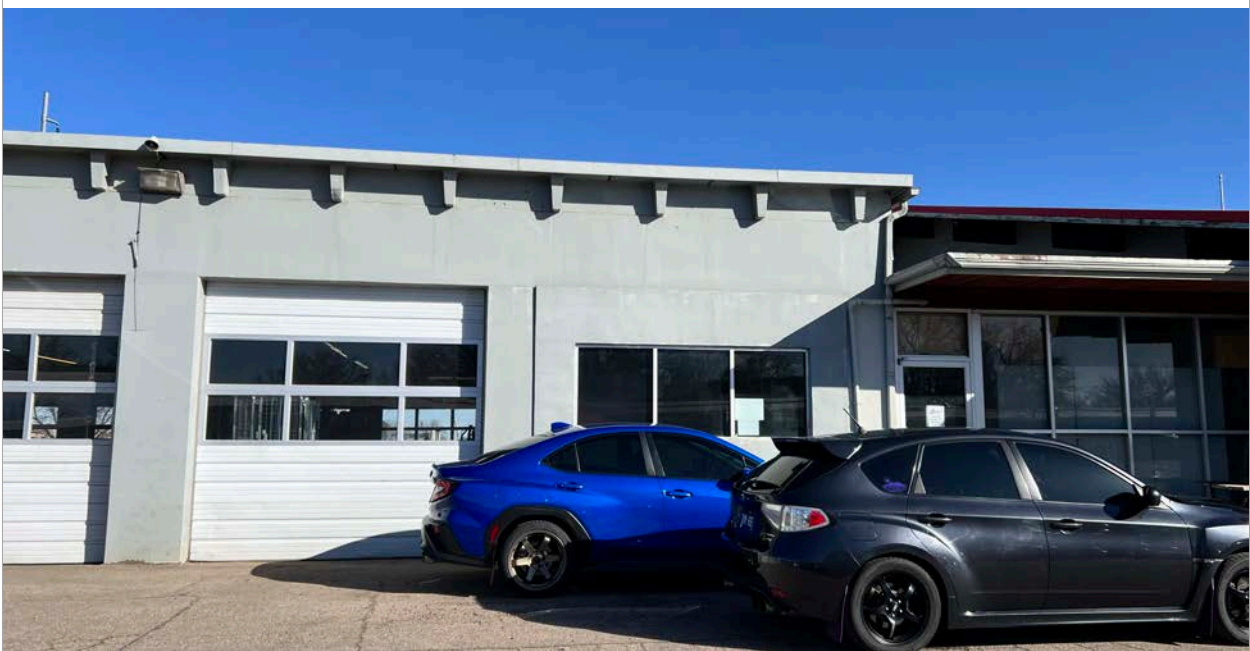
33. South Elevation - Service center, bays 5-11. Note more of the original garage doors on this elevation. Image courtesy of BEE. 2024.



34. South Elevation - Service center, bays 3-7. Image courtesy of BEE. 2024.



35. South Elevation - Service center, bays 1-5. Image courtesy of BEE. 2024.



36. South Elevation - Service center, bays 1-2, and staff area and entrance to the Service center. Image courtesy of BEE. 2024.



37. South Elevation - Service center, staff area and entrance to the Service center. Image courtesy of BEE. 2024.



38. South Elevation - Showroom, "Bay window" that appears to have served as a drive-thru window. Image courtesy of BEE. 2024.



39. South Elevation - Showroom, dumpsters, door at stairs, and loading dock with roll-up door. Image courtesy of BEE. 2024.



40. South Elevation - Showroom, SE corner of office portion. Showroom windows on photo right. Image courtesy of BEE. 2024.



41. South Elevation - Detail of damage at roofline. Image courtesy of BEE. 2024.



42. South Elevation - Detail of the door and hinged window that open to allow cars into the showroom. Image courtesy of BEE. 2024.

BUILDING B

EAST



43. East Elevation - Entrance and office area of the small garage. Image courtesy of BEE. 2024.

NORTH



44. North Elevation - Entrance and office area of the small garage on photo left, service area at photo right. Image courtesy of BEE. 2024.



45. North Elevation - detail of "garden" area. Image courtesy of BEE. 2024.

WEST

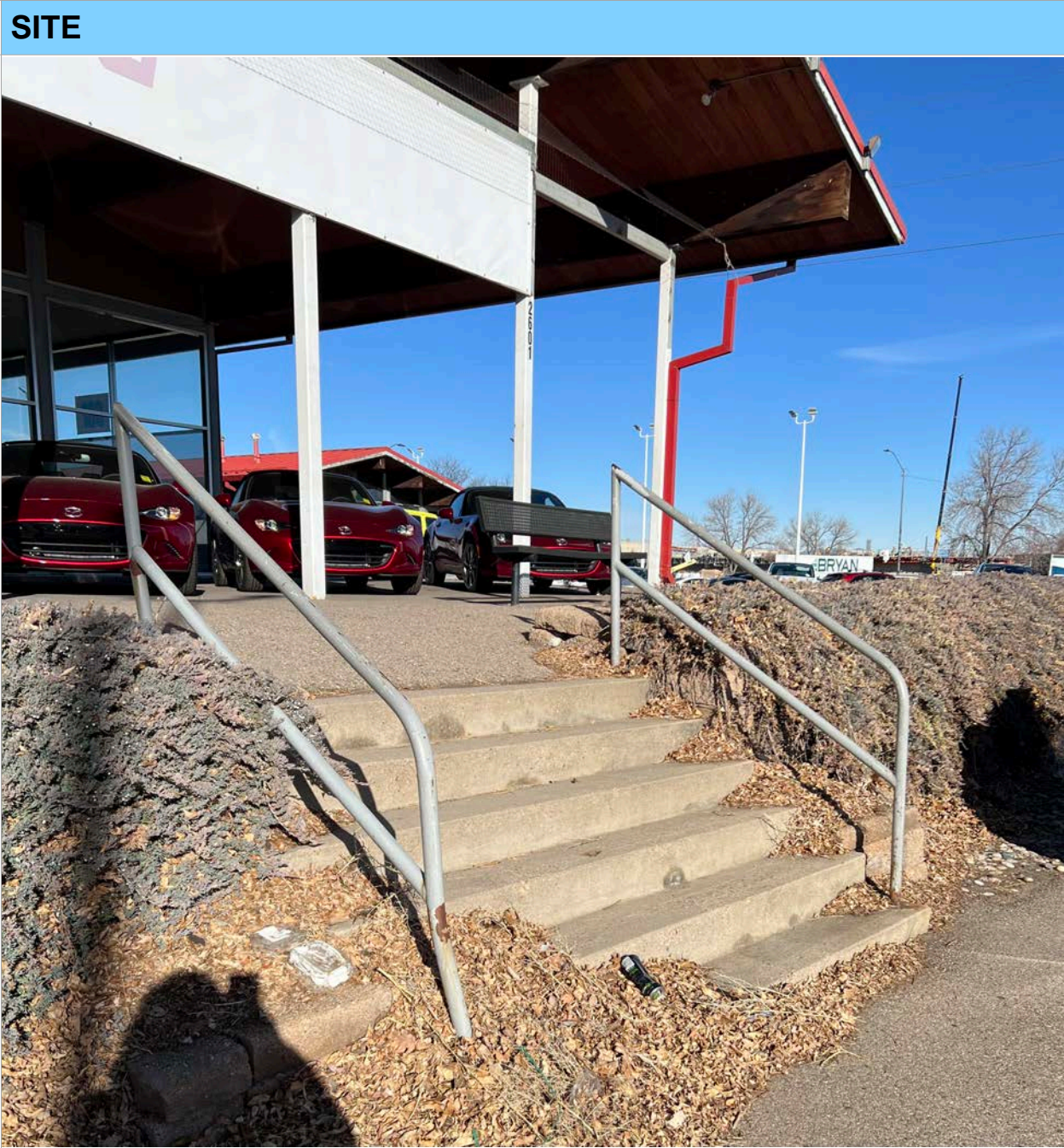


46. West Elevation - Service area with two bays. Image courtesy of BEE. 2024.

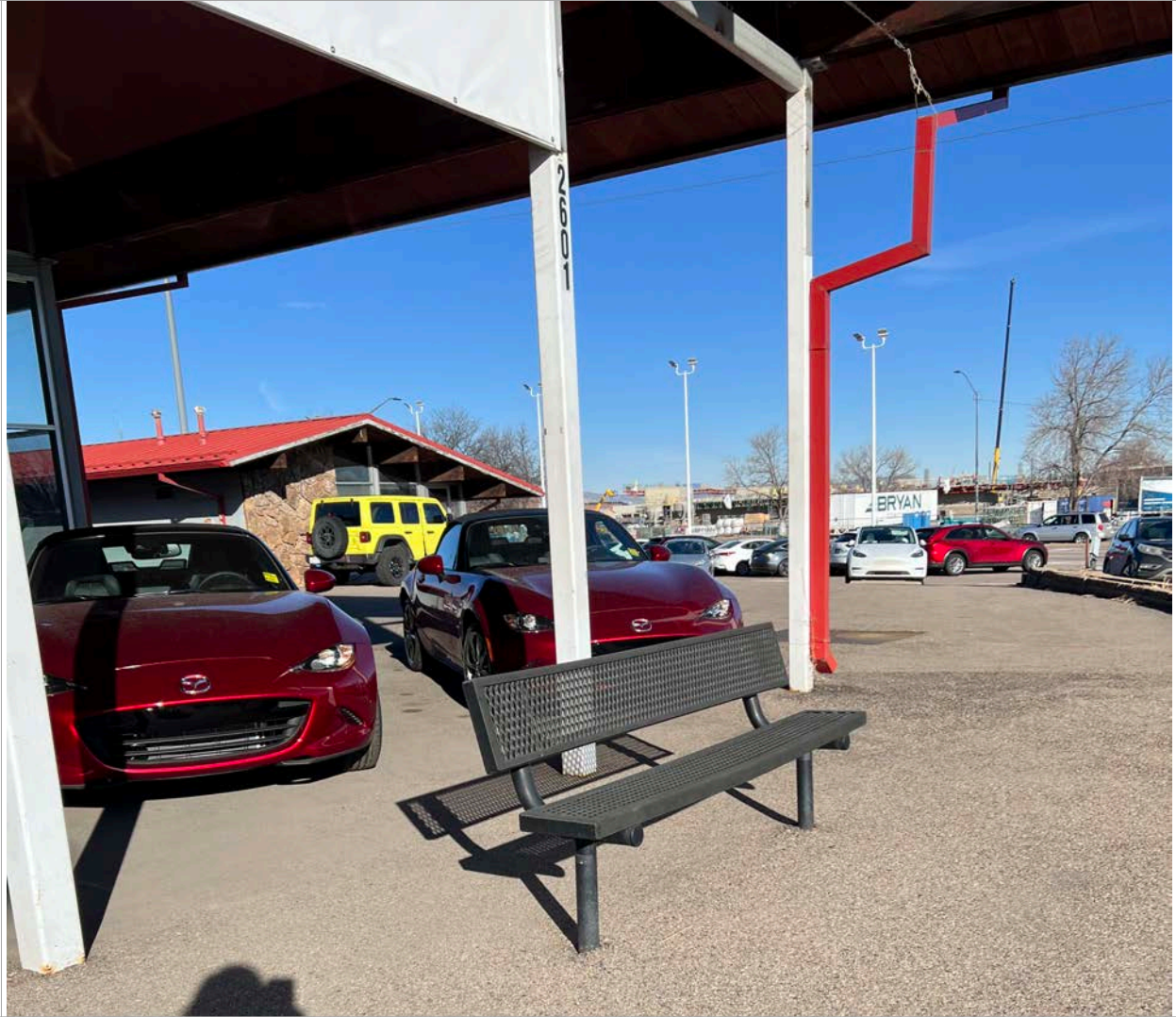
SOUTH



47. South Elevation - Small door at the service area. Image courtesy of BEE. 2024.



48. Site - Detail of stairs on east side of showroom. Image courtesy of BEE. 2024.



49. Site - Detail of bench on north side of showroom. Image courtesy of BEE. 2024.



50. Site - Detail of the chainlink fence that surrounds the west end of the parking lot. Image courtesy of BEE. 2024.



51. Site - Detail of entrance on north side of the lot. Image courtesy of BEE. 2024.



52. Site - Detail of stairs on north side of showroom. Image courtesy of BEE. 2024.



53. Site - Detail of stairs on north side of showroom, showing signs of deterioration. Image courtesy of BEE. 2024.



54. Site - Detail of deterioration on east side of Building B. Image courtesy of BEE. 2024.



55. Site - Detail of the stone stairs on north side of lot, reportedly from the previous Drake farm before the car dealership was on site, from the stagecoach stop (no verification found). Image courtesy of BEE. 2024.

CHANGES IN CONTEXT
2601 South College AVE.

STREETSCAPE - Drake Road and South College Ave.



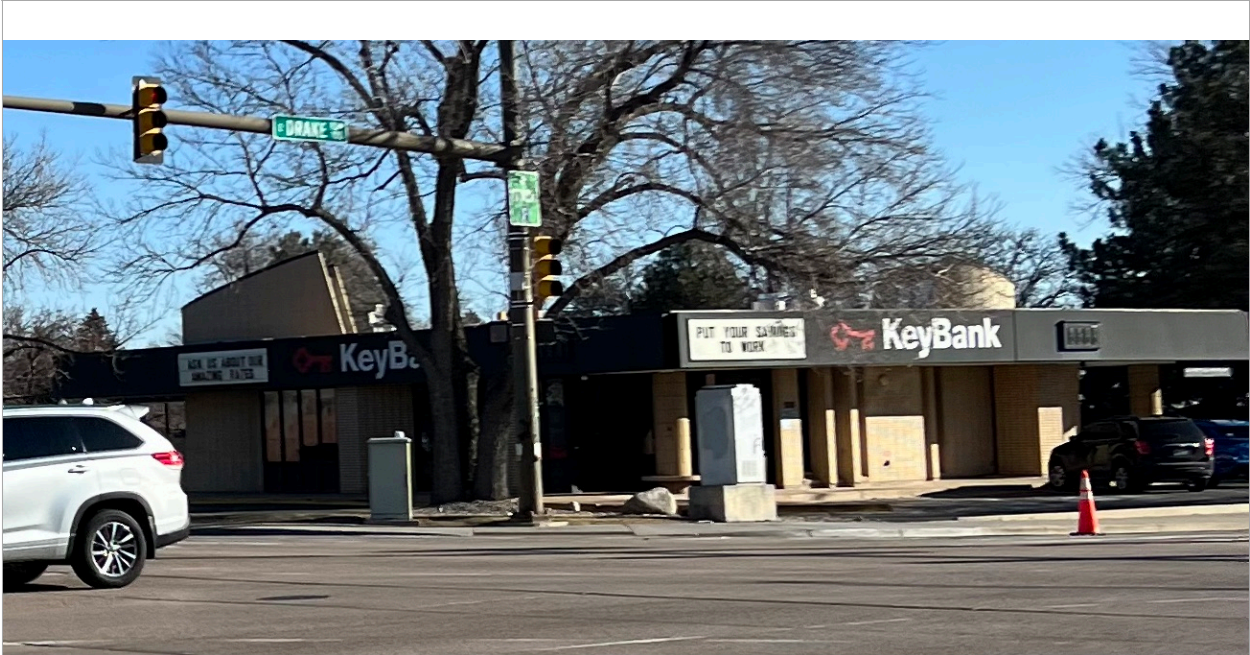
56. View from corner, the dealership sits on the SW corner of Drake Rd. and S.College Ave. Image courtesy of BEE. 2024.



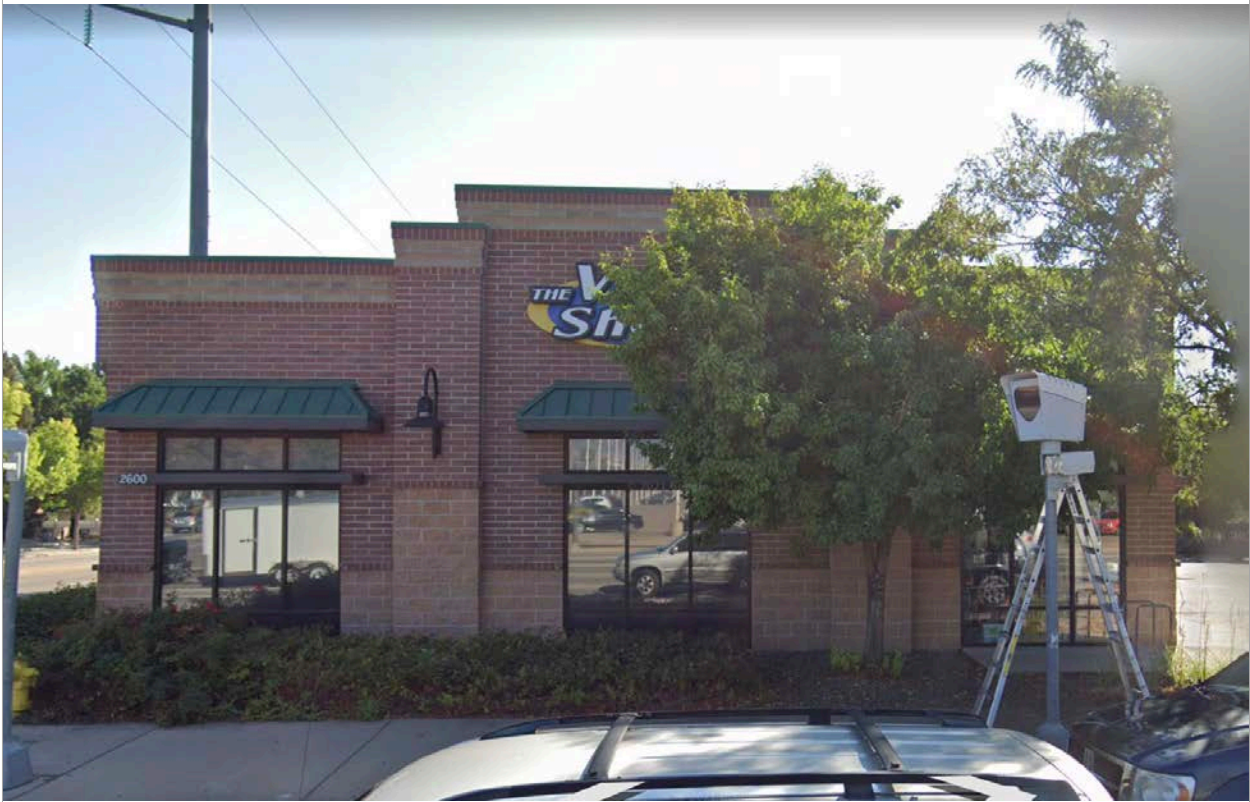
57. North side of Drake Rd. Note the construction of a new mall, a change in the local context. Image courtesy of BEE. 2024.



58. NW corner of the intersection of Drake Rd. and S. College Ave. Built in 1980, not eligible for landmarking per the City of Fort Collins Historic Resources Planning Map. Image courtesy of BEE. 2024.



59. NE corner of Drake Rd. and S. College Ave. With an unknown construction date, the bank is deemed eligible for landmarking. Image courtesy of BEE. 2024.



60. SE corner of Drake Rd. and S. College Ave. Built in 2006, not eligible for landmarking per the City of Fort Collins Historic Resources Planning Map. Image courtesy of Google Earth. 2024.

South College AVE - EAST SIDE



61. 2614 S. College Ave. Built in 2005, not eligible for landmarking per the City of Fort Collins Historic Resources Planning Map. Image courtesy of BEE. 2024.



62. 2712 S. College Ave. Built 1967, not eligible for landmarking per the City of Fort Collins Historic Resources Planning Map. Image courtesy of BEE. 2024.



63. 2716 South College. Built in 1971, not eligible for landmarking per the City of Fort Collins Historic Resources Planning Map. Image courtesy of BEE. 2024.

South College AVE - WEST SIDE



64. East streetscape in front of 2601 South College Ave. Image courtesy of BEE. 2024.



65. 2627 South College Ave. Property to the south of Car Dealership. Built in 1964, not eligible for landmarking per the City of Fort Collins Historic Resources Planning Map. Image courtesy of BEE. 2024.



66. 2631 South College Ave. Built in 1975, not eligible for landmarking per the City of Fort Collins Historic Resources Planning Map. Image courtesy of BEE. 2024.



67. 2701 South College Ave, built 1966, not eligible for landmarking per the City of Fort Collins Historic Resources Planning Map. Image courtesy of Google Earth. 2024

COLLEGE AVE AUTO DEALERSHPS



68. 205 North College Ave, location of first Ford dealership that was initially a livery stable. Frank Ghent purchased a portion of the dealership in 1940, and stayed there until moving to 2601 South College in 1966. This property is ideal for designation specific to the history of the car. Built 1910, eligible for landmarking per the City of Fort Collins Historic Resources Planning Map. Image courtesy of Google Earth. 2024.



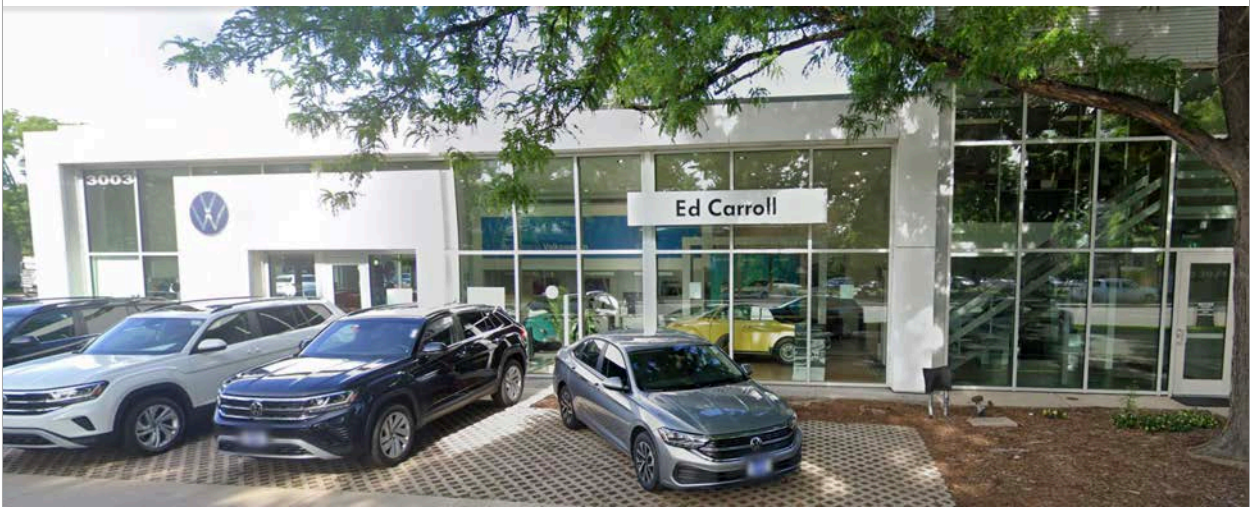
69. Saab Dealership, 425 North College Ave, date of construction unknown. Eligibility unknown. Image courtesy of Google Earth. 2024.



70. Kia dealership, 2849 South College Ave, built in 1972, not eligible for landmarking per the City of Fort Collins Historic Resources Planning Map. Image courtesy of BEE. 2024.



71. Glass Doctor, 2901 South College Ave, date of construction unknown, not eligible for landmarking per the City of Fort Collins Historic Resources Planning Map. Image courtesy of BEE. 2024.



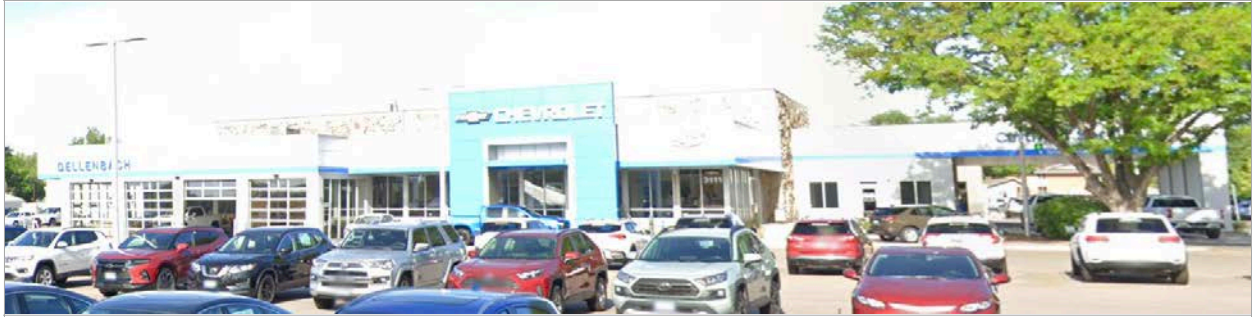
72. VW dealership, 3003 South College Ave. Built 1968, not eligible for landmarking per the City of Fort Collins Historic Resources Planning Map. Image courtesy of BEE. 2024.



73. Porsche dealership, 3003 South College Ave. Built 1968, not eligible for landmarking per the City of Fort Collins Historic Resources Planning Map. Image courtesy of BEE. 2024.



74. Subaru dealership, 3103 South College Ave. Built in 1973, not eligible for landmarking per the City of Fort Collins Historic Resources Planning Map. Image courtesy of BEE. 2024.



75. Chevrolet dealership, 3111 South College Ave. Built in 1972, not eligible for landmarking per the City of Fort Collins Historic Resources Planning Map. Image courtesy of Google Earth. 2024.

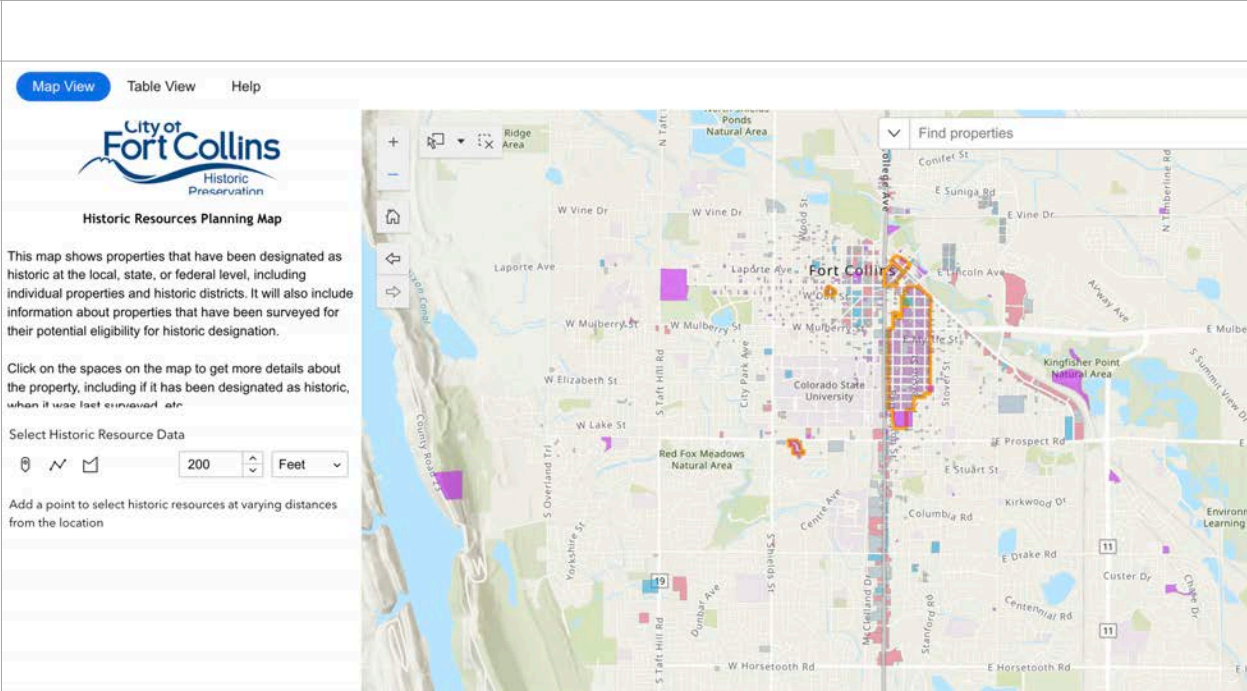


76. Auto Zone, 105 West Prospect Rd. Unknown construction date, not eligible for landmarking per the City of Fort Collins Historic Resources Planning Map. Note despite having many similar features to the dealership at 2601 South College Ave., such as CMU construction, stone veneer siding, a large gable roof, exposed rafters, and large amounts of glass, this building is not eligible for landmarking. Image courtesy of BEE. 2024.

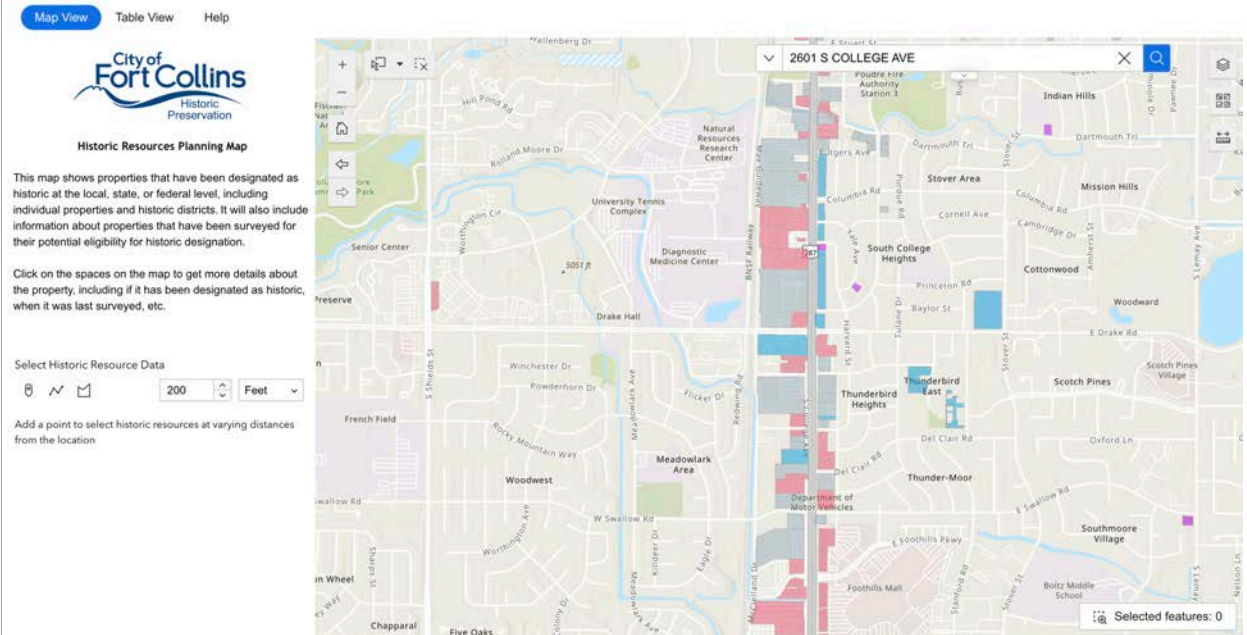


79. Auto Zone, 105 West Prospect Rd. Unknown construction date, not eligible for landmarking per the City of Fort Collins Historic Resources Planning Map. Image courtesy of BEE. 2024.

ARCHITECTURAL SIGNIFICANCE



80. Historic Preservation map, large view. Courtesy of the City of Fort Collins. 2024.



81. Historic Preservation map, close up view of South College Ave. 2601 South College is in the center of the photo (blue). Note change in density of “eligible” landmark sites vs old town Fort Collins and adjacent areas - historic district potential is currently limited. Courtesy of the City of Fort Collins. 2024.

Historic Preservation and Sustainability

SUSTAINABILITY - SOCIAL, ECONOMIC AND ENVIRONMENTAL BENEFITS OF HISTORIC PRESERVATION

Preserving and enhancing historic places promotes the three basic components of sustainability. These are: (1) Cultural/Social Sustainability, (2) Environmental Sustainability and (3) Economic Sustainability. Each of the components is described in greater detail in the following pages.



Preserving historic places promotes the three basic categories of sustainability.

Cultural/Social Component of Sustainability

This component relates to the maintenance of the community's cultural traditions and social fabric. Preserving historic places and patterns promotes cultural and social sustainability by supporting everyday connections between residents and the cultural heritage of the community. These connections are reinforced by the physical characteristics of historic places, which often directly support environmental sustainability.

Historic properties in the district provide direct links to the past. These links convey information about earlier ways of life that help build an ongoing sense of identity within the community. Residents anchored in this sense of identity may be more involved in civic activities and overall community sustainability efforts.

The historic development pattern of the district promotes social interaction that supports a high quality of life and helps build a sense of community. The area is compact and walkable, providing for impromptu mixing of different cultural and economic groups. Direct connections to the public realm provide opportunities for community interaction. This physical pattern, combined with the inherent cultural connections, provides significant support for the community's overall sustainability effort.

Environmental Component of Sustainability

This is the most often cited component of sustainability. It relates to maintenance of the natural environment and the systems that support human development. Rehabilitation of historic resources is an important part of environmental sustainability and green building initiatives. It directly supports environmental sustainability through conservation of embodied energy, adaptability, and other factors that keep historic buildings in use over long periods of time.

Inherent Energy

Typically historic buildings were built with energy efficiency in mind. Construction methods focused on durability and maintenance, resulting in individual building features that can be repaired if damaged, thus minimizing the need for replacement materials. Buildings were also built to respond to local climate conditions, integrating passive and active strategies for year-round interior climate control, which further increase energy efficiency. Passive strategies typically include building orientation for sun and breezes. Active strategies typically include operable awnings, and double-hung and transom windows.

Embodied Energy

Embodied energy is defined as the amount of energy used to create and maintain the original building and its components. Preserving a historic structure retains this energy. Re-using a building also preserves the energy and resources invested in its construction, and reduces the need for producing new construction materials, which require more energy to produce. Studies confirm that the loss of embodied energy by demoli-

82. City of Fort Collins Design Guidelines referencing Sustainability and Embodied Energy. BEE research includes carbon calculations, to be presented at the Historic Preservation Commission meeting on April 17, 2024. Document courtesy of the City of Fort Collins. 2024.

RESTORATION

Replace Extensively Deteriorated Features from the Restoration Period

In Restoration, *replacing* an entire feature from the *restoration period*, such as a porch, that is too deteriorated to repair may be appropriate. Together with documentary evidence, the form and detailing of the historic feature should be used as a model for the replacement. Using the same kind of material is preferred; however, compatible substitute material may be considered. New work may be unobtrusively dated to guide future research and treatment.

Remove Existing Features from Other Historic Periods

Most buildings change over time, but in Restoration the goal is to depict the building as it appeared at the most significant time in its history. Thus, it may involve *removing* or altering existing historic features that do not represent the *restoration period*. Materials, features, spaces, and finishes that characterize other historical periods should be documented to guide future research and treatment prior to their alteration or removal.

Recreate Missing Features from the Restoration Period

Most Restoration projects involve *recreating* features that were significant to the building during the *restoration period*, such as a porch, but are now missing. Missing features to be replaced should be substantiated by documentary and physical evidence to ensure the restoration is accurate. Using the same materials to depict lost features is always the preferred approach; however, using compatible substitute material is an acceptable alternative in Restoration because the goal of this treatment is to replicate the *appearance* of the historic building at a particular time.

If documentary and physical evidence are not available to provide an accurate recreation of missing features, the treatment Rehabilitation might be a better overall approach to project work.

Code-Required Work: Accessibility and Life Safety

Sensitive solutions to meeting code requirements in a Restoration project are an important part of protecting the historic character of the building. Work that must be done to meet accessibility and life-safety requirements must also be assessed for its potential impact on the historic building as it is restored.

Resilience to Natural Hazards

Resilience to natural hazards should be addressed as part of a Restoration project. A historic building may have existing characteristics or features that help to address or minimize the impacts of natural hazards. These should always be used to best advantage when planning new adaptive treatments that have the least impact on the historic character of the building, its site, and setting.

Sustainability

Sustainability should be addressed as part of a Restoration project. Good preservation practice is often synonymous with sustainability. Existing energy-efficient features should be retained and repaired. New sustainability treatments should generally be limited to updating existing features and systems to have the least impact on the historic character of the building.

The topic of sustainability is addressed in detail in *The Secretary of the Interior's Standards for Rehabilitation & Illustrated Guidelines on Sustainability for Rehabilitating Historic Buildings*. Although specifically developed for the treatment Rehabilitation, the Sustainability Guidelines can be used to help guide the other treatments.

INTRODUCTION

83. Additional section from City of Fort Collins Design Guidelines, items to consider with 2601 South College Ave eligibility. Document from City of Fort Collins. 2024.

EXCELLENT EXAMPLES
OF
MODERN ARCHITECTURE

EXAMPLES BELOW IN ORDER OF DATE OF CONSTRUCTION



84. Villa Savoye, Poissy, France, Le Corbusier, 1929. One of the earliest examples of the architecture that shaped the modern movement. Image courtesy of Architecture Daily. 2024.



85. Gropius House, Lincoln, MA. Walter Gropius, 1938. Image courtesy of Historic New England. 2024.



86. Neutra House, Los Angeles, CA, Richard Neutra, 1950. Image courtesy of the Neutra Institute. 2024.



87. Hanover Trust Company, New York, NY, Skidmore, Owings and Merrill, 1954. Image courtesy of Wikimedia. 2024.



S. R. Crown Hall, Illinois Institute of Technology

88. SR Crow Hall, Illinois Institute of Technology, Chicago, IL, Mies van den Rohe, 1956. Image courtesy of Illinois Institute of Technology. 2024.



89. General Motors Technical Center, Warren, MI, Eero Saarinen, 1956. Image courtesy of the Getty. 2024.



90. Ice Rink, Yale University, New Haven, CT, Eero Saarinen, 1958. Image courtesy of the Getty. 2024.



McGregor Memorial Conference Center, Wayne State University

91. McGregor Memorial Conference Center, Wayne State University, Detroit, MI, Minor Yamasaki, 1958. Image courtesy of the Getty. 2024.



92. Brazil Supreme Federal Court, Brasilia, DF, Brazil, Oscar Niemeyer, 1958. Image courtesy of Getty. 2024.



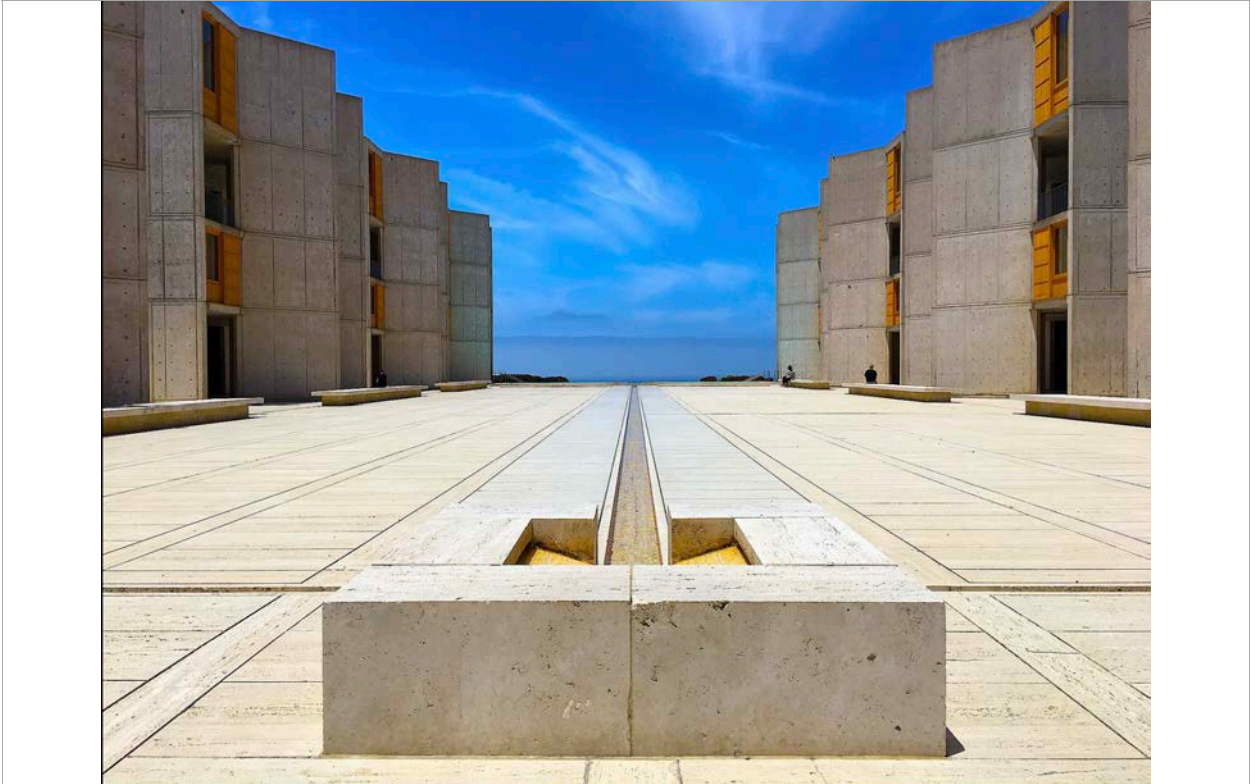
93. Case Study #8, Los Angeles, CA, Charles and Ray Eames, 1958. Image courtesy of the Getty. 2024.



94. The Guggenheim Museum, New York, NY, Frank Lloyd Wright, 1959. Image courtesy of the Getty. 2024.



95. National Congress Building, Brasilia, DF, Brazil, Oscar Niemeyer, 1960. Image courtesy of the Getty. 2024.



96. Salk Institute, La Jolla, CA, Louis Kahn, 1962. Image courtesy of the Getty. 2024.



97. Salk Institute, La Jolla, CA, Louis Kahn, 1962. Image courtesy of the Getty. 2024.



98. Lincoln Center, New York, NY, Philip Johnson and Eero Saarinen, 1962. Image courtesy of the Getty. 2024.



99. Jatiya Sangsad Bhaban, Dhaka, Bangladesh, Louis Kahn, 1962. Image courtesy of the Getty. 2024.



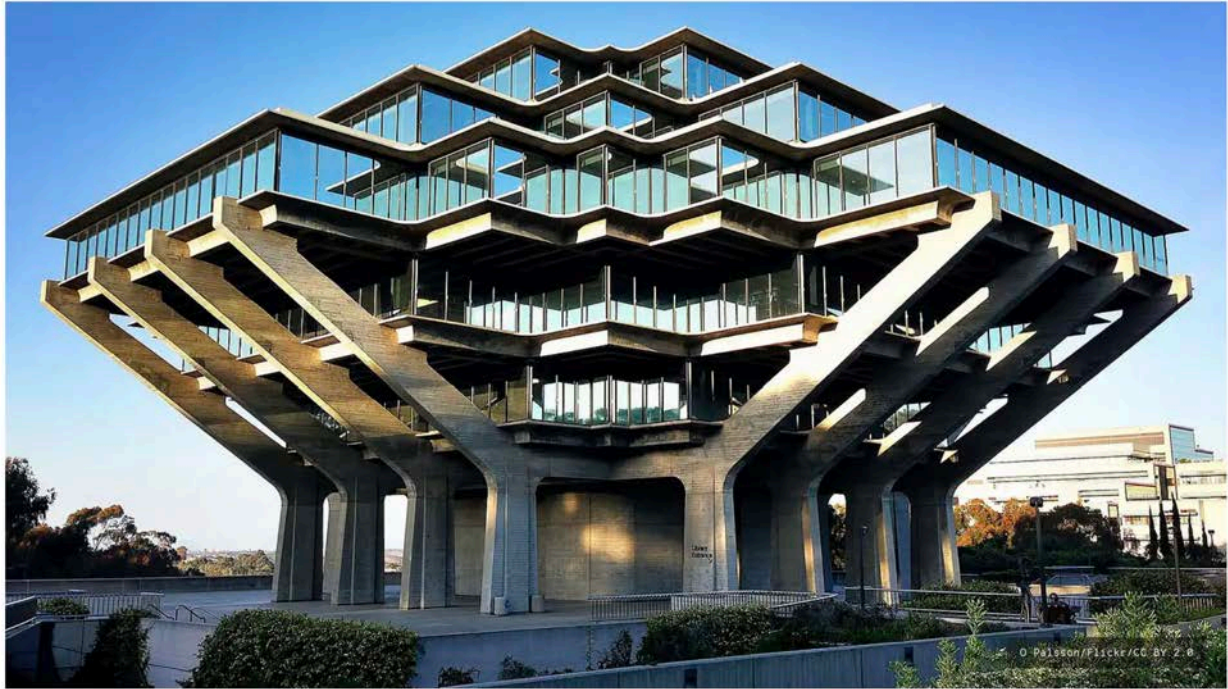
100. Jatiya Sangsad Bhaban, Dhaka, Bangladesh, Louis Kahn, 1962. Image courtesy of the Getty. 2024.



101. The Met-Breuer Building, New York, NY, Marcel Breuer, 1966. Image courtesy of Shutterstock. 2024.



102. The Ford Foundation Building, New York, NY, Kevin Roche, 1967. Image courtesy of Wikimedia. 2024.



Geisel Library, University of California, San Diego

103. Geisel Library, University of California, San Diego, CA, William Pereira, 1970. Image courtesy of the Getty. 2024.

EXCELLENT EXAMPLES OF LESSER KNOWN/UNKNOWN ARCHITECTS



*Photo: W. Airport-Hester and Hardaway Photographers
Houston's Westbury Automotive is a Mid Century Modern classic.*

104. Westbury Automotive, Houston, TX, architect unknown, date unknown. Image courtesy of Mid-Century Preservation and W. Airport-Hester and Hardaway Photographers. 2024.



105. The Baringer House, Norman, OK, Architect unknown, 1968. Image courtesy of Mid-century Preservation. 2024.



106. Eichler tract home, Walnut Creek, CA, 1959. Eichler was a developer who built affordable tract homes, and wanted to bring affordable, fair housing to everyone. The style became common for the era. Image courtesy of Atomic Ranch online magazine. 2024.



107. Another example of Eichler tract home, Oakland, CA, 1959. Image courtesy of Atomic Ranch online magazine. 2024.



108. Texico gas station in Muldersweg, Netherlands, 1953. Image courtesy of www.arkiteking.wordpress.com/. 2024.



109. Exxon gas station in Dudok, Netherlands, 1953. Image courtesy of www.arkiteking.wordpress.com/. 2024.



110. Alum Rock gas station, San Jose, CA, c.1960. Image courtesy of www.arkitekting.wordpress.com/. 2024.



111. Union96 gas station, Los Angeles, CA, date unknown. Image courtesy of www.arkitekting.wordpress.com/. 2024.

** Research for mid-century modern car dealerships was disappointing, with all landmarked dealerships found built in the 1920-30s and of a very different architectural style.



Historic Preservation Services

Community Development & Neighborhood Services

281 North College Avenue

P.O. Box 580

Fort Collins, CO 80522.0580

970.224.6048

preservation@fcgov.com

fcgov.com/historicpreservation

March 29, 2024

Carlton Henry
Planner, Norris Design
244 North College Avenue, Unit #165
Fort Collins, CO 80524

RE: 2601 South College Determination of Eligibility Appeal

Dear Mr. Henry,

As you are the design review applicant for 2601 S. College, this letter is to inform you that the appeal of the determination of eligibility for landmark designation of the property has been scheduled for April 17, 2024. This is a regular meeting of the Historic Preservation Commission and will begin at 5:30 pm in Council Chambers at City Hall, 300 Laporte Avenue.

Please let me know if you have any questions.

Sincerely,

Rebekah Schields
Historic Preservation Specialist
970-224-6137
rschields@fcgov.com



Historic Preservation Services

Community Development & Neighborhood Services

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P.O. Box 580

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April 17, 2024

RE: HPC-Requested Addition to the Packet – Appeal of 2601 S. College Finding of Eligibility

At its April 10, 2024 Work Session, the City’s Historic Preservation Commission requested that certain records related to the now-expired finding of the property at 2601 S. College Avenue be added to the record for its upcoming meeting. Included in this attachment, by date, are:

- October 26, 2017 - initial staff/LPC (Landmark Preservation Commission) finding of the property as Eligible.
- December 18, 2017 – Historic Survey Form for 2601 S. College Ave; produced by 2017 Appellant’s contractor, recommending the property Not Eligible.
- February 21, 2018 – LPC Verbatim Transcript of the Appeal Hearing for 2601 S. College
- April 3, 2018 – City Council Minutes excerpt related to Appeal hearing, finding the property not Eligible.

Please note the following important caveats about these administrative records:

1. A determination of eligibility, by definition, does not consider or address the suitability or code compliance of any past, current, or proposed use of a property. A building permit or development review application is required in order to evaluate the code compliance of a proposed use or alteration.
2. An applicant may request a determination of landmark eligibility at any time if a valid determination (made within the last five years) is not already on file. The application for a determination of eligibility does not have to be associated with a current development application or proposed landmark designation.
3. The determination of eligibility and subsequent appeal process completed in 2017-2018 regarding 2601 S. College, although similar, was completed under a previous version of the City’s historic preservation codes (both Municipal Code Chapter 14, and Land Use Code 3.4.7). The City revised the process for historic survey and development review through code modifications adopted by City Council on March 5, 2019. It is under those new/current code requirements that the 2023 evaluation of 2601 S. College Ave as an historic resource was completed.
4. The 2019 code and process updates modified the determination of eligibility and development review process related to cultural resources in the following ways:
 - a. Required identification of historic resources on the development site at the earliest stage of development
 - i. In subsequent administrative refinement, City Preservation staff are routed on all development applications received by the City for potential comment. Structures on development sites that are not designated historic resources, but are at least 50 years old, must have a valid determination of eligibility on file

prior to submittal of a complete development application. In the absence of that information, historic survey is required.

- b. Required the City to significantly improve the quality of its pre-submittal historic review.
 - i. Prior to 2019, the Director of CDNS and the LPC chair issued a determination of eligibility based on available evidence already held in the Historic Preservation property files and a short review of building permit history. The qualifications of those individuals as professional historic survey professionals varied based on who held the positions, and in many cases, determinations were made without the benefit of an intensive-level historic survey of the property due to the limited survey data on file. However, any resident of the City or the property owner could appeal the determination of eligibility, and at that time the appellant was required to include an intensive-level historic survey form produced by a qualified professional.
 - ii. The new 2019 code standards establish a full, intensive-level, historic survey of a property as the evidentiary basis for the official determination of eligibility, which means that if there is no current documentation on file a survey must be ordered and paid for by the applicant prior to the determination. The survey findings must be based on the City's local Landmark eligibility criteria, , and the documentation is completed by an independent consultant who specializes in historic survey, if available. The official determination of eligibility is issued by City staff, who are all qualified professionals in historic survey, following an internal process to establish consensus on the determination.
 - iii. Upon appeal, an appellant is still required to produce their own historic survey form prepared by a qualified professional, as outlined in the Municipal Code ([14-23b](#)).



2017 CDNS/LPC
Finding

Planning, Development & Transportation Services
Community Development & Neighborhood Services
281 North College Avenue
P.O. Box 580
Fort Collins, CO 80522.0580
970.416.2740

**Request for Historic Review
of Landmark Eligibility and/or Effect of Proposed Demolition or Alteration**

Property Address: 2601 S College Ave, Fort Collins, CO 80525

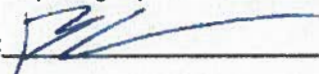
Specific building(s) under review: Dealership, Service Building, Building housing Sherwin Williams, and Building at 132 W. Thunderbird Road (former Tri-City Paint). Any and all outbuilding
Applicant: Brinkman Development

Phone: 970-237-4739 Email: bill.wells@brinkmancolorado.com

Detailed description of proposed work: Demolition.

CERTIFICATION

I certify the information and exhibits submitted are true and correct to the best of my knowledge and that in filing this application, I am acting with the knowledge, consent, and authority of the owners of the real property, as those terms are defined in Section 1-2 of the City Code (including common areas legally connected to or associated with the property which is the subject of this application). Pursuant to said authority, I hereby permit City officials to enter upon the property for the purpose of exterior inspection, photographs, and if necessary, for posting of public notice on the property.

*Owner/Applicant signature (required):  Date: 10/20/17

Landmark Significance Criteria:

- A: A property that is associated with events that have made a significant contribution to the broad patterns of our local, state or national history;
- B: A property that is associated with the lives of persons significant in our past;
- C: A property that embodies the distinctive characteristics of a type, period, or method of construction; is the work of a master; possesses high artistic value; or represents a significant and distinguishable entity whose components may lack individual distinction;
- D: A property that has yielded, or may be likely to yield, information important in prehistory or history.

Aspects of Integrity Criteria:

Location is the place where the historic property was constructed or the place where the historic event occurred.
Design is the combination of elements that create the form, plan space, structure, and style of a property.
Setting is the physical environment of a historic property. Whereas location refers to the specific place where a property was built or an event occurred, setting refers to the character of the place. It involves how, not just where, the property is situated and its relationship to the surrounding features and open space.
Materials are the physical elements that form a historic property.
Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. It is the evidence of artisans' labor and skill in constructing or altering a building, structure, or site.
Feeling is a property's expression of the aesthetic or historic sense of a particular period or time. It results from the presence of physical features that, taken together, convey the property's historic character.
Association is the direct link between an important historic event or person and a historic property. A property retains association if it is the place where the event or activity occurred and is sufficiently intact to convey that relationship to an observer. Like feeling, association requires the presence of physical features that convey a property's historic character.



(For Office Use Only)

Request for Historic Review:

- I. Effect of Proposed Demolition or Alteration and/or
- II. Fort Collins Landmark Eligibility

Property Address: 2601 S College Ave

Specific building(s) under review: Property / all

Summary of proposed work: demolition

I. Effect of Proposed Demolition or Alteration

For a property to maintain historic character when alterations are made to the structure(s) or site, it must retain the essential physical features that enable it to convey that character through seven aspects of physical integrity that are used to evaluate historic properties throughout the United States. Unless requested by the owner, a determination of eligibility (Section 2) is not required for proposed work that is determined to be minor in Section 1. **A checkmark signifies retention of that aspect of integrity.**

Aspects of Integrity Criteria:

CDNS LPC

Materials: The proposed work would retain a significant portion of historic exterior materials (cladding, roof, windows, other: _____)

Design: The proposed work would retain a significant portion of historic exterior features without obscuring them (configuration, proportions, roofline, window pattern, historic addition(s), other: _____).

Workmanship: The proposed work would not destroy or significantly obscure evidence of historic construction techniques (joinery, carving, turning, _____) that exemplify local, regional, or national applications of historic practices and aesthetics.

Location: The proposed work keeps the historic structure(s) on the original site or a site the structure has occupied for more than 50 years.

Setting: The proposed work would not significantly alter the physical character of the site that is similar to the historic period of construction and the site's relationship to surrounding features.

Feeling: The proposed work would not significantly alter the majority of intact, historic physical features (design, materials, workmanship, setting) that together convey historic character. (Because this relies on perception, it must be combined with other aspects of integrity to support a determination that eligibility would be lost.)

Association: The proposed work would not remove historic structure(s) from the place where an associated historic event/activity occurred and affect the ability of the site to convey that history. (Because this relies on perception, it must be combined with other aspects of integrity to support a determination that eligibility would be lost.)

Comments regarding differentiation and reversibility of proposed work: _____

Yes No Director of CDNS

More than one aspect of integrity is being affected? (If yes, it is a major alteration; if no, minor)

CDNS Director's Signature: [Signature] Date: 10/26/17

Yes No LPC Chair

More than one aspect of integrity is being affected? (If yes, it is a major alteration; if no, minor)

Comments: Demolition

Chair's Signature: [Signature] Date: 26 Oct 2017



(For Office Use Only)

Property Address: 2601 S College

Specific building(s) under review: Property/all

II. Fort Collins Landmark Eligibility

A property must meet at least one of four criteria for significance to be eligible for Fort Collins landmark designation: association with significant historical events (A), with a significant person (B), for architectural design/significance (C), and/or for potential to yield important archeological data (D). The property must also retain enough exterior integrity to convey its significance. The National Register of Historic Places provides guidance for the criteria, aspects of integrity, and process that federal, state, and local entities use to identify and designate historic resources.¹ **A checkmark signifies significance in that area.**

HISTORIC SIGNIFICANCE

A: Property is associated with events that have made a significant contribution to the broad patterns of our local, state or national history; and/or **B: Property is associated with the lives of persons significant in our past.**

Comments: This property is associated both with an event - the growth of the auto industry and the popularity of car ownership (which teens gloried in by driving their cars up & down college) - and with an important local family, the Ghents.
Relevant Aspects of Exterior Integrity for Standards A and B:

A basic integrity test for a property associated with an important event (Standard A) or person (Standard B) is whether a historical contemporary would recognize the property as it exists today. Such a property ideally might retain some features of all seven aspects of integrity, but the four aspects in bold are particularly important for a property in this category. **A checkmark signifies the property retains that aspect of integrity.**

CDNS LPC

Location: The building is on its original site or was moved to the current site more than 50 years ago.
 Setting: The physical character of the property site and its relationship to surrounding features is similar to the historic period _____

Materials: The property retains most of its historic exterior materials and they are visible (cladding, roof, windows, other: _____)

Design: Most of the basic features (configuration, proportions, roofline, window pattern, historic addition(s), other: _____)

_____) are intact.
 Workmanship: There is evidence of historic construction techniques, such as joinery, carving, turning, _____ that exemplify local, regional, or national applications of historic practices and aesthetics.

Feeling: The majority of physical features (design, materials, workmanship, setting) that together convey historic character are intact. (Because this relies on perception, it must be combined with other aspects of integrity to support eligibility.)

Association: The property is the place where the historic event or activity occurs and still conveys that relationship to an observer. (Because this relies on perception, it must be combined with other aspects of integrity to support eligibility.)

¹ U.S. Department of the Interior, National Park Service, "How to Apply the National Register Criteria for Evaluation (National Register Bulletin 15, 1990, revised for Internet, 2002); Fort Collins Municipal Code Section 14-5, "Standards for determining the eligibility of sites, structures, objects, and districts for designation as Fort Collins landmarks or landmark districts," (Code 1972, § 69-6; Ord. No. 186, 2002, § 4, 1-7-03; Ord. 057, 2014, § 1, 4-15-14).



(For Office Use Only)

C: Architectural significance:

- Property embodies the distinctive characteristics of a type, period, or method of construction
- Property is the work of a master craftsman or architect;
- Property possesses high artistic values or design concepts

Justification: This may be one of the last early car dealerships that hasn't been significantly altered. It embodies the character of the time with even the front roof extension maintaining the character.

Relevant Aspects of Exterior Integrity for Standard C:

A property significant for its architecture must retain those physical features that characterize the type, period, or method of construction the property represents. The aspects in bold are particularly important for a property in this category. A checkmark signifies the property retains that aspect of integrity.

CDNS LPC

- Materials:** The property retains most of its historic exterior materials and they are visible (cladding, roof, windows, other: The original roof material is unknown but metal is not original. Some garage doors have been replaced, but most of the materials on the bldg appear to be original.)
- Design:** Most of the basic features (configuration, proportions, roofline, window pattern, historic addition(s), other: The proportions, configuration, roofline, large windows etc. are intact.) are intact.
- Workmanship:** There is evidence of historic construction techniques, such as joinery, carving, turning, that exemplify local, regional, or national applications of historic practices and aesthetics)
- Location:** The building is on its original site or was moved to the current site more than 50 years ago.
- Setting:** The physical character of the property site and its relationship to surrounding features is similar to the historic period
- Feeling:** The majority of physical features (design, materials, workmanship, setting) that together convey historic character are intact. (Because this relies on perception, it must be combined with other aspects of integrity to support eligibility.)
- Association:** The property is the place where the historic event or activity occurs and still conveys that relationship to an observer. (Because this relies on perception, it must be combined with other aspects of integrity to support eligibility.)

Comments regarding current exterior integrity: The car dealership maintains a great deal of integrity and continues to convey the character and purpose of the building which has been used for the same purpose from the beginning.

Context:

The photographs of adjacent parcels submitted with this application indicate the following information about the current contextual area for the property in question:
Negatives from the Colorado collection at the Arcades Assessor's office photos from 1973
Present day photos provided by applicant.



(For Office Use Only)

D: A property that has yielded, or may be likely to yield, information important in prehistory or history.

Comment: _____

Relevant Aspects of Exterior Integrity for Standard D:

For properties eligible due to their potential to provide data that addresses important research questions, which includes archeological sites and standing structures studied for their information potential, the aspects below are most relevant. Two of the seven aspects, setting and feeling, typically do not have direct bearing for this standard of eligibility. A checkmark signifies the property retains that aspect of integrity.

CDNS LPC

- Location: The prehistoric and historic archeological remains on the property are in their original, relatively undisturbed location.
- Materials: The property contains probable or known prehistoric floral or faunal remains or prehistoric and/or historic cultural material that is important for research study.
- Design: The property contains prehistoric and historic cultural material that may yield important data on design technology.
- Workmanship: The property contains prehistoric and historic cultural material that may yield important data on techniques that exemplify prehistoric or historic practices and aesthetics.
- Association: The material remains on the property are relatively undisturbed and retain their association with other material that yields datable information.
- Setting: The physical character of the property site and its relationship to surrounding features is similar to the prehistoric or historic period
- Feeling: The majority of physical features (design, materials, workmanship, setting) that together convey historic character are intact. (Because this relies on perception, it must be combined with other aspects of integrity to support eligibility.)

Yes No Director of CDNS

Property has significance and is eligible for individual Fort Collins landmark designation?

Justification: _____

Proposed plans would uphold the property's significance, integrity and eligibility?

Justification: _____

CDNS Director's Signature: _____

Date: 10/26/17

Yes No LPC Chair

Property has significance and is eligible for individual Fort Collins landmark designation?

Justification: A good example of a mid-century car dealership. Possibly

Proposed plans would uphold the property's significance, integrity and eligibility?

Justification: _____

LPC Chair's Signature: _____

Date: 26 Oct 2017

Item 20.

Source Number: 5LR.14283
Temporary Resource Number:

2017 Appellant Survey Form

OAHP1403
Rev. 9/98

Official eligibility determination
(OAHP use only)
Date _____ Initials _____
____ Determined Eligible- NR
____ Determined Not Eligible- NR
____ Determined Eligible- SR
____ Determined Not Eligible- SR
____ Need Data
____ Contributes to eligible NR District
____ Noncontributing to eligible NR District

COLORADO CULTURAL RESOURCE SURVEY

Architectural Inventory Form

I. IDENTIFICATION

1. Resource number: 5LR.14283
2. Temporary resource number:
3. County: Larimer
4. City: Fort Collins
5. Historic building name: Ghents Motors Company
6. Current building name: Spradley-Barr Mazda, Inc.
7. Building address: 2601 South College Avenue, Fort Collins, CO, 80525
8. Owner name and address: DraCol, LLC., P.O. Box 270710, Fort Collins, CO., 80527.

II. GEOGRAPHIC INFORMATION

9. P.M. 6th Township 7N Range 69W
NE ¼ of NE ¼ of NE ¼ of NE ¼ of section 26
10. UTM reference
Zone 1 3 ; 4 9 3 3 4 9 mE 4 4 8 9 0 1 9 mN
11. USGS quad name: Fort Collins 1960 (p.r.1984)
Year: 1984 Map scale: 7.5' x 15' Attach photo copy of appropriate map section.
12. Lot(s): 1 Block: Ghent FTC; Less 96030371; Less POR to City Per 20150057258.
Addition: Ghent Annexation Year of Addition: 1966
13. Boundary Description and Justification: From the Larimer County Assessor's Office is the following legal land description for Larimer County Parcel No. 9726114001. The commercial building is on the southwest corner of the intersection of South College Avenue and West Drake Road. The property's northern boundary is West Drake, the eastern boundary is South College Avenue, the western boundary is McClelland Drive and the southern boundary is West Thunderbird Drive. Annexed to the city of Fort Collins as the Ghent Annexation in 1966, the boundary description dates from the mid-1960s.

III. Architectural Description

14. Building plan (footprint, shape): There are two buildings associated with 5LR.14283. Building A is the main showroom and features an irregular building plan, Building B is a garage and features a rectangular footprint.
15. Dimensions in feet: A: Length 83.5' x Width 104' B: Length: 59.3' x Width 29.3'.
16. Number of stories: Bldgs. A and B: Single.
17. Primary external wall material(s): Bldg. A: Glass and Stone. Bldg., B: Concrete and Stone
18. Roof configuration: Bldg. A: Gable and Flat. Bldg B: Gable.
19. Primary external roof material: Bldgs. A and B: Metal.

20. Special features: Two separate buildings both associated with automobile sales and service, Parking lot surrounds both buildings. Large stationary windows. Metal gable roof canopy. Rolling metal garage doors with windows.
21. General architectural description: This is the first recordation of 5LR.14283. According to the Larimer County Assessor, 5LR.14283 was constructed in 1966. **Bldg A, Eastern Elevation:** A gabled metal roof extends from Bldg. A's exterior to form a canopy. The canopy measures 56 feet in length and 30 feet wide. Six metal posts support the metal gable roof. It is unclear when this canopy was added. Beneath the roof are two signs. The first sign, closest to the gable's peak, reads "Mazda." The sign below reads: "Spradley/Barr." Building A's eastern elevation is composed of six large glass metal window framed windows. These windows begin at ground level and extend to the height of the walls. Above the windows, paneling indeterminate materials covers six original windows, and reach to the gable's peak. A decorative stone façade is set to the south of the showroom. This is the north wall of the parts and service section of the building. **Bldg. A Northern elevation:** Five stationary metal frame windows extend from the building's northeast corner to the east. A metal frame commercial door is located within in this glass panel. This door provides the primary entry into the building's showroom. A stone façade extends approximately 20 feet from this entry way. The stone façade extends from ground level to beneath the roofline. The stone façade is interrupted by four stationary metal frame windows similar in design and materials to those near the building's northeast corner. The stone façade continues to the north for approximately another 25 feet. The façade extends from the ground to beneath the roofline. A glass and metal foyer connects the showroom and the parts and service garage of Bldg. A. This foyer is irregularly shaped and is about six feet wide on the northern elevation. The Service Section of the building appears to have been stuccoed. The roof line of the northern roofline features a cornice along the façade's length. The Service Section is in three sections, with the center section tall enough to accommodate trucks. The first section has three backlit signs beneath the cornice. The first "Service Parts," is above a rectangular metal sliding window. This appears to have been the first service bay of nine in the first section. Approximately five feet to the west is the second service bay. The second backlit sign reads "Full Service" and is above fourth and fifth bays. "Express Lube Plus" is above the eighth and ninth service bays. The metal rolling garage doors in this section each have three-over-three stationary windows in the center and all are replacements. The original rolling doors were predominately glass, the panes arranged in three columns and five rows. The bottom row was solid and probably metal. The center section has three truck sized rolling doors. Of the three doors the one farthest east appears to be original with three columns and six rows of glass panels, the seventh row at the ground level is metal. The other two doors are newer and match the ones in the first section. A sign above the two new doors reads "Spradley Barr." Six feet west is a double human door, above which a backlit sign, "Body & Paint." The third section has four rolling garage doors. A backlit sign, "Collision Center," is above the first two doors. The second door is original. The other three rolling doors are newer. All of the rolling doors on this elevation are spaced two feet apart, except the two furthest to the west which are four feet apart. **Bldg. A Western elevation:** There are no fenestrations along the showroom's western elevation. Concrete block is visible from ground level to the gable peak. The wood laminate beams supporting the roof are visible. On the western elevation of the service and parts garage is a solid concrete block wall. Two small prefabricated

source Number: 5LR.14283

Temporary Resource Number:

additions were made to the building in the 1990s. They have shed roofs, and human doors on the southern elevations. **Bldg. A Southern elevation:** Beginning at the building's southeast corner and heading to the west are stationary metal framed windows. These windows extend from the ground level to beneath the roofline. A metal framed commercial door is located in the glass panel nearest to the parts and service exterior. This door is the only access to the showroom from the southern elevation. The southern elevation of the parts and service section features a square, rolling garage door near this section's southeastern corner. An eight-foot high chain link fence extends from the exterior wall for approximately eight feet and surrounds a loading dock that is two feet from ground level. Outside of the fence, three steps lead up to a metal human door. Near the south west corner of the parts and service section is a three sided metal framed bay window. A rolling metal door can close off the bay window from the main building. The foyer between the parts and service section and the service bays is about 15 feet wide on this elevation and its flat roof has a three foot eave. A small rounded porch is a couple of inches above ground level. Similar to the northern elevation, the southern elevation features a like number rolling garage doors. The last four in the first section appear to be original, as is the second door in the center section.

Bldg. B (Used Car Sales): Bldg., B was originally constructed as the Used Car Sales office. It is located approximately 20 feet north of Bldg. A. Bldg. B features a metal gable roof with exposed wood laminate beams. **Eastern elevation.** The rough stone treatment found on the eastern and northern elevations of Bldg. A covers almost half of the eastern elevation of Bldg. B. Stationary metal framed windows also like Bldg. A. extend from the ground to the gable peak and from the stone covered wall to the northeast corner. In the northeast corner a metal framed stationary glass door enters the front office area. **Northern elevation:** From northeast corner, six, two-foot-wide, metal-framed, stationary windows reach from the floor to the top of the wall. The rest of the wall is the same rough stone as use on the eastern elevation. **Western elevation:** Two metal and glass rolling garage doors cover this elevation. These doors have 15 panels in five rows. The middle three rows are glass and the top and bottom rows are metal. The doors are set about two feet apart. The wall is painted concrete block. The wood laminate beams are exposed under the roof. **Southern elevation:** A metal, human door is located near the southwest corner. There are no other fenestrations along this elevation, and the wall is painted concrete block.

22. Architectural style/building type: Bldgs. A and B: No Style.
23. Landscaping or special setting features: An open asphalt parking lot surrounds 5LR.14283 in four directions. A mature deciduous tree grows near the main showroom's southeast corner. Four small trees grow along the curb parallel South College Avenue.
24. Associated buildings, features, or objects: As of December 2017, there were other commercial buildings within the boundaries of the Ghent Addition. Most notably, the Sherwin-Williams Paint Shop at 2627 South College Avenue. This building was not recorded as part of this survey.

IV. ARCHITECTURAL HISTORY

25. Date of Construction: Estimate: Actual: 1966
Source of information: Larimer County Office Website, Parcel No. 9726114001.
<https://www.larimer.org/assessor/search#/property/?fromAddrNum=2601&address=College&city=FORT%20COLLINS&sales=any&accountid=R0133361>. Accessed December 10, 2017.

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26. Architect: Unknown.

Source of information:

27. Builder/Contractor: Unknown.

Source of information:

28. Original owner: Frank Ghent

Source of information: R.L. Polk, 1966 *City of Fort Collins Directory*. Located at Fort Collins Museum of Discovery Archives and City of Fort Collins Building Permit Correspondence, Tom Coffey to Mike DiTullio, June 7, 1972. <http://citydocs.fcgov.com/?cmd=convert&vid=51&docid=12054&dt=OA-OTHER+AGREEMENTS>.

Accessed December 27, 2017.

29. Construction history (include description and dates of major additions, alterations, or demolitions): The Larimer County Assessor's Office gives the date of construction for 5LR.14283 as 1966. For most of the twentieth century, this site was W.A. Drake farm site. The construction of the Ghents car dealership came after the publication of Sanborn Fire Insurance Maps. The Ghent's added a car wash-service station to the site in 1972. The introduction of the car wash required the introduction of sidewalks, curb, and gutters. The canopy was added later, it does not appear in the earliest photos held by the Fort Collins Museum of Discovery. The windows in the gable were likely replaced at the same time as the ceiling was lowered. A permit for alteration for a minor office remodel in 1998 is perhaps when the ceiling was lowered. Plans held at the Fort Collins Permit Office indicate two additions – one measuring 18.5' x 10' and the other measuring 15' x 10' – were constructed along the building's western façade in 2004.

30. Original location X Moved ____ Date of move(s):

V. HISTORICAL ASSOCIATIONS

31. Original use(s): Commerce-Trade/Specialty

32. Intermediate use(s): Commerce-Trade/Specialty

33. Current use(s): Commerce-Trade/Specialty

34. Site type(s): Automobile Dealership

35. Historical background: Based on photographs held at the Fort Collins Museum of Discovery, W.A. Drake operated a farm at the southwest corner of South College Avenue and West Drake Road as early as 1905. In 1919, Frank Ghent was discharged from the United States Navy. After the war, Ghent, and his wife Vera, lived in Fort Collins, and homesteaded in northwestern Colorado before returning to Fort Collins and working as a real estate agent. In 1940, he opened a car dealership at 205 North College Avenue, and in the 1950s he had a location at 262 East Mountain Avenue. In addition to his business interests, Ghent was a chair of a Fort Collins Civil Defense organization during World War II and served eight years as a Colorado highway commissioner. In 1966, Ghent moved his Ford-Lincoln-Mercury dealership to 2601 South College Avenue. The dealership is contained in the Ghent Annexation. The City of Fort Collins formalized the Ghent Annexation at the time Frank Ghent was getting ready to build his new dealership. As part of the deal the city accepted as approved the county's building permits, and added street lights, curb and gutter on Drake Street. In 1996, the Ghents sold to another established Fort Collins auto dealer, Spradley-Barr. In 2012, DraCol assumed ownership of this property, but kept the Spradley-Barr name of the dealership. As of December 2017, DraCol retains ownership of 5LR.14283.

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36. Sources of information: Cara Neth, "90-year-old Founder of Ghent Motors Dies," *Fort Collins Coloradoan*, (January 7, 1985): A-1, A-10, R.L. Polk, *Fort Collins City Directories, 1966-2006*. Located at Fort Collins Museum of Discovery, History Archives; Sanborn Fire Insurance Maps, 1917-1943; Located on the Denver Public Library-Western History Collection website; Larimer County Assessor's Office Appraisal Card, Parcel No. 9726114001, and City of Fort Collins Building Permit Correspondence, Tom Coffey to Mike DiTullio, June 7, 1972. City of Fort Collins Public Records, <http://citydocs.fcgov.com/?cmd=convert&vid=51&docid=12054&dt=OA-OTHER+AGREEMENTS>. Accessed December 27, 2017.

VI. SIGNIFICANCE

37. Local landmark designation: Yes No Date of designation: _____
Designating authority:

38. Applicable National Register Criteria:

- A. Associated with events that have made a significant contribution to the broad pattern of our history;
- B. Associated with the lives of persons significant in our past;
- C. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or
- D. Has yielded, or may be likely to yield, information important in history or prehistory.
- Qualifies under Criteria Considerations A through G (see Manual)
- Does not meet any of the above National Register criteria

Applicable City of Fort Collins Local Landmark Criteria:

- 1. The property is associated with events that have made a significant contribution to the broad patterns of history; or
- 2. The property is associated with the lives of persons that have made a significant contribution to the broad patterns of history; or,
- 3. The property embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or
- 4. Has yielded, or may be likely to yield, information important in history or prehistory.
- Does not meet any of the above Local Landmark criteria

39. Area(s) of significance: None.

40. Period of significance: N/A

41. Level of significance: National State Local

42. Statement of significance: This is the first recordation of 5LR.14283. The Ghents/Spradley-Barr dealership has been at this location since 1966. The car dealership is one of many along College Avenue. This was the third location for Ghent during the twentieth century. Because of the predominance of car dealerships as a twentieth century business model nationally, across Colorado and along College Avenue in Fort Collins, 5LR.14283 would not be considered eligible for listing to either the National or State Register under Criterion A. Frank Ghent was a successful

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Fort Collins businessman from the 1940s until his death in 1985. Mr. Ghent was actively involved in the life of his community for most of his 90 years. However, that involvement is not at a level of eligibility for listing to the National or State Register under Criterion B. Based on photographs from the 1970s, the exterior of the 51-year-old car dealership has undergone minimal alterations or additions. The exterior is similar to other car dealerships constructed across the United States during the 1960s. The use of large, open glass windows and stone exterior treatments can still be found on other car dealerships, supermarkets, and professional buildings from the same period. The building retains fair historic physical integrity. Because there is nothing unique about the architectural style, settling, feeling, and association, 5LR.14283 is not eligible for listing to the National or State Register under Criterion C.

Ghent/Spradley-Barr are perhaps the two best known car dealership in Northern Colorado. Mr. Ghent had been in the auto business for a quarter-century before relocating to this address. His children sold the dealership in 1996 after thirty years at 2601 South College Avenue. Because, Mr. Ghent had started and established his business at another location, 5LR.14283 would not qualify under Fort Collins Local Landmark Criteria 1. Mr. Ghent's activities in the development of Larimer County and Fort Collins primarily took place before the move to 2601 South College Avenue in 1966. Because of that lack of association with a period in Mr. Ghent's life where he made his contributions to the county and the city, 5LR.14283 would not qualify as a Fort Collins Local Landmark under Criteria 2. The exterior has undergone alterations over the past five decades. The building does not possess the distinctive characteristics of type, period, or method of construction, or represents the work of a master, or possesses high artistic values. 5LR.14283 would not qualify as a Fort Collins Local Landmark under Criteria 3.

43. Assessment of historic physical integrity related to significance: Research was unable to precisely date alterations to the building A's footprint since original construction. The largest addition is the canopy on the eastern elevation. One out of 16 original service bays has been enclosed and one bay door has been enclosed on the south elevation at the far west end of Building A. Both of the original rolling garage doors on Building B have been replaced. Twenty-seven of the original garage doors have been replaced. As a result only four of the original 34 rolling garage doors remain. The original doors were 80%-85% windows and the new doors are only 40% window. The roof has been replaced with material not used in 1960s which distracts from the overall historic integrity. It should be noted that 5LR.14283 is well kept but only displays a fair level of historic physical integrity. The change of the roof to non-period materials, and the loss of a character defining elements in the loss of the service bay doors greatly detracts from the historic nature of the building.

VII. NATIONAL REGISTER ELIGIBILITY ASSESSMENT

44. National Register eligibility field assessment:
Eligible ___ Not Eligible X Need Data _____

45. Is there National Register district potential? Yes ___ No X

Discuss: The commercial district in the vicinity of the intersection of South College Avenue and West Drake Road contains a number of buildings less than 50 years old. The proposed introduction of a residential/commercial center at the southwest corner of South College and West Drake would lessen the current national district potential.

If there is National Register district potential, is this building: Contributing ___ Noncontributing X

46. If the building is in existing National Register district, is it: Contributing ___ Noncontributing _____

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VIII. RECORDING INFORMATION

47. Photograph numbers: 5LR.14283a through 5LR.14283j.

Negatives filed at: Electronic images held by Autobee & Autobee, LLC, Lakewood, CO.

48. Report title: Letter Report: "Determination of Eligibility for 2602 South College Avenue, Fort Collins, CO."

49. Date(s): December 28, 2017

50. Recorder(s): Robert and Kristen Autobee

51. Organization: Autobee & Autobee, LLC

52. Address: 6900 W. 26th Avenue, Lakewood, CO 80214.

53. Phone number(s): 303-906-7829

NOTE: Please include a sketch map, a photocopy of the USGS quad map indicating resource location, and photographs.

History Colorado - Office of Archaeology & Historic Preservation
1200 Broadway, Denver, CO 80203 (303) 866-3395

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5LR.14283 – Spradley-Barr Showroom (Bldg. A) Eastern and northern elevations. Looking southwest. December 2017. Image 5LR.14283a.



Photos showing the eastern elevation before the addition of the canopy, the lowering of the showroom ceiling, and covering of the gable windows. Photos taken September 1, 1966 (right) and September 6, 1966 (left). From Coloradoan Collection, Fort Collins Museum of Discovery.

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97261-14-001

6/2/78

Ghents Motors (6/2/1978). Post canopy addition. Photograph located Fort Collins Museum of Discovery. 2601SCol78_01.



5LR.14283 – Spradley-Barr Showroom (Bldg. A) Eastern and southern elevations. Looking northwest. December 2017. Image 5LR.14283b.

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5LR.14283 – Spradley-Barr Showroom and Service Bay Section (Bldg. A) Eastern and southern elevations. Looking northwest. December 2017. Image 5LR.14283c.



5LR.14283 – Spradley-Barr Foyer between Parts and Service Section and the Service Bay Section (Bldg. A) Southern elevation. Looking northwest. December 2017. Image 5LR.14283d.

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Ghents Motors. Photos showing the southern elevation of the Service Bay Section with original rolling garage doors. Photos taken September 1, 1966 From Coloradoan Collection, Fort Collins Museum of Discovery.



5LR.14283 – Spradley-Barr Showroom (Bldg. A) Northern and western elevations. Looking southwest. December 2017. Image 5LR.14283e.

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5LR.14283 – Spradley-Barr Parts and Service Entry (Foyer) (Bldg. A) Northern elevation. Looking southwest. December 2017. Image 5LR14283f.



5LR.14283 – Spradley-Barr Parts and Service Entry (Foyer) (Bldg. A) Western elevation. Northern elevation of the Service Bay Section. Looking east. December 2017. Image 5LR.14283g.

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5LR.14283 – Spradley-Barr - Showroom (Bldg. A). Northern and eastern elevations. Looking southwest. December 2017. Image 5LR.14283h.



5LR.14283 – Spradley-Barr – Used Car Sales. (Bldg. B) Western and southern elevations. Looking southwest. December 2017. Image 5LR.14283i.

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5LR.14283 – Spradley-Barr – Used Car Sales (Bldg. B) Eastern and southern elevations. Looking northeast. December 2017. Image 5LR.14283j.



5LR.14283 – Spradley-Barr – Used Car Sales (Bldg. B) Northern elevation. Looking southeast. December 2017. Image 5LR.14283k.

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Ghents Motors (6/2/1978) Photograph located Fort Collins Museum of Discovery. 2601SCol78_02.

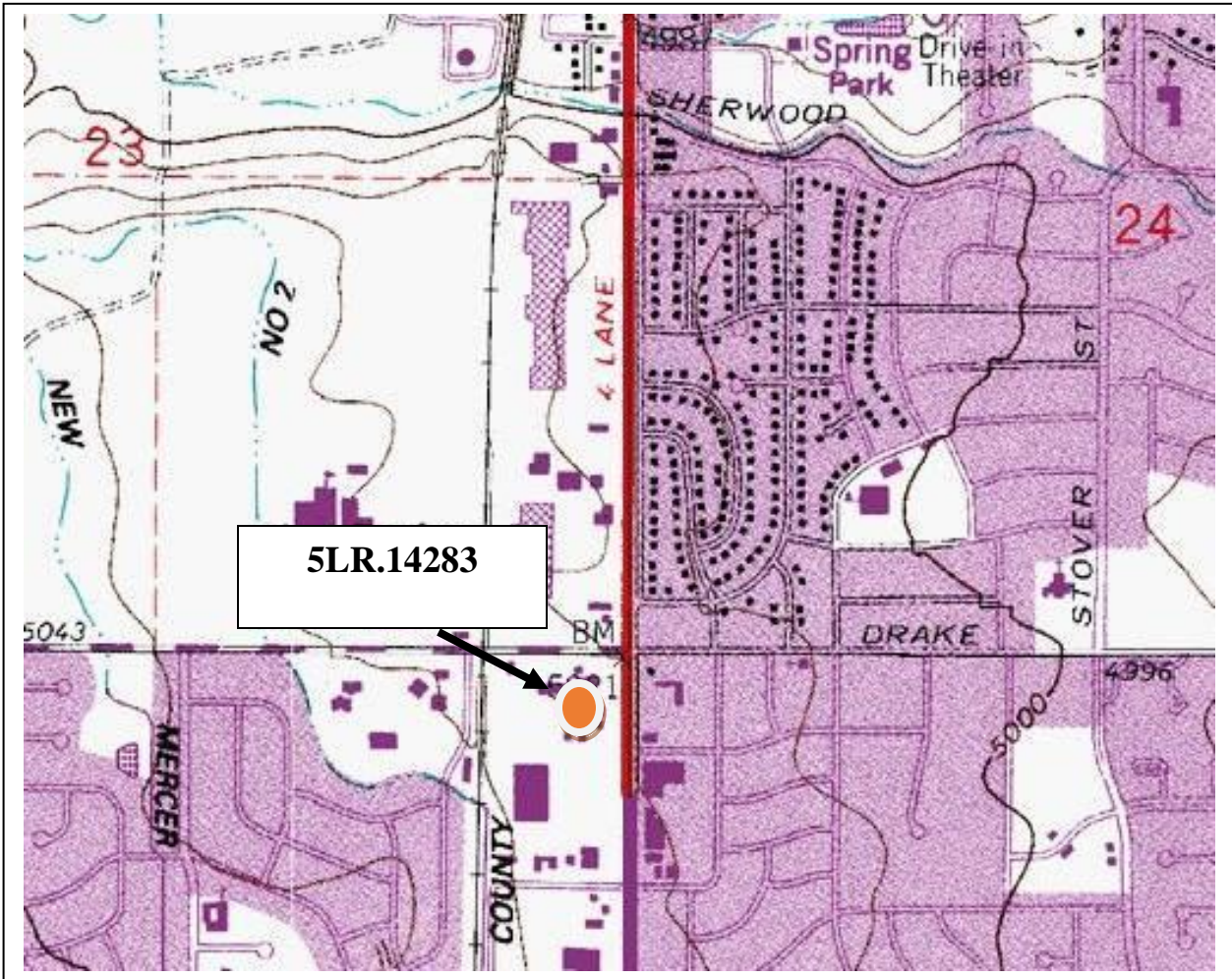


Ghents Motors (6/2/1978) Northern elevation of Service Bay Section. Photograph located Fort Collins Museum of Discovery. 2601SCol78_03.

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Temporary Resource Number:

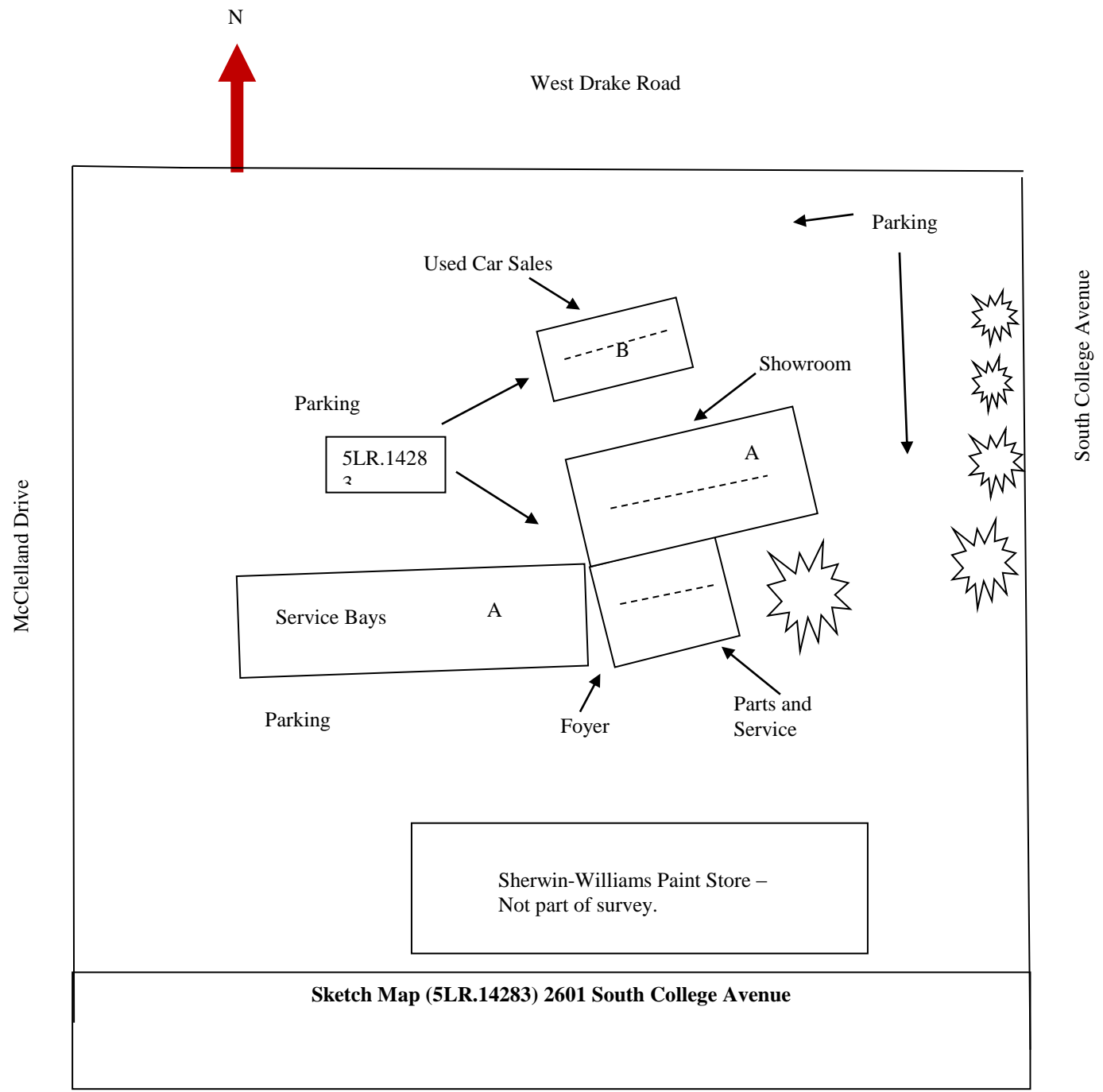


2601 South College Avenue (5LR.14283)
 6th P.M., Township 7N, Range 69W

NE ¼ of NE ¼ of NE ¼ of NE ¼ of section 26

UTM reference Zone 13 4 9 3 3 4 9 mE 4 4 8 9 0 1 9 mN

Fort Collins 1960 (p.r., 1984), 7.5' USGS topo map Larimer County



LANDMARK PRESERVATION COMMISSION

CITY OF FORT COLLINS

Held FEBRUARY 21, 2018

City Council Chambers

300 North Laporte Avenue

Fort Collins, Colorado

In the Matter of:

2601 South College Determination of Eligibility Appeal

Meeting Time: 5:30 PM, February 21, 2018

Commission Members Present:

Alexandra Wallace, Acting Chair

Michael Bello

Katie Dorn

Kristin Gensmer

Kevin Murray

Mollie Simpson

Staff Members Present:

Karen McWilliams

Cassandra Bumgarner

Brad Yatabe

Gretchen Schiager

**Secretary's Note: Chair Meg Dunn and Vice Chair Per Hogestad recused themselves from the discussion of this item due to conflicts of interest.

1 CHAIR ALEXANDRA WALLACE: Just as a note, both Meg and Per are still going to be
2 recusing themselves from this portion of the agenda. So, this is the...for discussion item number 3; this is
3 the item to consider the appeal of the Determination of Eligibility for Fort Collins Local Landmark
4 Designation at 2601 South College Avenue, which was considered eligible for its association with the
5 growth of the automobile industry and with the Ghent family, and for its distinctive, mid-century
6 automobile dealership characteristics. Does staff have any new information received since the work
7 session?

8 MS. CASSANDRA BUMGARNER: Thank you Ms. Wallace. Yes, we did have some requests
9 for additional information following the work session. The first one, what will happen with the W.A.
10 Drake steps on the property? Staff has let the applicant know about this request and Bill Wells with
11 Brinkman Partners has confirmed that the plan is to save or reuse the steps in any redevelopment...and
12 they are prepared to discuss the steps at this meeting. We also had a question about the current context of
13 the area, which I will review during my staff presentation.

14 We received an email asking about the energy efficiency of 2601 South College building as it
15 stands. Staff forwarded this request to the applicant but also notes that this question is not applicable to
16 the Code requirements for determining the eligibility for designation of a property. Additionally, staff
17 does not have this information readily available to address it.

18 And then, finally, there was Bud Frick’s email with historic photos of automobile dealerships
19 which was attached to the staff report. He sent this email on February 15th of 2018 to the Landmark
20 Preservation Commission and staff regarding automobile dealerships from this era. Staff has forwarded
21 this email to the applicant, included the email as an attachment, and pulled the photographs from each
22 link into the attachment.

23 CHAIR WALLACE: Great, thank you, Cassie. Does any member of the LPC have any
24 disclosures regarding this item?

25 MS. KRISTIN GENSMER: I was not present at the work session while this was being discussed;
26 however, I have reviewed the audio recording of the discussion and...I suppose of the question period, I
27 should say, and I am prepared to participate.

28 MS. MOLLIE SIMPSON: I was also not here during the work session and did listen to the audio
29 tape and are [*sic*] prepared as well.

30 CHAIR WALLACE: Great, thank you Kristi and Mollie. Okay, so quickly to note, the LPC’s
31 responsibilities tonight...we are not going to be considering the other two properties that were listed in
32 the background of the section for the item...2627 South College Avenue and 132 West Thunderbird
33 Road, because they were under 50 years of age. We are not going to be considering the economic impact
34 and feasibility of retaining the property as being individually eligible. The LPC is also determining
35 whether it will uphold the previous decision by the Director of Community Development and
36 Neighborhood Services and the LPC Chair, or to overturn it...to uphold or to overturn that decision. And
37 the Commission is also looking at the eligibility of the property at 2602 South College based on the
38 standards that are in accordance with Section 14-5 of the Municipal Code. And, finally, this Commission
39 is not designating the property as a landmark.

40 Okay, so does staff have a report?

1 MS. BUMGARNER: Yes. Alright, thank you Ms. Wallace, and good evening. My name is
2 Cassandra Bumgarner; I'm an Historic Preservation Planner and I'm presenting the staff report on 2601
3 South College Avenue...the appeal of the landmark designation eligibility.

4 On October 20th, 2017, Historic Preservation staff received an application for historic review for
5 three properties associated with a potential development proposal at the southwest corner of College
6 Avenue and Drake Road. As Ms. Wallace briefly stated, we did not review 2627 South College Avenue
7 or 132 West Thunderbird Road. Neither of those buildings were over 50 years of age, so the historic
8 review was not required for either of those properties. Land Use Code Section 3.4.7(C), Determination of
9 Landmark Eligibility, provides the process for identifying historic resources on and adjacent to
10 development sites, and requires that the decisions be made in accordance with the applicable provisions in
11 Chapter 14 of the Municipal Code.

12 On October 26th, 2017, the Director of the Community Development and Neighborhood Services
13 and the Chair of the Landmark Preservation Commission reviewed the 2601 South College Avenue
14 property based on the provisions in Chapter 14 Section 72, and found that the proposed demolition of the
15 primary structures on the property constructed circa 1966 would constitute a major alteration because it
16 would negatively impact all seven aspects of exterior physical integrity. They also at that point
17 determined that the property was individually eligible as a Fort Collins Landmark based on significance
18 under standard A, B, and C.

19 On November 7th, 2017, Bill Wells, on behalf of the current owners, submitted a written appeal of
20 the decision that the property is individually eligible in accordance with the appeal procedure outlined in
21 Sections 14-6(B) and 14-72(E). The appellant has met all of the requirements outlined in the Code
22 regarding the appeal process, including submittal of a Colorado cultural resource survey architectural
23 inventory form, which was prepared by an independent consultant in historic preservation.

24 The 2601 South College Avenue site is on a commercial block at the southwest corner of two
25 arterials: Drake Road and College Avenue. On the southeast corner of the Drake and College intersection
26 is more commercial development with residential further east. On the northeast corner, there is some
27 commercial development with residential toward the north and the east. Some of the residential buildings
28 in this area have commercial occupants. On the northwest corner of the intersection is a commercial
29 block with an active development review application, PDP 160043, also known as King Soopers number
30 146, Midtown Gardens Marketplace. The application includes a proposed supermarket within the existing
31 Kmart building, and a new 7,200 square foot retail building that would replace an existing vacant building
32 on the northeast corner of the site. The project had a neighborhood meeting on November 2nd, 2016. The
33 round one staff review was held on January 18th of 2017...an additional review is ongoing.

34 So, the next few slides are current photographs of the property. There are three buildings on the
35 property, and this is showing you the showroom...and here are some more views of the showroom. Then,
36 on this slide and the following, you start to see more of the service repair garage and garage bays. And
37 then this is an additional building on the property which has been labeled as the outbuilding. And the
38 proposed work is for full demolition of those buildings.

39 So, Section 14-5 of the Municipal Code: Standards for Determining the Eligibility of Site
40 Structures, Objects, and Districts for Designation as Fort Collins Landmarks or Landmark Districts,
41 provides the framework for making the determination of eligibility. Eligibility is based on significance
42 and exterior integrity. The Landmark Preservation Commission must consider context as well.

1 The Code explains that significance is the importance of the site to the history, architecture,
 2 archeology, engineering, or culture of our community, state, or nation. The property must meet at least
 3 one of the four standards of recognized significance. I'll now be reviewing the four standards of
 4 significance; the first is events, and a property can be associated with either or both of two types of
 5 events: one is a specific event marking an important moment in Fort Collins pre-history or history, or two,
 6 a pattern of events or an historic trend that made a recognizable contribution to the development of the
 7 community, state, or nation. The second standard of significance is persons or groups. The property
 8 could be determined significant if associated with the lives of people...persons or groups recognizable in
 9 the history of the community whose specific contributions can be identified. The third standard of
 10 significance is design or construction. Properties may be determined to be significant if they embody the
 11 identifiable characteristics of a type, period, or method of construction, represent the work of a craftsman
 12 or architect whose work is distinguishable from others by its characteristic, style, and quality, possess
 13 high artistic values or design concepts, or are part of a recognizable and distinguishable group of
 14 properties. Then the fourth standard of significance is information potential. Properties may be
 15 determined to be significant if they have yielded, or may be likely to yield, important information in pre-
 16 history or history.

17 So, just to review, there are four types of significance, and a property must meet the criteria for
 18 one or more if it is eligible for designation. The four types, again, are events, groups and people, design
 19 construction, or information potential.

20 So, in addition to significance, a property must retain exterior integrity. All seven qualities do not
 21 need to be present for a site to be eligible, as long as the overall sense of pastime and place is evident.
 22 The first two standards for determining exterior integrity are location...and that's, is this the place where
 23 the historic property was constructed, or a place where an historic event occurred, and design...does the
 24 property still have the combination of events that create the form, plan space, structure, and style of the
 25 property. Next, we have setting, which is the physical environment of the historic property. Whereas
 26 location refers to a specific place where the property was built or an event occurred, setting refers to the
 27 character of the place...it involves, how, not just where, the property is situated, and its relationship to
 28 surrounding features and open space. Then, we also have materials as an aspect of integrity.
 29 Workmanship is the physical evidence of the crafts or a particular culture or people during any given
 30 period in history. And feeling is the sixth aspect of integrity, which is a property's expression of the
 31 aesthetic or historic sense of a particular period or time; it results from the presence of physical features
 32 that, taken together, convey the property's historic character. And then, finally, the last aspect of integrity
 33 is association. Association is a direct link between an important historic event or person and an historic
 34 property. A property retains association if its place where the event or activity occurred and is
 35 sufficiently intact to convey that relationship to an observer. Like feeling, association requires the
 36 presence of physical features that convey a property's historic character.

37 And then, like I did with significance, this is a review of the seven aspects of integrity, which are
 38 location, design, setting, materials, workmanship, feeling, and association. All seven qualities do not
 39 need to be present, but it must convey an overall sense of history and place.

40 The Code also requires the LPC to consider context. Context is the area required for evaluating a
 41 resource's...context is dependent on the type and location of the resource. For example, a house located
 42 in the middle of a residential block would be evaluated in the context of the buildings on both sides of the
 43 block, while a house located on the corner may require a different contextual area.

1 The framework for processing eligibility is established in the National Parks Service Bulletin 15,
2 How to Apply the National Register Criteria for Evaluation. For standards A, events, and B, people, the
3 aspects of integrity of location, setting, materials, and design are particularly important. For standard C,
4 design and construction, materials, design, and workmanship are particularly important. Based on the
5 appeal process outlined in the Code, the Commission must determine whether 2601 South College
6 Avenue is individually eligible. If the property is individually eligible, the Commission should identify
7 which buildings contribute to that eligibility or do not contribute. This is a new determination of
8 eligibility based on provided evidence from the initial review and the new evidence in the form of the
9 Colorado Cultural Resource Survey Architectural Inventory Form, prepared by an independent expert in
10 historic preservation, and the Commission should use the above criteria from Section 14-5 to make that
11 determination. All final decisions of the Commission are subject to the right of the appeal to the City
12 Council. And this concludes my presentation; I'm happy to pull up any of these slides during your
13 discussion. Thank you.

14 CHAIR WALLACE: Thank you, Cassie. Do any members of the LPC have any questions for
15 staff? Okay, seeing none, does the appellant have a presentation to the Commission? And I ask that you
16 state your name and sign in please.

17 MR. TODD PARKER: My name is Todd Parker; I'm with Brinkman, representing the
18 ownership.

19 Thank you, Commission, for hearing our appeal on this, for 2601...as I said, I represent the
20 ownership, the Spradley-Barr family, as well as Brinkman...we are a partner, general partner, in the
21 redevelopment, hopefully, of this parcel. In direct response, I wanted to address a few things that were
22 brought up in the presentation, or the additional materials to the presentation. The W.A. Drake carriage
23 steps...those steps actually are an integral part of this project. In fact, the history of the parcel is an
24 integral part of the project. We have branded this redevelopment as the Drake at Midtown, and that is a
25 direct correlation to the W.A. Drake farm that existed there prior to the automobile dealership. The
26 carriage steps themselves, actually, are going to be a part of the redevelopment. And, I don't know
27 if...can staff bring up the proposed development? That slide...if that's doable? Yes, that one right there
28 would be awesome.

29 So, this is...there's been a progression on this design, but this is not dissimilar from what we're
30 proposing. The redevelopment of this block is really taking cues from the Midtown Plan as well as the
31 City Plan to focus a catalyst project in the Midtown area. And, with those two plans, one of the focuses
32 of the redevelopment is to bifurcate large block areas. You'll see a large...or, a long north-south drive,
33 and we've actually made that more of a winding drive, and it's going to have about a 30 to 50 foot buffer
34 on either side of it for gathering areas, parks, green areas...and the carriage steps are going to be integral
35 into those areas. How that is to be integrated, I'm not a hundred percent sure yet; design hasn't
36 progressed to that point. But we're going to take the carriage stones...carriage steps, and make it part of
37 that arcade area.

38 I also wanted to address...I know it's not part of the determination, but, Mr. Bello had a question
39 on the efficiency of those buildings. Talking with Bill Barr today, the inefficiency of that building is
40 reflected in a lot of what...the energy that is going out that main window...it just has a reflection. This
41 last month, Spradley-Barr paid \$8,000 in gas and electrical bills for heating, as compared to their Ford
42 dealership on South College, they only paid about \$2,000, \$2,200 for that same gas and electrical bill for
43 about twice the size; the Ford dealership is about twice the size of this one, so it really is a financial

1 burden on...the current architecture is as well. I know it's not a part of the determination, but to address
2 that question.

3 And then, the last part is in response to the photographs that Mr. Frick provided to staff and was
4 copied to us as well this last week. I was looking at...in reflection of the architecture being indicative of
5 something that can be defined as mid-century modern. The photographs that were provided are similar to
6 what is currently on the site; however, I would also present that if you look for those properties today, I
7 could only find one that is in existence as an existing...as it was existing...as it was previously built out.
8 So, that architecture...to say that that architecture style is unique for this time period, I think is arguably
9 erroneous, and I actually have provided...or, have...can provide the Commission those same
10 photographs. I did some research and did a print out of those, and I have it on a flash drive too, if that's
11 admissible to the Commission.

12 And then, as staff also noted, there was a third party...as part of the appeal process...the third-
13 party investigation. And, with me, I have Kris Autobee, and she was going to address the Commission as
14 well, if that's okay?

15 MS. KRISTEN AUTOBEE: My name is Kris Autobee...what else to I need to tell you as my
16 introduction?

17 CHAIR WALLACE: Just sign in please, thank you. If you could...if you could actually state for
18 the record who you are with.

19 MS. AUTOBEE: Okay, my name is Kristen Autobee and I'm with Autobee and Autobee, and I'm
20 really here to answer any questions you might have about our report, our findings. We don't often end up
21 on the side that says 'not historic,' so it's kind of a new place for us.

22 CHAIR WALLACE: Well, at this time, we're just taking in to consideration if you have any
23 presentation or anything you would like to share with us and make known.

24 MS. AUTOBEE: Again, about the architecture, I guess I would encourage you to keep in mind
25 the car dealership, auto dealership, auto showroom, is not a recognized form of architecture under the
26 state of Colorado in the Colorado lexicon that we're in. In the OAHF Field Guide to Architecture, this
27 falls under specialty...under specialty shop, or specialty commercial. So, it really needs to be part of a
28 broader look at architecture and not simply at auto dealerships in Fort Collins, because other types of
29 showrooms such as furniture, or hardware, or motorcycles, or other things are sold out of those same
30 styles of buildings, or types of buildings. So, there isn't actually a style called 'auto dealerships.' So,
31 you're really needing to consider that as part of this.

32 I also would like to encourage you to think in terms about the amount of change that has
33 happened to character-defining features of this structure. The façades that seem to be of the most interest
34 are on the east side and on the north side of the building of the main showroom. That really only
35 represents about 30% of the building. Another almost 30% has been changed, and what I would consider
36 to be character-defining elements, which are the rolling doors along the service bays. There's been a
37 tremendous loss of glass...that building has a very different look from the original photographs, with very
38 light, airy, open...it has a very different feeling with the modern doors in it, and I would ask you to
39 consider that and those changes to that physical integrity, the historic integrity, as part of that.

40 Again, I'll answer any questions about the report.

1 CHAIR WALLACE: Thank you. Do any Commission members have any questions of the
2 appellant?

3 MR. MICHAEL BELLO: Yeah, Mr. Parker, can I ask you? So, what's the ability to be able to
4 sever the garages from that showroom section? Is that possible? And keep the integrity of the
5 showroom?

6 MR. PARKER: The...not being a structural engineer, I can't truly answer that Mr. Bello;
7 however, I will say that in one of our initial design concepts with the ownership group, we did look at
8 severing the auto body and...well, the auto body shop; there's like 15 bays there or something like that.
9 We looked at severing that, taking that out, because it ran where that north-south drive was at, and leaving
10 the main building. But, we couldn't make that work, and because of the way it was inefficient energy-
11 wise, the ownership decided they didn't want to pursue that, so we didn't look at it any further.

12 MR. BELLO: Thank you.

13 MR. PARKER: Yep.

14 CHAIR WALLACE: Kevin?

15 MR. KEVIN MURRAY: So, Ms. Autobee...is that right?

16 MS. AUTOBEE: Autobee.

17 MR. MURRY: Autobee. Are the three things that, if I read your survey correctly, the three things
18 that you guys felt were detrimental were the front overhang, the roofing type, and then the garage doors.
19 Is that correct?

20 MS. AUTOBEE: Yes.

21 MR. MURRAY: Okay.

22 MS. AUTOBEE: We felt those were the character-defining elements of this building. That,
23 without those pieces, you have a significantly different look and feeling to that structure.

24 MR. MURRAY: Thanks.

25 CHAIR WALLACE: Any other questions?

26 MR. BRAD YATABE: Madam Chair, Mr. Parker did offer some photos, I believe, in association
27 with Mr. Frick's...the photos that he had provided. I didn't know if the LPC was interested in viewing
28 those, or wanted to do anything with that information.

29 CHAIR WALLACE: Yes, I think we would be interested in seeing those.

30 MR. PARKER: I can do one of two things; I have them on a flash drive, or I printed them out.
31 What would you prefer?

32 CHAIR WALLACE: Probably if we can do flash drive...you can access those.

33 MR. PARKER: So...these are a demonstration of a before and after for...I think there's...I didn't
34 count, but maybe a dozen, short of a dozen, examples that were provided in the email chain. And, what
35 I've done is taken the examples where I could see a name and determine a location, and then...like I said,
36 did a before and after. And you can see in each one of these, the...okay, thank you. So, you can see the

1 before here being...zoom in, even, probably not. You can kind of see the similar sort of architecture
 2 that's referenced...the low-slope roof, the big panes of glass off of pretty much the whole gabled end of
 3 the building. And then you can see what it is today...this is an example in Clean, if I mispronounce it I
 4 apologize...Texas. Second...I'll go through these somewhat fast. The second one is Herb-Gould Ford
 5 dealership, and see how its changed over the years; that's in California. The one in New York, not a
 6 dissimilar look; it's actually turned into an ice cream shop. This one is the Gillboy Mercury, if I'm
 7 reading it right, and that's in Pennsylvania, and it's now the modern version of the Ford. This one's an
 8 interesting one; it's actually in a suburb of Detroit, Royal Oak. You can see the Royal Oak Pontiac
 9 dealership up top. The middle photograph is what it was on Google, so they've scraped it and they are
 10 doing something with it. And then right across the street, the interesting part is, you can see the old...I
 11 don't know if they're designated, but historic buildings across the street. So...the end points of that
 12 architecture as well.

13 And this is the one building that I could find an example where they maintained the old building.
 14 You can see the low, sloped roof. Up here, you can even see the pre-engineered metal building in the
 15 background. Same thing...a little hard because it's off the street a ways. You can see the same low
 16 slope, and then the metal building in the background; and you can even see this telephone pole is still in
 17 the back here...and all the wires that make it look all pretty. But this is the only one that I could even find
 18 that was the same building, and that's in Ohio.

19 And, like I noted there, a few of these are back east, which, you know, arguably, has a very strong
 20 passion or sense of what is and is not historic. And then to have one of the dealerships in Detroit,
 21 Michigan, and they scraped that one as well...I think might say something to that same argument. Does
 22 that provide context?

23 CHAIR WALLACE: Thank you.

24 MR. PARKER: You bet.

25 CHAIR WALLACE: Any other questions that the commission has?

26 MR. BELLO: Yeah, so I guess I'm trying to understand...Mr. Parker, what your argument is
 27 here? That the fact that these have been scraped...isn't that kind of supporting the fact that this is the last
 28 of the type of architecture that we should then preserve?

29 MR. PARKER: Sure...I'm not an historian, but speaking with Kris, and maybe she can get to it
 30 better, but the mid-century modern period really predates even the construction of this building, which
 31 was 1966, and you can find different documentation, but it actually goes up until like the mid-1960's.
 32 Not to say that it can't still be built to that style, but to say that it's unique to that period is not the case.
 33 So, the argument is, is that other jurisdictions did not see anything unique in that architectural style.

34 MR. BELLO: Gotcha. Okay, thanks.

35 MS. AUTOBEE: I would add to that in saying that Fort Collins...again, if we look at this...can
 36 you put up a picture of the current building? Thank you. Again, if we're looking at this as being a non-
 37 style, a non-form, a non-ground print, and that leaves us with construction type and construction
 38 materials. Fort Collins retains several structures that are of this same construction method and
 39 construction materials. For example, the Safeway that is on College...is that still standing? It was last
 40 time...the marina style with the nice curved roof? Again, that's large, metal frame, plate windows with
 41 the stone façade. Front Range Power Sports, a smaller example, but again, it would appear to be concrete
 42 block with the stone façade and the large windows. So, this is not as unique as it might sound. It might

1 be the only one that's currently in use as an auto dealership, but these elements are in other buildings in
 2 Fort Collins. So, again, it's not the only one, so to speak, because it isn't of an official style. So, in
 3 looking at it in terms of construction method and construction materials, Fort Collins has other examples
 4 of this.

5 MS. KATIE DORN: I have a question for Mrs. Autobee. In your research, I'm just curious, those
 6 two earlier locations for the auto dealerships...are those still existing?

7 MS. AUTOBEE: I didn't go so far as to look to see if the building was still there or if it had
 8 been...if there was some re-façading or any other changes. I did not look at that. I think that it's
 9 incorrect to call this an early auto dealership. Fort Collins has auto dealerships as early as 1909; that
 10 would be the auto dealership to preserve, and to really say, this is what kicks it off. By the time this
 11 building is built, a lot of the city planning is in place for the automobile. This is 50 years after the advent
 12 of the car in Fort Collins. So, I don't feel that it's a really strong argument to say that this somehow
 13 continues to influence that. We're kind of stuck with the car. This might be the middle period of car
 14 ownership if the young trendies have their way and we have a lot more public transportation, maybe the
 15 car goes away. Maybe that increases the importance of this, but that's in the future. So, no, we didn't
 16 look into those other structures. I would also argue that Frank Ghent, in terms of his importance, also
 17 predates this building, and for exactly that reason: he has two other locations prior to this.

18 MS. DORN: Did you look at the entire Ghent family, including his son that he started the
 19 dealership with, or just Frank?

20 MS. AUTOBEE: We just looked at Frank, and the reason for that is, I believe that his son's home
 21 is already recognized. Is that correct? Am I right about that? That one of the sons' homes is recognized?

22 MS. KAREN MCWILLIAMS: I'm sorry; I couldn't answer that question; I'm not aware that
 23 we've recognized a home for the son, so...I don't know.

24 MS. AUTOBEE: Okay. So, no, we looked specifically at Frank Ghent, and one of the reasons we
 25 looked really, specifically at him, is that his importance to the city of Fort Collins seems to predate even
 26 his...it comes from other things other than selling cars. He's a naval vet from the first World War, he
 27 tries to homestead after that, comes back to town, starts another dealership, by that time, the second
 28 World War is getting underway, he's a member of the Civil Defense, he goes on to be a Highway
 29 Commissioner for a brief period of time. So, it doesn't...I don't know that this building represents Frank
 30 Ghent in such a way that you can't separate the two and still tell a good story.

31 I look at historic preservation this way: these are the buildings that we feel so strongly about that
 32 we take them with us into the future, because the future can't understand our current story without them.
 33 And so that's part of how we looked at the story of Frank Ghent, the story of the construction
 34 methods...is, did that weigh so heavily. And that's perhaps a little bit beyond what the City of Fort
 35 Collins standards are, but in theory, that's historic preservation.

36 MR. MURRAY: Ms. Autobee, I heard you say earlier, and I want to just make sure...confirm this
 37 for me. You said that it's probably not as significant as an earlier, like 1909 auto, but you said it would
 38 probably be significant as a mid-automobile era?

39 MS. AUTOBEE: If the automobile goes away in 50 years, yes. But that's a hard thing to base a
 40 judgement on today, does this tell the story of auto dealerships to the extent that we have to have this one
 41 or the set is incomplete, the story is incomplete.

1 MR. MURRAY: And then one other question, on the lexicon that you brought up.

2 MS. AUTOBEE: Yes.

3 MR. MURRAY: Wouldn't you think the style would be mid-century modern with the type of
4 commercial?

5 MS. AUTOBEE: No.

6 MR. MURRAY: No? Why is that?

7 MS. AUTOBEE: There's...that phrase is not actually in the lexicon. And right now, the state
8 historic fund, the lexicon there, kind of catching up with mid-century modern because it's suddenly
9 becoming important. So, really looking at it from what is in the lexicon to date, and what is in the field
10 guides at this point in time, it becomes a commercial building, it becomes a specialty store in terms of its
11 use. But, we really can't call it mid-century I don't think. It's built in the mid-century, but that's a time
12 period, not a style.

13 CHAIR WALLACE: I'm curious, did you happen o consider the context of College as a main
14 thoroughfare connecting...as part of 287, potentially connecting to the Lincoln corridor...did you
15 consider that as a context.

16 MS. AUTOBEE: That's an interesting thing to consider on this, and perhaps that's why the stone
17 is only on the north and the east side when that structure is built. I don't believe that there's a lot of
18 development to what is the southeast of that. And in fact, the other two buildings on this parcel are not
19 being considered because they weren't built yet. So, that's open space. In some ways, that building has
20 lost its context for how you would view it coming from Fort Collins. When the structure is built, its only
21 as the permits are being pulled that the City of Fort Collins annexes that property. So, again, that was
22 outside of town at the point at which the Ghent family is pulling permits. And, contextually then, that
23 must mean that there's not a lot beyond that. But, of course that's outside the scope of our work.

24 MS. MOLLIE SIMPSON: I'm sorry, you just said that the...can you repeat what you said about
25 not being able to understand the building because everything was developed around it. I'm...what did
26 you say about that again?

27 MS. AUTOBEE: I think our understanding of the building historically...in 1967, if you went to
28 build...or to buy a car here, you're probably approaching it from the northeast. That's why those walls,
29 those façades, are the most decorative.

30 MS. SIMPSON: And did you take the building orientation on the site into consideration with
31 that?

32 MS. AUTOBEE: That absolutely takes it into consideration. Again, people aren't necessarily
33 coming...he's not advertising...the point of commercial architecture is to advertise your business. And
34 so, he's advertising his business and how clean and how sleek his architecture is, that it is modern at that
35 moment in time. He's trying to give his customers a feeling of security. They're coming to this nice,
36 new, modern place. I don't know that that's how we read that building today, but in 1967 we would have.
37 And, we would have been coming, then, probably, from the north and the east. And, again, that's why
38 those two façades have the stone work on them; that's why those façades, and why the building is slightly
39 turned in that direction.

1 MS. SIMPSON: If you're standing on the north and east corner, how is that changed? I'm just
2 not understanding that.

3 MS. AUTOBEE: I wouldn't say that...the orientation of the building has not changed, that's true.
4 But, I'm not sure that we read that building with the same eye toward the decorative as what we would
5 have in 1967.

6 MS. SIMPSON: Wouldn't you say the decorative part is what's inside the windows, though, and
7 that's why he has the larger windows in order to sell what's inside?

8 MS. AUTOBEE: When I say decorative, I'm referring to the stone work that's been applied to the
9 exterior. That's the decorative feature of that building.

10 MS. SIMPSON: Okay, I see.

11 MS. AUTOBEE: But, again, that only covers about 30% of the structure.

12 MS. SIMPSON: Which is still visible from the northeast corner?

13 MS. AUTOBEE: It's still visible, yes.

14 MS. SIMPSON: So, it hasn't changed?

15 MS. AUTOBEE: No, but what is beyond that building has. There are new...there are other
16 buildings now within the sight line, so that has changed...that context of the neighborhood has changed.
17 And those are not being considered on this review because they are less than 50 years old.

18 CHAIR WALLACE: And, I reviewed your report, but I just wanted to clarify that the front
19 addition was circa '72 to '78, is that correct? When that was extended?

20 MS. AUTOBEE: Yeah.

21 CHAIR WALLACE: Okay. Yes, Kevin?

22 MR. MURRAY: Actually...I actually have to have you change to a different page and all that,
23 but the Coloradoan picture shows that it was installed about a month after it was built in 1966, October
24 1st.

25 MS. AUTOBEE: Do you know...may I ask you a question?

26 MR. MURRAY: Sure.

27 MS. AUTOBEE: Do you have an idea of why that was added on?

28 MR. MURRAY: I have no...no...I'm old, but I'm not that...well, I'm that old I guess. But, just
29 in the picture, it's...let me see...I was going to save that for discussion, but...page 135 shows the
30 Coloradoan photos. And...of October 1st, 1966, and it's installed in those pictures.

31 MS. DORN: And, Cassie, what is the date on those...'66?

32 MS. BUMGARNER: So the date is October 1st of 1966.

33 MS. AUTOBEE: I think it's interesting that they would need to make a modification so quickly.

34 MR. MURRAY: Maybe it was a hot summer, I don't know. But, I think the page before is
35 September, and it shows it without it.

1 MS. AUTOBEE: Yes.

2 MR. MURRAY: So, it was added...

3 MS. AUTOBEE: I read that as being there was some...forgive me for using the word, but some
4 failure in the use of that building, if it is the sun. And then of course those windows are going to create a
5 tremendous amount of heat on the inside, that they have to make an immediate modification.

6 CHAIR WALLACE: True, but that is something to consider, that the alterations would also be
7 historic at this point, and not dating to the 1970's.

8 MS. AUTOBEE: Accepted.

9 CHAIR WALLACE: Okay. Any other questions from the Commission?

10 MS. DORN: Sure...do you know of any other existing buildings that are associated with Frank
11 Ghent in Fort Collins?

12 MS. AUTOBEE: I did not look specifically for that.

13 MS. DORN: Okay, thank you.

14 CHAIR WALLACE: Okay.

15 MS. SIMPSON: You state in your report that Frank Ghent...the majority of the work that he did
16 for the town of Fort Collins was predated...this building. Do you have years on any of that stuff by
17 chance?

18 MS. AUTOBEE: The area of the report where we talk about that history is on...

19 MS. SIMPSON: I apologize; I did not see that, so if I missed that, I'm sorry.

20 MS. AUTOBEE: On page four of the report is where we talk about his World War I service. His
21 first car dealership is opened in 1940, so he's been in business 26 years when he builds this structure. So,
22 this is...again, it's not his first, it's not the first car dealership, it's not the beginning of something, it's
23 very much in the moment I would say. That's not a good historic way to explain what I'm thinking; I
24 apologize for that.

25 MS. GENSMER: To follow-up on that question, going to page four on the report when you
26 discuss when...or that he was a Colorado Highway Commissioner. When was that? Was that during
27 World War II while he was also part of the Civil Defense Organization?

28 MS. AUTOBEE: I believe that is the case.

29 MS. GENSMER: Thank you.

30 MS. SIMPSON: One of the other documents we have also states that he served on the Water
31 Board of Fort Collins; do you know when that was?

32 MS. AUTOBEE: I do not know when that was.

33 MS. SIMPSON: Okay. He was part of the Northern Colorado Rod and Gun Club...any idea on
34 that? I don't know that that's important, but...?

1 MS. AUTOBEE: Again, do those things...is that story told through this building? Is his
2 ownership of a car dealership, his building of this...is his story so well told through this building that
3 that's important here?

4 MS. DORN: But I guess the question is also, are there other buildings associated with him that
5 still exist?

6 MS. AUTOBEE: Again, I don't know the answer to that because the question was, is this
7 building indicative of this man's life? Is saving this building the best way to preserve his memory, the
8 best way to honor his legacy as a dedicated community participant and...I mean he was very much a
9 member of the community fabric; that's obvious. What isn't obvious, is that community life in
10 relationship to a business he owns?

11 MS. SIMPSON: It looks like another document we received from 1980 shows that the Ghent
12 dealership was awarded quite a significant award, which was a business that Frank Ghent and his son
13 started. Did you take this award into consideration?

14 MS. AUTOBEE: Yes...and I'm not sure if this is the award that's awarded to him by other car
15 dealerships?

16 MS. SIMPSON: It looks like Times [sic] magazine.

17 MS. AUTOBEE: I don't know that Time magazine awarded him anything; they might be
18 reporting on that. And I don't have that document in front of me. So, that I can't speak to. There is no
19 question that this is a going concern...that Frank Ghent builds a successful business. But, is that what is
20 memorable about Frank Ghent?

21 CHAIR WALLACE: Mollie, is this the article that you were thinking about with the other article?
22 Okay...so the first line on that one? That Dwight Ghent, president of Ghent Motor Company of Fort
23 Collins will soon be featured in Time magazine. And then also that Ghent recently was one of the 70 car
24 dealers in the nation named a Time magazine quality dealer award winner for 1980. Okay.

25 MR. MURRAY: The problem might be with that is that Dwight wasn't researched, Frank was.

26 MS. SIMPSON: I would agree.

27 CHAIR WALLACE: Okay, are there any other questions that we would like to ask Kris? Okay.
28 Thank you.

29 MS. SIMPSON: I have one question for the other gentleman. The images that you shared of the
30 buildings that were scraped that looked similar...or altered, scraped or altered. Do you have years when
31 those were scraped or altered?

32 MR. PARKER: No, it was just research I did in about a 24-hour period, so I didn't have time to
33 figure that out.

34 MS. SIMPSON: Okay, so it might have been before the 50-year period where they might have
35 been more significant?

36 MR. PARKER: Potentially; I think there are some that are indicative of being after...or well
37 within that 50-year period, like the new Ford dealerships. But some of them very well could be, yes.

38 MS. SIMPSON: Okay.

1 CHAIR WALLACE: Okay, thank you. Does staff have anything they would like to add in light
2 of the appellant's presentation?

3 MS. BUMGARNER: Yeah, I just wanted to address Ms. Dorn's question about the two other
4 locations. Staff had looked those two up...neither one exists anymore. One, the Mountain Avenue
5 address is now the Mitchell Block, the site of the Fort Collins Food Co-op. And then, the College
6 Avenue address is now what is Beau Jo's and City Drug.

7 CHAIR WALLACE: Thank you Cassie. Okay, does the Commission have any questions of staff
8 or any other questions for the appellant before we move into...away from public comment...or move into
9 public comment...apologies. Okay, seeing none, are there any members of the public that wish to
10 provide comments on the appeal to the Commission? Okay, seeing none...do any of the Commission
11 members have any additional questions before we close the public comment and move on to our
12 discussion? No...

13 MR. MURRAY: Do we have a discussion session on this too?

14 CHAIR WALLACE: Yes. Okay, then we will close taking of evidence and move into a
15 discussion amongst ourselves in front.

16 MR. MURRAY: Sorry, did you say discussion?

17 CHAIR WALLACE: Yes, yes I did.

18 MR. MURRAY: I'm new at this, guys, so bear with me. I hear the...you know, it might not be
19 Frank Ghent's best memory, but I wonder if this isn't, probably, you know, the best example we have of
20 a...I know, if it's not the lexicon...but, commercial building of this style for the age, especially talking
21 about context right now with the parking lot around it. Not sure it's the best use, but it has...you know
22 what it is, and you recognize it as something that you would have seen growing up or whatever.

23 MS. SIMPSON: I would agree with that; I also feel strongly that this might not be a great
24 example considering that it's not from the era of when the automobile started in this area, but it
25 definitely...it's definitely a great example of an auto-centric time period of when Fort Collins was formed
26 and how it was formed. Drake Road and the way the building is oriented with the front angled towards
27 the road so when you're driving down, you can actually see into the building. I think it's very...it's a
28 good example of that, a great example of an era of when the automobile was more important. Something
29 to consider.

30 CHAIR WALLACE: That was something that I was also considering, especially when I was
31 considering it...the span of it...that the Lincoln corridor, which I know that you had done some work on
32 so you might be able to speak to that more than I, but...how that extends throughout town and particularly
33 at that intersection, it seems to be a crossing point within the community, and that's a long stretch of road
34 for College to go, and I know that there have been quite a few car dealerships...and most of them have
35 been more recent, but that particular property has been here, perhaps one of the longer times, to my
36 knowledge.

37 MR. BELLO: I hear what you're saying...I think the front building is probably the significant
38 portion of this in terms of the architecture, and the history. I think the garages are certainly something
39 that's been changed over time; you can tell from the photos. It's not consistent with the...and I'm not
40 sure if we would apply this, but not consistent with the Land Use Code in terms of being able to have

1 garages like that. But, it seems to me the entire structure is not something that would be identifiable in
2 that regard. From the history, it's mostly just that front structure.

3 MR. MURRAY: Just kind of a point of information, I am this old. I do believe that roof, going
4 by it every day going to Greeley to work for a while, was a hot tar and gravel roof, and it was kind of light
5 brown in color...the gravel was like a pea gravel. They probably got tired of it raining down on the new
6 cars, or something like that. But, anyway, I'm not sure...I mean, keeping the style of the building and the
7 way it faces and all that, to me, is...says that the change of roof doesn't really change it. And garage
8 doors could always be changed back. I'm not sure if...maybe it's not our position to think about how
9 anything could be developed well, it's just more whether or not it's...it's individually eligible. But,
10 yeah...

11 CHAIR WALLACE: I agree with that; the roof shape is still there; the structure is still there even
12 though the material has changed. And, in terms of the garage doors, the voids are still there...so, the
13 garage doors could easily be changed back with new glazing. I don't see that as a concern, considering
14 the voids are still there. When I was considering this property, I was really trying to figure out what I
15 would consider some of the character defining features, as Ms. Autobee had mentioned. And, they were
16 definitely the stone, which are still intact...it's that front A-line...or not A-line, but that higher pitched
17 gable, and that's still intact. One of the things that I was getting stuck up on was that canopy, and then
18 finding out that that actually is an historic addition. Because the other additions, like Mollie mentioned,
19 the doors and windows can be changed. The additions to the west side, I don't see as being incredibly
20 significant. But the only other one that I'm thinking of is that roof. But, most of the character-defining
21 features, especially the windows, and the canopy, and the shape, I think, are all still intact. And so, I
22 think that it fulfills the...most of the integrity that I'm considering according to Code.

23 MR. MURRAY: It just hit me; I hadn't thought about this before, but, if we're going on the 50-
24 year theory, the used car office and carwash in the back...it's kind of a cool building, but I'm not sure
25 when that was put in. I read in some of the information that it came later...I'm not sure if that was in the
26 '70's or something like that. I mean, it helps a lot in context with the other stuff. But, it might not
27 be...it's not as old, I don't think, as the showroom.

28 MS. DORN: I definitely agree that the design aspect of integrity remains intact, and I do agree
29 that perhaps the material aspect of integrity has been lost with this building.

30 MS. SIMPSON: That might be true, but I would also say that both location and setting are pretty
31 intact.

32 CHAIR WALLACE: So, in looking at Section 14-5 of the Municipal Code, the standards for
33 determining eligibility of sites, structures, objects, and districts for designation as Fort Collins landmarks
34 or landmark districts, number four, the standards for determining exterior integrity, location, design,
35 setting, materials, workmanship, feeling, and association...I think it might be helpful to go through them
36 and see which ones the Commission thinks are still intact.

37 MR. MURRAY: Well, starting off with the top one on exterior integrity...the location. I think
38 the buildings stand in the same spot they are and the way they did originally with the parking lot all
39 around it...asphalt around. And, I did just answer my own question though too...the used car building
40 was put in 1967. So, my mind, the location fits, and also, the design of the building and it being turned
41 toward the existing city and all that still exists. The setting obviously changes but it also goes back to
42 when the city wanted to have parking lots out front and the buildings back from the area, like the Kmart
43 place, and I believe Key Bank is the same, but not in context. The Walgreens is it? On the corner? That

1 has more the new design where you have it out by the sidewalk. The feeling...you feel like you're going
 2 to the car...you know, the car dealership. So, and I feel the association, which I know is a smaller area of
 3 integrity, but it's associated with expanding the city to when the car people moved out of the heart of
 4 town with the idea that things were expanding in the city and moving out, and is also associated with the
 5 expansion of auto as automobile is the main center of transportation.

6 MS. SIMPSON: Can you pull up the definition of setting, please? Thank you.

7 MS. GENSMER: In this case, with the definition directly in front, I would say that setting is
 8 preserved, specifically the part that says it involves how, not just where. And by that, I mean how it
 9 relates to College Avenue in that location, how it interfaces with the road...it is a car dealership; it's
 10 directly tied to the transportation corridor in that way.

11 MS. SIMPSON: I would agree with that. Both Drake and College are still intact.

12 MS. GENSMER: Yes.

13 CHAIR WALLACE: Any thoughts on workmanship? If that remains intact?

14 MR. BELLO: Well, I guess, you know, for this type of building, I would say it's probably there,
 15 but I don't think the workmanship is anything like, you know, real craftsmanship; it's a fairly simplistic
 16 architecture from that standpoint. But, for this genre, for this type of building, it's consistent with what
 17 was built at the time I guess.

18 CHAIR WALLACE: And what about materials?

19 MR. MURRAY: Well, I think materials, you know, it really talks to when everybody...the big
 20 glass and lots of lights to give you an idea of looking in and seeing your shiny new car. I think that was a
 21 new development...the idea that you could use big glass and it didn't fall over...or you could still have
 22 the structure with a less showing structure, because the glass could go all the way to the corner. So, I
 23 think it's a good example of that. And the materials are all there. I'm not sure if the stone...it's moss
 24 rock, which was big in the '60's and '70's in Fort Collins in commercial buildings...I'm not sure if that's
 25 a pre-stress panel, or if that's put on concrete block...applied...and it could be either one.

26 MS. GENSMER: To me, the use of the large windows in that way gets more at design. With
 27 materials...I mean, it is part...the glass material is obviously part of it, but with materials, I'm
 28 considering more how much of the actual historic fabric is intact. We know that the roof itself, while it
 29 has that form, that design, we know the materials were replaced in that regard.

30 CHAIR WALLACE: Plus, I think it was 27 out of the 34 windows or doors had been removed or
 31 replaced, so that's a significant number.

32 MS. GENSMER: Yeah, I would agree with that. So, I'm not sure about the integrity of the
 33 materials, though I do think other aspects, such as design, are there.

34 MR. MURRAY: So, what windows were replaced...27 out of 34?

35 CHAIR WALLACE: Of the paneling for the doors, the sliding doors are no longer original.

36 MS. GENSMER: Yeah, and when they were replaced, they had less glass than the others.

37 MR. BELLO: These are the garage doors?

38 CHAIR WALLACE: Yes.

1 MS. GENSMER: Yes.

2 CHAIR WALLACE: Any other Commission thoughts on materials? So, on that discussion, it
3 seems that we lean towards six out of the seven are intact, for the qualities for integrity, so that's
4 definitely a preponderance I would say, so that's something that we can consider. If we also consider
5 previously within the Code, the standards for determining significance, usually associated with events for
6 standard A, for standard B, persons or groups, and design or construction for standard C, and D, which I
7 don't think pertains to this information potential. As a Commission, do we have any thoughts on whether
8 or not it meets one or more of these levels of significance?

9 MS. DORN: I'm not convinced that it meets the design construction standard because of, like,
10 what Mrs. Autobee mentioned, that unfortunately this type of building is not included in the state lexicon.

11 MR. MURRAY: I know the state lexicon is not always what the City uses, but I'm thinking that
12 they, by not being in the lexicon...and I think Ms. Autobee said, also, the state is still trying to catch up
13 on their lexicons too. I think as far as the design and construction goes, even though it may not have a
14 name, it's obvious to everybody what era it comes from, and that most of the main parts are there in my
15 mind. I don't know if events...events is kind of such an open word. But, in my mind, it's significant in a
16 pattern of events of, you know, the automobile industry moving out to the sticks, and opening wide up to
17 get more space and all that. But is this supposed to be more of a specific event, like somebody was hung
18 from the front of the building or something like that.

19 CHAIR WALLACE: Well, according to the standards for events, the second option under events
20 is a pattern of events or an historic trend that made a recognizable contribution to the development of the
21 community, state, or nation. Do you think that it fulfills that?

22 MR. MURRAY: I think it was trendy when it was built, so maybe number two, not number one
23 though.

24 MR. BELLO: Yeah, I'm struggling with it being a recognizable contribution to the development
25 of the community. I don't see Fort Collins being a community of auto dealerships or of this type of
26 building, so I'm not sure it's recognizable. I mean, if you talk about this kind of context, I would think of
27 downtown...the buildings downtown that are significant in terms of what Fort Collins is all about, and
28 how that's contributed to the development of the community. But, I don't see this one building as doing
29 that.

30 MS. SIMPSON: I see the event or historic trend being the car-centric development of our city and
31 how it was designed for cars, and this building reinforces that, being a car dealership.

32 CHAIR WALLACE: Well, I'm wondering, too, if that area to the south was more open, if that
33 would help to encourage the southward movement that the community has seen since the 1970's. I know
34 the mall opening up and a lot of that movement...moving away from the downtown area. I think an
35 argument may be able to be made that those businesses helped encourage that southward movement as
36 well.

37 MR. BELLO: You're saying this building helped develop it? Because it's turned its back to the
38 south, basically, right?

39 CHAIR WALLACE: Possibly, but I guess I'm thinking, if the area to the south had been more
40 open, and then businesses starting to trickle down further south away from the downtown area, then that

1 could be part of that trend of southward movement for businesses and movement of citizens. I don't
2 know; I'm just trying to base it on the spot, thinking of the 1960's and '70's and '80's in Fort Collins.

3 MS. SIMPSON: And in the report, it talks about the Ghent annexation happening at the same
4 time as the Ghent dealership was being built. The lights...I believe it said that the lights were also put in
5 at that corner at that time.

6 MR. MURRAY: The City actually...it says in the stuff that they...accepted the plans that the
7 County had to allow it into the city to build curb and lights. And I think at the same time, that's when all
8 of the collegiate stuff was being built, late '60's, early '70's...all the ranches to the east and behind Key
9 Bank, kind of back in there.

10 CHAIR WALLACE: Okay, so it sounds like we may think it's possible for it to be associated
11 with...for significance under events? Seems like we might be a little split...does Katie or Kristi have any
12 thoughts on whether or not it fits within that significance?

13 MS. DORN: I think it could fit under a pattern of events with the southward expansion of the auto
14 dealership corridor in Fort Collins.

15 MS. GENSMER: I would agree with that.

16 CHAIR WALLACE: Okay. What about it's association with Ghent?

17 MR. MURRAY: I think especially if you put Dwight into the picture, that helps a little bit. The
18 Ghent family was big in town. I think it might be the...I don't know how long the memory is in Fort
19 Collins. You know, everybody knows Whedbee, they know Avery, and those folks, and I'm not sure
20 Ghent is going to last as long. But, I think they're probably the most significant person attached to it. I
21 don't know if that's as really a firm a thing in my mind.

22 MS. SIMPSON: I also...I can't seem to find it, but somewhere I was reading that this, although
23 Frank had two previous dealerships, this was the one that he started with his son, making it more
24 important to the family as a whole as well.

25 MS. DORN: I think the association is a very important aspect, or standard, for significance for
26 this building. And I would like to see more research on the son himself, and his interaction with this
27 father in the auto dealership business here in the site. And I'd also like to learn a little bit more about the
28 different locations that might be associated with Frank Ghent, to see if they still exist and if they would
29 have a better association than this building.

30 MR. MURRAY: Well, the...yeah, I remodeled Beau Jo's, and that is...was Ghent Bugas...Ford
31 dealership. And I think he bought it from Bugas, so Bugas started it originally, and then he took it and
32 moved it from there. But that is, I mean if you look at it, it would include Scrumpy's and City Drug and
33 all that...it's all one big room. That was the original Ford showroom in town.

34 CHAIR WALLACE: I can't help feeling that even if these other two properties...because we
35 know that the building that...the other ones that were on the Mitchell Block and then the one where Beau
36 Jo's and City Drug are now, if we're going to say any of the properties that we're aware of might be
37 associated with him, I would think it would be this property, because I would think that within the
38 community, if you say Ghent, then it's usually associated with the auto dealership, not necessarily, here's
39 Scrumpy's, this used to be this, it no longer is, and it was associated with somebody who was associated
40 with the automotive industry and these other elements. So, I don't know if it would change my opinion if

1 there was another property, because I think that what we know, this property may best signify that
2 association.

3 MR. MURRAY: I'm a little weirded out about thinking of the Ghent family as history. Is Dwight
4 still alive? It might be that we're talking to him like he was history and he might be just sitting watching
5 this on TV. So, if you're out there, Dwight, we love you.

6 MR. BELLO: You know, I'm new to this so I'm trying to understand exactly how the criteria
7 works, but I mean, Mr. Ghent, either one of them, their contribution to the community was opening up a
8 car dealership and doing some civic work and that kind of thing, but I don't see that as being a significant
9 historian to the community. You know, I mean, it's not like some of the great names in our country and
10 in our community that have done great things for the nation, or for the state, or for the community itself I
11 mean. So, I'm not sure how you tie this to the history of the community, and whether or not it's
12 something that is...he's notable for that reason. I mean, I think there's other things that we're picking up
13 on this for this building...I'm not sure this is one of the strongest ones for determining the eligibility of
14 this.

15 MS. GENSMER: I would tend to agree with what Mike said; I do see, of course, that it was
16 owned by...well, or operated by both Ghent's in that regard, and that they were prominent businessmen
17 who were specifically tied to auto dealerships. But, at least based on the architectural inventory form
18 prepared by the independent contractor, it does seem to me that many...aside from being a businessman
19 and running that business, at least for Frank, many of his community involvements, for example, being in
20 the Civil Defense League, et cetera, were prior to this building. However, I also can't really speak to
21 Dwight because I don't have a lot of context for him.

22 CHAIR WALLACE: I, myself, am a little bit torn on the association with Ghent, because my
23 family has been in Fort Collins, so when they say Ghent, we all know what they're talking about. But, if I
24 take my own family story out of it, I don't know that I would see that being a strong association. It's
25 definitely not as strong as I would say there is a connection to the automotive industry. So, would it be a
26 fair assessment...seems like we might still be a little split. Is there a consensus that we might have on its
27 association with Ghent?

28 MR. BELLO: Well, I think the association with Ghent is whether or not Ghent is a person of
29 historic significance, right?

30 CHAIR WALLACE: Right.

31 MR. BELLO: So, I would say, I would agree that he's tied to this building, and he's tied to that
32 industry, but is he...

33 CHAIR WALLACE: Is it significant?

34 MR. BELLO: Significant?

35 CHAIR WALLACE: Right, and you would say no?

36 MR. BELLO: No, right.

37 CHAIR WALLACE: Mollie, do you have any...which way you would lean?

38 MS. SIMPSON: I, like you, know the family name. I would love to know more research on the
39 family as whole before I comment on that. Mostly, Frank and Dwight.

1 MS. DORN: I agree that I'd like more information about Frank and Dwight before being able to
2 solidly comment on the association with the Ghents.

3 CHAIR WALLACE: Okay, and Kristi and Kevin?

4 MS. GENSMER: Well, based on what's before us today and the information that we have as far
5 as associations with persons, I'd have to say no. Some of that is for a lack of the data, specifically with
6 Dwight. However, that doesn't preclude what I'd already said about thinking that...about the associations
7 with events. So, I guess I'm saying not for persons.

8 MR. MURRAY: I've been in town since '71 I think, and when I first came to town, everybody
9 knew who the Ghent family was, and I'm sure, I'm sorry, I don't know if it's G-E-N-T, or G-H-E-N-T,
10 and so I'm going back and forth. But, I feel that, in the context of the associations and all that with
11 automobile industry, and the growth of the automobile in Fort Collins, I see him as the only car dealer
12 that really stands out...maybe Markley. But, like I say, yeah, it's kind of...to me, it's, I'd have to say yes,
13 but is it a strong feeling to me...it's not. If other things were no, I wouldn't think of it as that strong. I'm
14 sorry...I'm a mediocre...I can't come up with a real strong yes or no, kind of in between.

15 CHAIR WALLACE: Okay. So, it seems like, more or less, we're leaning towards not based on
16 the information that we have at hand on Frank and Dwight...again, to this time. Is that a correct
17 assessment? Okay. Alright, then, we talked briefly about the design and construction and its
18 significance. Do we have a consensus on whether or not the building retains that?

19 MS. SIMPSON: I'd like to hear more about what the Commission has to say with design.
20 Specifically, style, I guess...your thoughts on that.

21 MR. MURRAY: I'm sorry, you want what on it now, I'm sorry.

22 MS. SIMPSON: We just didn't talk much about design or construction...I'd just like to hear
23 more about what everyone has to say.

24 MR. MURRAY: I'm not sure, are we going through the list, or are we just...

25 CHAIR WALLACE: We're considering the significance associated with standard C, design and
26 construction.

27 MR. MURRAY: Right. Okay, but I mean, under landmark, they have major event, ID with
28 someone import [*sic*]...we're not doing all those?

29 CHAIR WALLACE: We have already looked at those ones, so we're looking at standard C.

30 MR. MURRAY: Okay, so we've gone past the broad cultural, economic, and social?

31 CHAIR WALLACE: Yes.

32 MR. MURRAY: Okay. It's a very distinctive building. For its time and its age...it was when,
33 you know, automobile things changed. I mean, you used to...if you go downtown, all the cars were
34 inside and you peeped in through little windows, and here you had them all out with big, shiny bright
35 lights outside. And had...I don't know what...they must have just had a couple Cadillac...or
36 not...Lincolns, on the inside, or something. I don't know what made it...put the two or three in the
37 showroom and then have all the rest outside. But, I'm sure there was a method to the madness.

1 MR. BELLO: As I read through the design and construction...while you're talking about
 2 the...properties may be determined to be significant if they embody the identifiable characteristics of
 3 style and method, or period...or method...I'm sorry, period or method of construction. I mean, it
 4 certainly does that...represents the work or craftsmanship of an architect whose work is distinguishable. I
 5 mean, the craftsmanship, like I said, it's not...I'm not sure it's high craftsmanship, but it's certainly
 6 distinguishable style. And it talks about that, work is distinguishable from others by its characteristic,
 7 style, and quality. And then, possesses high artistic values...I think that's debatable...or design
 8 concept...but, I think it is a design concept that is unique for that type of structure. So, I think there's
 9 parts of this that do apply and parts of it that don't apply. But I think, if you take any part of this, there's
 10 sections of it that certainly do apply to it from that standpoint. So, it seems to meet the criteria if you
 11 don't have to have every piece of that.

12 CHAIR WALLACE: Okay.

13 MR. MURRAY: I think the landscape architecture is pretty unique to the time too...like I say, the
 14 City doesn't allow the big parking lots around the outside...but that's the whole idea...I mean, if you go
 15 down to any car place up to lately, it's big shiny stuff...so as you're driving by, you'll see it and all that.
 16 So, that fits in there too.

17 MS. SIMPSON: Well, something that I was looking at within that section, under standard C...it's
 18 the second to last sentence in that paragraph...a property can be significant, not only for the way it's
 19 originally constructed or crafted, but also for the way it was adapted at a later period or for the way it
 20 illustrates changing tastes, attitudes, and/or uses over a period of time. And, although that building may
 21 not have changed significantly in that, I feel like that might be interesting to consider how that was
 22 different from a lot of the previous decades of architecture, especially moving to the north.

23 MS. GENSMER: I would agree, and to follow up on that, and kind of the larger trend of the rise
 24 of the automobile and really focusing on that, many of those commercial properties up north you were
 25 referencing were more pedestrian-oriented, whereas there's the parking lot around it, there's that whole
 26 way it's situated with regard to the roads...and the landscaping, I guess...

27 MS. SIMPSON: And...the change in taste for later as we were shown by the images of other
 28 buildings and how they have been scraped. So, not only has the style changed from previous time
 29 periods, but it's also later time periods. So, this definitely marks a certain time period in the auto industry
 30 sale.

31 MS. GENSMER: And just commercial.

32 MS. SIMPSON: And commercial, thank you.

33 CHAIR WALLACE: Katie, do you have any thoughts?

34 MS. DORN: I agree that it does illustrate changing tastes and attitudes, and it does represent a
 35 specific period of time...in the style of automobile dealerships, especially in Fort Collins.

36 CHAIR WALLACE: Okay.

37 MS. SIMPSON: One of the things that I think is so interesting about our city is how we started
 38 next to the river and we slowly started moving outward, and this is just another example of constantly
 39 moving away from the river...moving south with the annexation of this area, with the orientation of the
 40 building, with everything that's developed beyond that as well. And how it was developed.

1 CHAIR WALLACE: I myself feel like this may be eligible under standard C for its design and
 2 construction because it falls under a lot of the buildings that people don't...mid-century modern is
 3 starting to come about, and even just...it's more modern even if we don't reference it as big...big C
 4 modern. It's not necessarily that style, but it hints and suggests at that, and that's...a lot of people still are
 5 grappling with what they think about it. It's not necessarily pretty; it's not something that's
 6 recognizable...it looks like something that might be in a lot of different places. But, it shows that change
 7 in Fort Collins design, and I think that people love that period of architecture; they hate that period of
 8 architecture...there's not usually a lot of in-betweens. But, I think it does represent that style...or lack of
 9 style. It's part of that emerging...it's part of that change in design where a lot of steel, a lot of glass, a lot
 10 of the stone is coming into place.

11 MS. SIMPSON: Alex, would you call this mid-century modern?

12 CHAIR WALLACE: What was that?

13 MS. SIMPSON: Would you consider this a mid-century modern...

14 CHAIR WALLACE: I would.

15 MS. SIMPSON: You would?

16 CHAIR WALLACE: I would classify it if I were looking at the building; I would have said it was
 17 mid-century modern, particularly since a lot of the elements are hearkening not only to that...the steel and
 18 the glass, but then I'm interested by the incorporation of the stone, which I tend to see more in Fort
 19 Collins architecture in the '70's. So, in some ways, that might be a little bit up and coming of an element.
 20 But, I would have said it was mid-century modern.

21 MS. SIMPSON: I would agree with that...the floor-to-ceiling windows, the roof style, the
 22 marriage of the indoor and outdoor spaces...normally you orient it so that way you can look out and you
 23 have a connection to the outdoors, but what's interesting about this is, considering it's commercial,
 24 everybody...it's oriented so everybody's looking inward. Also, the exposed beams, the rock on the
 25 outside...I would definitely consider it mid-century if I were classifying it as well.

26 CHAIR WALLACE: So, as a Commission, do we think that it retains the design and style as far
 27 as significance? Mike says yes.

28 MS. GENSMER: I say yes as well.

29 MR. MURRAY: I think so.

30 CHAIR WALLACE: I see nods. Katie? Yeah?

31 MS. DORN: I guess the only thing that just throws me off a little bit is the change of material of
 32 the roof, the loss of integrity, and how that plays in with this particular standard for significance.

33 CHAIR WALLACE: Because also when we were discussing earlier the integrity, we were
 34 thinking that materials may be questionable, and that six out of the seven...does that impact your thought
 35 on its retaining, if we exclude the materials?

36 MS. DORN: Yes...Cassie, could you bring up that list that shows the most significant aspects of
 37 integrity for each standard for significance? Thank you.

38 MS. BUMGARNER: Yeah, I just pulled it up.

1 MS. DORN: So, under standard C, it does list materials, design, and workmanship. And usually,
2 you should try and have at least five out of the...okay, so...the...sorry, I'm trying to figure out how to say
3 this on the spot. Feeling and association need to be kind of combined with the others, and so it's really
4 important to have a good, clear cut evidence for aspects of integrity for materials, design, and
5 workmanship for the standard for design and construction. And so, if you take out materials because we
6 thought that was questionable, that takes out about 30% of this...the level...the integrity to support the
7 level of significance for this building in that case. I don't know if that made any sense, but the fact that
8 we're questioning materials worries me about the aspects of integrity to support this criteria for
9 significance.

10 CHAIR WALLACE: Okay.

11 MR. MURRAY: I'm thinking most of the material is there still, especially the asphalt...but, in
12 my mind, it's...you know, the roof...the roof and the garage doors are things you always replace and
13 repair, and they could always go back. But, people are getting away from doing hot tar roofs now and
14 they're going with other styles, so, that'll probably never happen. But, I think we're throwing materials
15 out...we're talking about the massive beams, the tongue and groove ceiling, the glass fronts, and
16 then...and the moss rock sides. Then...it's one of those generic ones...the whole garage is made out of
17 cinder block, which I think...or concrete block, and that's original too. So, I'm seeing...when you look at
18 it, it's got to be 90 to 80% of the materials there.

19 CHAIR WALLACE: Okay.

20 MS. SIMPSON: Although I don't think that the materials...I don't know...I'm kind of split on
21 the integrity in terms of materials. I don't know that I consider design...or that this building is significant
22 for design; however, I do think that the design of this building continually adds to the fact that this
23 building is significant for a specific time period.

24 CHAIR WALLACE: Okay. Alright, well I'd like to move on and consider context. Do we feel
25 that the context is intact? Which, according to the Municipal Code, is the area required for evaluating a
26 resource's context is dependent on the type and location of the resource. For example, a house located in
27 the middle of a residential block could be evaluated in the context of the buildings on both sides of the
28 block, while a house located on a corner may be required a different contextual area.

29 MS. SIMPSON: I think we need to decide what the context is...this building, when it was built, it
30 was on the edge of town. It's no longer on the edge of town; however, it was never oriented towards the
31 back side of town, it was oriented towards town and towards the street, and those streets are still intact
32 and all four corners do still have commercial buildings on them. College Avenue is still there.

33 MS. GENSMER: True...and is still commercial, at least in that area.

34 MR. BELLO: Does the changing environment around it...what's going on the old Kmart site,
35 does that impact this at all in that regard? Or is this...just looking at it as it is today? Because the Kmart
36 site is going to be something completely different.

37 CHAIR WALLACE: Right, and I think that we can take it for what it is now, but also when it
38 changes, it's still going to be commercial.

39 MR. BELLO: The Walmart site...I mean the Kmart site?

40 CHAIR WALLACE: Yes, that's the plan as far as I understand.

1 MR. MURRAY: I don't know if it fits, but I know Cassie wrote...or the staff wrote a current
2 context of the area that I think we all got, and points out that it's the corner of a street that's, you know, a
3 major intersection. And it does point out that there's going to be change where the old Kmart was, but
4 it's...it's putting into the existing Kmart building, so that may not change a bunch. But, I think the
5 context, you know, obviously of the lot itself, stays, but the context around it is going to change. So, I
6 don't know how we do that. The Walgreens being moved out to the...to the intersection is a change of
7 context for the block. But, the Key Bank and Kmart stay the same at this point, and so it fits with that
8 overall I think.

9 MS. SIMPSON: Although I do think the...the surrounding corners are important to take into
10 consideration if we're considering this building for its association with the car industry and the vehicular
11 aspect of College and Drake, I still think that the fact that it's still visible from those streets is the most
12 important. If you look at the pictures that were provided to us on page 135 from the Coloradoan, they
13 show the showroom, which Mr. Murray was talking about with the feeling you get when you see the cars
14 inside the windows, and how excited you are looking at the cars. I still think that is intact, and you can
15 still see that as you drive down College or Drake in your car.

16 MR. MURRAY: On your way to the drive-in.

17 CHAIR WALLACE: I would agree that the context remains intact, particularly since it's at two
18 very strong arterials of College and Drake, and that it's predominantly commercial, and since the time of
19 construction, I think the buildings that have been around it have been predominantly commercial. So,
20 there hasn't been a drastic change as far as impacting that context.

21 MR. BELLO: You know, as I look at this photo that you pointed out, on page 135, if I remember
22 the development now...was there a change in grade or something? Because, you don't see this from the
23 corner...you see the cars on the bottom and then there's an elevation change. And I'm trying to wonder
24 how that occurred, because you don't see it...it doesn't look like this from the corner.

25 MS. SIMPSON: There's also a lot of cars in the way now.

26 MR. BELLO: Yeah, there are a lot of cars in the way...right.

27 CHAIR WALLACE: Katie, Kristi, any thoughts on context?

28 MS. GENSMER: I agree with what's already been said. I do think the context remains intact.

29 MS. DORN: I agree; the context remains intact, and I agree with the two arterials and the
30 predominantly commercial area being intact.

31 CHAIR WALLACE: So, as a Commission, it would appear that we have examined the integrity,
32 the context, as well as the standards for determining significance. Are there any other aspects that anyone
33 on the Commission would like to chime in on or consider at this time? No? Okay, then I think it might
34 be prudent to start putting forth a motion.

1 MS. GENSMER: I can try to do so...I may need help from my fellow Commission members as we
2 add in our findings and seek to support it. So, I move that the Landmark Preservation Commission uphold
3 the prior determination and find that 2601 South College Avenue is individually eligible as a Fort Collins
4 landmark, according to the standards outlined in Section 14-5 of the Fort Collins Municipal Code. This
5 motion is based on the agenda materials, the information and materials presented during the work session
6 and this hearing, as well as the discussion that we just had, with the following findings: the property has
7 significance under...under standard A, events for associations with a pattern of events, specifically the
8 movement of Fort Collins toward midtown from downtown, so moving south, the change in the city towards
9 a community that relies on automobile transportation, the expansion of the automobile industry, as well as
10 the larger expansion of the city, including the Ghent annexation.

11 I also find that it is significant under...or under standard C, design and construction, because it
12 embodies the identifiable characteristics of a specific period, in this case, mid-century commercial
13 architecture. Some of the specific characteristics are: the very prominent windows facing out onto the
14 major transportation arteries, the use of moss rock and concrete block, and the way that it is sited on the
15 property on the landscape in relation to the major transportation corridors of Drake and College, as well as
16 the way its situated in relation to the parking lot surrounding it.

17 Okay, and...still going...the property exhibits exterior integrity and it satisfies integrity of location
18 in that it remains in the same place; it has not been moved, integrity of design for many of these elements
19 including the large windows, the way it was designed to face towards the streets. It retains integrity of
20 setting because of the way it's situated at that intersection. Integrity of workmanship...although as Mike
21 said, it isn't high style, it still embodies the type of construction that was done in that period, as well as
22 integrity of feeling and association because it retains those larger characteristics tying it to both the vehicular
23 arteries, commercial properties, and the automobile industry. And, feel free to add things in there.

24 Finally, that the LPC has considered the context of the area surrounding the property as is required
25 under City Code Chapter 14. We find that the context relates directly to the major transportation arteries
26 of Drake and College, as well as the commercial properties that are surrounding it on those intersections,
27 and the way that they are oriented towards vehicular traffic and set back from the roads. I think that's it.

28 CHAIR WALLACE: Gretchen, did you get all that?

29 MS. GENSMER: Yeah, I was worried about that.

30 CHAIR WALLACE: It's on the recording of course, but, if you want to hear it again, she's going
31 to have to repeat it.

32 MS. GENSMER: And that's be interesting.

33 CHAIR WALLACE: Okay, do we have a second?

34 MR. MURRAY: I'll second.

35 CHAIR WALLACE: Okay, something I would like to potentially see added to it is that we cannot
36 determine, at this time, that standard B is fulfilled because we do not have enough information, or we're
37 basing our decision on the information that we have at hand on the Ghents. So, if we could apply that as
38 well?

39 MS. GENSMER: I'm okay with that.

40 CHAIR WALLACE: Okay.

41 MS. GENSMER: Kevin, as the seconder, are you okay?

42 MR. MURRAY: I'm okay with that.

1 CHAIR WALLACE: Okay. Alright, then I would like to call for a roll call vote please.

2 MS. SCHIAGER: Bello?

3 MR. BELLO: Yes.

4 MS. SCHIAGER: Dorn?

5 MS. DORN: Yes.

6 MS. SCHIAGER: Gensmer?

7 MS. GENSMER: Yes.

8 MS. SCHIAGER: Murray?

9 MR. MURRAY: Yes.

10 MS. SCHIAGER: Simpson?

11 MS. SIMPSON: Yes.

12 MS. SCHIAGER: And Wallace?

13 CHAIR WALLACE: Yes. Okay, motion passes. So, we have decided to uphold the decision of
14 the property at 2601 South College Avenue as eligible for landmark designation, and this is according to
15 standard A, for event, and standard C, for design and construction, as well as upholding six out of the seven
16 exterior integrity, and for maintaining context. Thank you.

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April 3, 2018

COUNCIL OF THE CITY OF FORT COLLINS, COLORADO

Council-Manager Form of Government

Regular Meeting – 6:00 PM

- **ROLL CALL**

PRESENT: Martinez, Stephens, Summers, Overbeck, Troxell, Cunniff, Horak
Staff Present: Atteberry, Daggett, Jensen

- **AGENDA REVIEW: CITY MANAGER**

City Manager Atteberry stated there were no changes to the published agenda.

- **CITIZEN PARTICIPATION**

George Grossman questioned how the City could help the vitality of small businesses. He stated there is a lack of coordination between City departments with regard to economic vitality. He noted the Economic Health Department has not weighed in on the Sign Code changes.

Ursula Lord discussed the increasing goose population and requested Council read an opinion piece she wrote for the Coloradoan.

Margaret Mitchell stated there is not enough handicap parking at the Senior Center and discussed the planning process related to a lot on the 800 block of East Elizabeth.

Stacy Lynne discussed the Sign Code update and varying City statements regarding murals.

- **CITIZEN PARTICIPATION FOLLOW-UP**

Mayor Troxell summarized the citizen comments and encouraged Mr. Grossman to attend meetings of the Economic Advisory Board.

Councilmember Cunniff requested a timeline of the evaluation of the Senior Center handicap spaces and information as to any City plans related to the geese population.

Councilmember Martinez requested staff input regarding Ms. Lynne's comments. Tom Leeson, Community Development and Neighborhood Services Director, replied murals will not be part of the phase two Sign Code update.

- **CONSENT CALENDAR**

Councilmember Cunniff withdrew Item No. 6, *First Reading of Ordinance No. 047, 2018, Appropriating Prior Year Reserves in the Transportation Capital Expansion Fee Fund and the Transportation Fund and Authorizing the Transfer of Appropriations from the Transportation Capital Expansion Fee Fund and the Transportation Fund into the Capital Project Fund for the East Prospect Road Improvements Project and Transferring Appropriations from the Capital Project Fund to the Cultural Services and Facilities Fund for the Art in Public Places Program*, from the Consent Agenda.

Councilmember Cunniff asked if it would be possible to have some Finance Committee discussion about the combined projects prior to Second Reading of the Ordinance. Mike Beckstead, Chief Financial Officer, replied that can be arranged.

Councilmember Cunniff stated he is concerned about the number of out-of-cycle budget requests that do not allow Council to examine the totality of the effects on the budget. City Manager Atteberry agreed with the concern and acknowledged this was a miss.

Councilmember Cunniff asked if the Transportation Board is involved in any of these items in terms of providing a recommendation. Crager replied the West Prospect project was brought before the Board in January.

Mayor Pro Tem Horak made a motion, seconded by Councilmember Overbeck, to adopt Ordinance No. 047, 2018, on First Reading.

Mayor Pro Tem Horak asked why the Art in Public Places appropriation is included at this time. City Attorney Daggett replied the Code describes the process as happening at the time of appropriation of funds for the project.

Councilmember Stephens stated the process could have been better; however, Prospect Road needs the improvements.

RESULT:	ORDINANCE NO. 047, 2018, ADOPTED ON FIRST READING [6 TO 1]
MOVER:	Gerry Horak, District 6
SECONDER:	Bob Overbeck, District 1
AYES:	Martinez, Stephens, Summers, Overbeck, Troxell, Horak
NAYS:	Cunniff

● **DISCUSSION ITEMS**

15. **Consideration of an Appeal of the Landmark Preservation Commission Decision Regarding the Eligibility of the Spradley Barr Property, 2601 South College Avenue, to Qualify as a Landmark. (Landmark Preservation Commission Overturned)**

The purpose of this item is to consider an appeal of the Landmark Preservation Commission's (LPC) de novo decision made on February 21, 2018, finding that the property at 2601 South College Avenue is eligible for individual landmark designation. This decision was consistent with the initial decision made by the Community Development and Neighborhood Services Director and the LPC Chair. On March 7, 2018, an appeal was filed challenging the LPC's decision. Only parties-in-interest as defined in City Code Section 2-47 may participate in this hearing and the scope of the appeal is limited to those items identified as grounds for appeal in the Notice of Appeal.

City Attorney Daggett reviewed the appeal process.

Lucia Liley, attorney for Brinkman Development, requested presentations be extended to 20 minutes given there will not be rebuttal. Mayor Troxell agreed.

Laurie Kadrich, Planning, Development, and Transportation Director, stated this is an appeal of the Landmark Preservation Commission decision that the property at 2601 South College Avenue, the current Spradley Barr Mazda dealership, is eligible for landmark status. Kadrich showed photos of the property.

Mayor Troxell noted there was a site visit and requested staff respond to questions submitted by Councilmembers. Maren Bzdek, Historic Preservation Planner, stated the first question was, what evidence was used for the Landmark Preservation Commission's conclusions regarding the angle of the showroom building to the intersection of Drake and College. Photos and sketch evidence indicated the angled orientation of the main building is toward the intersection.

Bzdek stated the second question related to historic context and evidence provided to support the Commission's understanding of context. At the site visit, staff described the context noting the building is at the intersection of two major streets and, at the time of construction, the building was at the edge of town. Context also includes the description of the property, photos, and site maps.

The third question related to the role of the building topography in how the site was developed. Photos of the site during construction show excavation in front of the showroom building, which created an area of lower elevation along College. It appears the building was constructed higher than the surrounding terrain.

Bzdek stated the architect and contractor associated with the design and construction of the building is unknown at this time. In terms of which historic materials are still intact, Bzdek replied original materials include the walls of natural rough stone set into concrete, the canopy, the large single-pane glass windows set into metal frames, the concrete block 16-bay service station, and 7 of the original overhead rolling garage doors. Historic materials that have been changed consist of the roofing material, most of the overhead rolling garage doors, two small pre-fabricated buildings.

Mayor Pro Tem Horak expressed concern this is more detailed information than what is in the record. City Attorney Daggett replied staff is responding to the Mayor's request that they provide responses to questions asked.

Councilmember Cunniff stated more questions were asked at the site visit than usual and questioned best practices. He asked how to ensure these kinds of questions and this process are properly part of the record should Council's decision be appealed. City Attorney Daggett replied Councilmembers are authorized to ask questions during the hearing and the Mayor has asked staff to describe the questions that were asked at the site visit.

Councilmember Cunniff suggested providing answers in writing in the future. Mayor Troxell stated he understood that the questions would be answered in writing as well; however, having this information in the record could be helpful for the appellants. He requested staff begin to provide more succinct answers.

Ms. Liley stated she does not have any objection to more succinct answers; however, she noted a great deal of new information is being brought forward that was not part of the record.

Bzdek continued stating some of the upper windows have also been replaced.

Bzdek stated staff does not have information about the eligibility of the Key Bank building at this time. She stated the determination of eligibility is based on the sum total of all the resources on the property and the significant aspects of each building are considered separately.

Regarding the influence of the Ghent family's history, Bzdek stated the LPC did not believe it had sufficient information about the Ghent family and declined to make a finding related to significance. Bzdek stated there were several examples of pre-war auto dealerships in the downtown area; however, none of them are unaltered enough to be eligible for landmark designation.

Bzdek stated Council asked staff to provide a summary of the elements the LPC found to contribute to the significance and integrity versus the federal standards. She stated the City's local Code ordinance is based on the federal standards.

Bzdek answered questions related to the evidence provided for the original determination of eligibility and stated staff did not provide a recommendation because this was an appeal.

Bzdek stated the carriage steps are engraved with the name W.A. Drake, in reference to a state senator who constructed his home at this location.

Mayor Troxell asked Councilmembers to comment on observations made at the site visit.

Councilmember Cunniff stated he listened to the presentation and had observations and questions about the orientation of the building, the materials, and the site plan and elevations.

Councilmember Overbeck stated he observed the building orientation and façade.

Councilmember Martinez stated he observed the building façade.

Mayor Troxell stated he asked most of the questions which were driven by the lack of understanding by the LPC in their questions. He stated the Commission did not appear to have an understanding of the property.

Mayor Troxell asked if there are any procedural issues.

Councilmember Overbeck discussed a 2013 article in the Denver Post in which the Ghent family's ties to Fort Collins were outlined. He asked if that may have some bearing on the discussion.

Councilmember Cunniff requested Council and the appellant receive copies of the staff responses to questions prior to the appellant's presentation.

(Secretary's Note: The Council took a brief recess at this point in the meeting.)

City Attorney Daggett noted staff has provided a written version of the questions and answers discussed earlier in the hearing.

Ms. Liley stated Brinkman has yet to file a PDP application for this project; however, its goals include tiered density, retail, hotel, multi-family, improved intersections, pedestrian, MAX line, and bike connectivity, building orientation toward streets, and a grand promenade. Brinkman believes the existing structures and parking lots need to be demolished for the project to be feasible.

Ms. Liley discussed the Code requirements for determination of eligibility: significance and exterior integrity and discussed an independent firm's completion of the inventory form required by the state and the City's Code. The firm, Autobee and Autobee, recommended the property not be considered individually eligible and, at the LPC hearing, Ms. Autobee testified there had been

so many changes to the character-defining elements of the building, there was not enough left to meet the integrity standard. Ms. Liley discussed the changes made to the building since its construction.

Ms. Liley stated the Autobee report concluded this site does not meet any of the criteria for significance; however, the LPC made a finding of significance based on two of the four criteria: pattern of events and design and construction. Ms. Liley referenced Ms. Autobee's testimony related to this topic.

Ms. Liley discussed the stated policies and purposes related to historic preservation in Chapter 14. She requested Council uphold the appeal and noted the carriage steps are planned to be preserved by Brinkman in a park or gathering area.

Councilmember Cunniff noted this is a determination of eligibility rather than a designation. Kadrach replied standards would apply to the site if it is determined to be eligible because the applicant would be requesting a commercial redevelopment; however, eligibility does not guarantee a designation, nor would it require an owner to proceed with a designation.

Councilmember Cunniff asked if the City Code requires that all the elements be met for eligibility. Assistant City Attorney Brad Yatabe replied significance and exterior integrity need to be established, and each of those standards contain different factors. Additionally, the context must be considered. At least one of the factors of significance must be present and a minimum number of factors must be met for exterior integrity; however, there is some latitude left to the decision maker.

Councilmember Cunniff asked if the Code requires the architectural style to be unique or one-of-a-kind. Yatabe replied he is not aware of that requirement; the standards point to whether a property is a good example of an architectural style.

Councilmember Martinez asked about the significance of the showroom being angled. Bzdek replied there is no specific evidence or information as to why the building was constructed at an angle. She showed photos of the building and discussed its elevation.

Councilmember Martinez asked who did the masonry work on the building. Bzdek replied staff does not have that information.

Mayor Troxell stated staff provided a recommendation during the original determination of eligibility. Kadrach replied staff did contribute to making the decision as the Director of Community Development and Neighborhood Services participated in the original determination; however, when that decision was appealed to the LPC, staff members make no recommendation to the Commission.

Mayor Troxell stated the LPC struggled with coming to a determination based on eligibility. Kadrach replied this type of review is done hundreds of times per year and the majority of these initial reviews are determined to be not eligible.

Mayor Troxell stated he cannot understand why eligibility was determined originally given the LPC struggled to attach meaning to the criteria.

Tom Leeson, Director of Community Development and Neighborhood Services, stated the process for determination is conducted by himself and the LPC Chair, Meg Dunn in this case. The first step is to determine whether the proposal is a minor or major amendment to the site; given this was a demolition, it was determined to be major. The second step is to look at significance, which was determined to exist in terms of association and representation of the auto industry.

Mayor Troxell stated some of the conclusions were not based on fact but rather on assumptions. Leeson agreed and stated that is part of the reason the independent architectural survey is requested. In this case, the report indicated the site was not eligible.

Mayor Troxell stated the report is the only piece of architectural research that has some basis for suggesting what to be done. Leeson agreed.

Councilmember Martinez asked how the building's orientation becomes evidence as part of the historical significance of the site. Leeson replied the original decision was not based on the orientation; it was referenced as being unique and the assumption was made that it was oriented toward the intersection for greater site lines.

Councilmember Martinez asked where the carriage stairs were located originally. Leeson replied staff is unaware if they have been moved; however, they were from the site. The stairs were not part of the evaluation.

Mayor Pro Tem Horak made a motion, seconded by Councilmember Martinez, to overturn the decision of the Landmark Preservation Commission that 2601 South College Avenue is eligible for designation as a Fort Collins local landmark under City Code Section 14-5 because it failed to properly interpret and apply relevant provisions of the Code.

Mayor Pro Tem Horak stated Ms. Autobee's testimony and report were compelling and it appeared the Commission was struggling to make its motion and decision. He suggested more precise language be set for motions in quasi-judicial situations.

Councilmember Cunniff disagreed and noted the Commission found the building expressed the aesthetic or historic sense of a particular period of time. He also noted the Code does not reference the lexicon and stated the building does have significant, although not complete, historic materials and it is clear the building orientation was a deliberate design choice. He stated the consultant admitted errors in her interpretation related to the awning and taking the consultant's opinion as the only one that matters is incorrect.

Councilmember Stephens stated she agreed with the motion and discussed the changes in the exterior integrity of the building over the years. She stated people do not see this building as a local landmark.

Councilmember Martinez stated he does not view this building as being historic in any sense.

Mayor Troxell stated he views historic preservation as an important part of the City; however, this structure is one year beyond the 50-year trigger for an eligibility discussion and 50 years is not necessarily iconic of what drives decision-making criteria. He stated he would like the City to be more proactive in terms of preservation of those buildings in the community that reach a standard of preservation. He also stated there was a lack of understanding and appreciation of the Ghent family and stated old does not necessarily mean historic.

Councilmember Martinez asked if the moss rock on the building was considered part of the historic value. Leeson replied in the affirmative.

RESULT:	LANDMARK PRESERVATION COMMISSION DECISION OVERTURNED-ADOPTED [6 TO 1]
MOVER:	Gerry Horak, District 6
SECONDER:	Ray Martinez, District 2
AYES:	Martinez, Stephens, Summers, Overbeck, Troxell, Horak
NAYS:	Cunniff

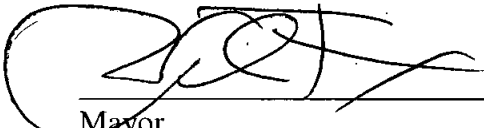
● **OTHER BUSINESS**

Councilmember Cunniff requested staff start to look at the City's standards for site visits and questions and how they fit into the body of evidence for appeal hearings.

Mayor Pro Tem Horak requested a memo as to the current policy related to Art in Public Places appropriations.

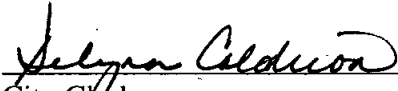
● **ADJOURNMENT**

The meeting adjourned at 9:00 PM.



 Mayor

ATTEST:



 City Clerk



Section 14-5, Sec. 14-22. Standards for determining the eligibility of sites, structures, objects and districts for designation as Fort Collins landmarks or landmark districts.

~~Properties eligible for designation must possess both significance and exterior integrity. In making a determination of eligibility, the context of the area surrounding the property shall be considered.~~

A determination of eligibility for landmark designation typically applies to the entire lot, lots, or area of property upon which the landmark is located and may include structures, objects, or landscape features not eligible for landmark designation located on such lot, lots, or area of property. In order for a district to be eligible for landmark district designation, at least fifty (50) percent of the properties contained within the proposed landmark district must qualify as contributing to the district. Resources eligible for landmark designation or eligible to contribute to a landmark district must possess both significance and integrity as follows:

~~(1)(a)~~ Significance is the importance of a site, structure, object, or district to the history, architecture, archeology, engineering or culture of our community, State or Nation. Significance is achieved through meeting one (1) or more of four (4) standards recognized by the U.S. Department of Interior, National Park Service. These standards define how ~~properties~~resources are significant for their association with events or persons, in design or construction, or for their information potential.

~~(2) The criteria Standards~~ for determining significance are as follows:

~~a-(1)~~ Events. ~~Properties~~Resources may be determined to be significant if they are associated with events that have made a recognizable contribution to the broad patterns of the history of the community, State or Nation. A ~~property~~resource can be associated with either ~~(1)~~ or ~~both~~ of two (2) types of events:

~~1-a.~~ A specific event marking an important moment in Fort Collins prehistory or history; and/or

~~2-b.~~ A pattern of events or a historic trend that made a recognizable contribution to the development of the community, State or Nation.

~~b-(2)~~ Persons/Groups. ~~Properties~~Resources may be determined to be significant if they are associated with the lives of persons or groups of persons recognizable in the history of the community, State or Nation whose specific contributions to that history can be identified and documented.

~~c-(3)~~ Design/Construction. ~~Properties~~Resources may be determined to be significant if they embody the identifiable characteristics of a type, period or method of construction; represent the work of a craftsman or architect whose work is distinguishable from others by its characteristic style and quality; possess high artistic values or design concepts; or are part of a recognizable and distinguishable group of ~~properties~~resources. This standard applies to such disciplines as formal and vernacular architecture, landscape architecture, engineering and artwork, by either an individual or a group. A ~~property~~resource can be significant not only for the way it was originally constructed or crafted, but also for the way it was adapted at a later period, or for the way it illustrates changing tastes, attitudes, and/or uses over a period of time. Examples are residential buildings which represent the socioeconomic classes within a community, but which frequently are vernacular in nature and do not have high artistic values.

~~d-(4)~~ Information potential. ~~Properties~~Resources may be determined to be significant if they have yielded, or may be likely to yield, information important in prehistory or history.

~~(3) Exterior integrity(b)~~ Integrity is the ability of a site, structure, object, or district to be able to convey its significance. The ~~exterior~~ integrity of a resource is based on the degree to which it retains all or some of seven (7) aspects or qualities established by the U.S. Department of Interior, National Park Service: location, design, setting, materials, workmanship, feeling and association. All seven (7)

qualities do not need to be present for a site, structure, object, or district to be eligible as long as the overall sense of past time and place is evident.

(4) ~~The criteria Standards~~ for determining ~~exterior~~ integrity are as follows:

- a. ~~(1)~~ *Location* is the place where the ~~historic property~~ resource was constructed or the place where the historic or prehistoric event occurred.
- b. ~~(2)~~ *Design* is the combination of elements that create the form, plan space, structure and style of a property resource.
- c. ~~(3)~~ *Setting* is the physical environment of a ~~historic property~~ resource. Whereas location refers to the specific place where a property resource was built or an event occurred, setting refers to the character of the place in which the resource played its historic or prehistoric role. It involves how, not just where, the property resource is situated and its relationship to the surrounding features and open space.
- d. ~~(4)~~ *Materials* are the physical elements that form a ~~historic property~~ resource.
- e. ~~(5)~~ *Workmanship* is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. It is the evidence of artisans' labor and skill in constructing or altering a building, structure or site.
- f. ~~(6)~~ *Feeling* is a property's resource's expression of the aesthetic or historic sense of a particular period ~~or of~~ time. It results from the presence of physical features that, taken together, convey the property's resource's historic or prehistoric character.
- g. ~~(7)~~ *Association* is the direct link between an important ~~historic~~ event or person and a historic property or prehistoric resource. A property resource retains association if it is the place where the event or activity occurred and is sufficiently intact to convey that relationship to an observer. Like feeling, association requires the presence of physical features that convey a property's resource's historic or prehistoric character.

~~(5) Context. The area required for evaluating a resource's context is dependent on the type and location of the resource. A house located in the middle of a residential block could be evaluated in the context of the buildings on both sides of the block, while a house located on a corner may require a different contextual area. Upon the submittal of an application necessitating a determination of eligibility for designation as a Fort Collins Landmark or Landmark District, the Director and/or the chair of the Commission shall determine the minimum area required for evaluating context, and such information, including photographs and other documents, as required for the determination.~~

From: [Mark Sears](#)
To: [Historic Preservation](#)
Subject: [EXTERNAL] Ghent Motors
Date: Thursday, April 4, 2024 1:46:35 PM

As a midtown resident for 48 years, I recommend scraping the existing Ghent Motors buildings to allow something fresh that can fully utilize the site without being compromised by the existing buildings.

Thanks,

Mark Sears
3131 Worthington Ave
Fort Collins
Sent from my iPhone

From: [Sharon Danhauer](#)
To: [Historic Preservation](#)
Subject: [EXTERNAL] Ghent-Spradley-Barr/2Mazda
Date: Friday, April 12, 2024 8:13:28 AM

This building is a great example of the 1950s automobile boom that changed nearly every town in America. But it's especially important to Fort Collins' history of growth after WWII. I live in Loveland, where there was nothing like this building. It was unique to Fort Collins and it would be great if it were saved. With the planned housing and much of the site being usable as proposed, why couldn't the building be reused? It should be thought of as a feather in the owner's cap rather than be demolished.

Sharon Danhauer
sadhanau@gmail.com
970-290-0169

From: [Historic Preservation](#)
To: [Historic Preservation](#)
Subject: FW: [EXTERNAL] Comments regarding the Ghent/Spradley-Barr/2Mazda eligibility item
Date: Friday, April 12, 2024 8:45:30 AM

To the decision-makers regarding the eligibility of the historic Ghent Motor property at 2601 S. College Avenue,

The purpose of Section 3.4.7 in the Land Use Code is to help the City maintain important DNA — places that help differentiate Fort Collins from Loveland or Denver or wherever — while still allowing for new development.

Given that 4/5s of the proposed project could likely be completed exactly as proposed by the applicant, and that the last 1/5th would require the reuse of a historic property that would actually give the gas station (or whatever eventually goes into that spot) even more space than the applicant is proposing, while still having plenty of space for 6 gas pumps, there is absolutely no reason (certainly not hardship or inability to achieve the desired program for the space) for the applicant to not reuse the historic site as required by the City’s land use code.



Applicants' proposed development of the site at 2601 S. College Ave.



Four-fifths of Applicants' proposal could remain exactly the same if the historic Ghent Motor buildings were retained and adaptively reused.

Sometimes Historic Preservation is overly associated with Victorian era buildings, as if no history exists outside of 1860-1910. But Fort Collins' explosive growth following the Second World War is an important part of our local story. Despite the fact that we had a very affordable streetcar system as well as a densely built pattern of development that encouraged walking and riding, the national trend to rewrite cities with only the automobile in mind drastically changed Fort Collins and all of America.

What better way to showcase this radical change in Fort Collins history than to not only save a building constructed on the far, far south end of town that no one could reach **except** by automobile, and a building constructed in such a way that it **appealed to fast-moving motorists** more than it did to pedestrians, but it's a building constructed **specifically to sell the very automobiles that the city was being transformed to accommodate!** This is quite possibly the BEST building in all of Fort Collins to showcase this important and significant change within our community.

The property owner should be proud of their ability to not only provide much-needed housing within our community but to do so while also maintaining such an important and significant piece of our local history.

I would appreciate if this letter, and also an online article that I have written regarding this property — <https://urbanfortcollins.com/the-old-ghent-motor-building-could-be-repurposed/> — would be included in the information provided to the applicant and commission for next week's meeting.

Thank you,
Meg Dunn, District 6

THE OLD GHENT MOTOR BUILDING COULD BE REPURPOSED

by meg | Mar 30, 2024 | Built Environment, Historic Preservation | 0 comments



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There's a perception that historic preservation only ever always gets in the way of development. Once we've saved one important house and turned it into a museum, what would be the need to landmark anything else? Can't the preservationists just focus on the museum and let everything else get scraped and replaced? We need more _____ (housing/office space/parking/big box stores/fill in the blank with whatever the need of the day is)!

But discounting historic preservation can have negative social, economic, and environmental ramifications. I've already written a whole four-part series on how historic preservation is an important part of **creating a vibrant local economy**, so I won't delve into that here. I would like to address one specific example in Fort Collins that shows just what it could look like to value historic preservation while at the same time allowing for new development.



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A conceptual review was submitted to the City of Fort Collins in 2023 regarding the property where 2Mazda of Fort Collins (formerly Spradley-Barr Ford) is located. The proposal also includes the Sherwin-Williams property to the south and a third parcel that is used as additional parking space by the dealership. The City's Preservation Department had a historic survey completed on the property and found that the 2Mazda building (Possibly buildings. I haven't been able to read the report yet.) are eligible for historic designation. That means that there is something significant about the building(s) — most likely their relationship to a car-centric pattern of development that was new for the City at the time, their significantly mid-century Modern architectural design, and the new use of a construction technique in the back portion of the main building — and that they retain enough integrity to convey that significance.

When a commercial property contains a designated historic landmark or is found to contain a building eligible for designation, the City requires that the “proposed development is compatible with and protects historic resources” (LUC 3.4.7(A)1). In the case of the old Ghent Motor property (now 2Mazda), the code requires that “Historic resources on [the] development site are preserved, adaptively reused, and incorporated into the proposed development” (LUC 3.4.7(A)(1)). There's still a pathway towards demolition if the property owner wants to pursue that, but because of 3.4.7, they'll just have to take some extra steps to get there. I have yet to see a property owner take this route, at least not in the past decade or so. Usually when the property owner continues to insist that demolition is the only way to achieve their objective, they will appeal the eligibility decision to the Historic Preservation Commission, and if the HPC still upholds staff's decision, then the property owner can appeal to City Council.

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The kind of building reuse required by the Land Use Code, section 3.4.7, has been done many, many times within the city of Fort Collins, with good results. A recent, beloved example on the east side of town is the conversion of old farm buildings at Jessup Farm into a restaurant, cafe, brewery, and other small shops. While 205 single-family homes, 220 condos, and 330 apartment units were constructed on greenfields around the old farmstead, the adaptive reuse of the farmstead itself has provided a sense of connection to Fort Collins history that would have been lost if those buildings had been scraped. They add an authenticity to the entire development — a value add — that comes only by keeping the older buildings, with all of their character and patina.

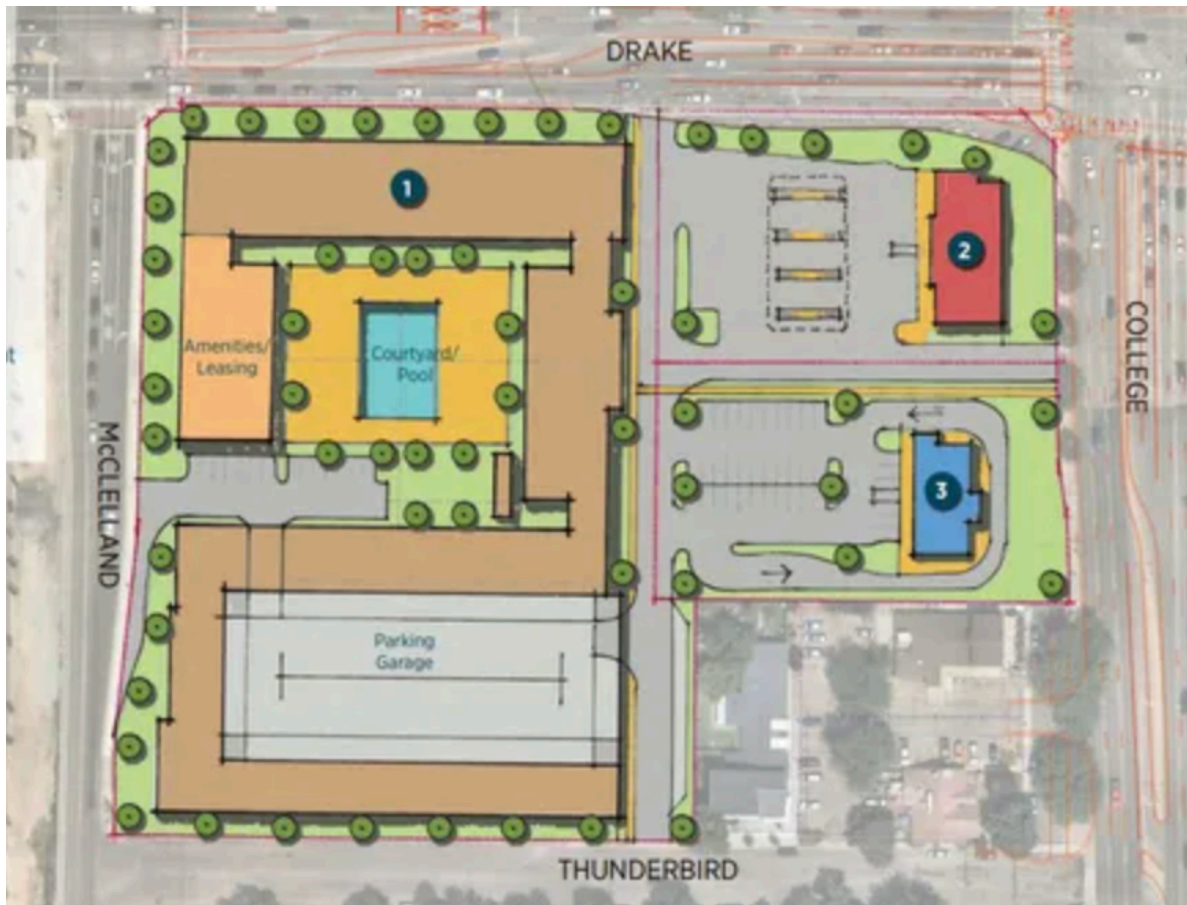
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The Balfour development proposed on E. Harmony in 2022 was going to leverage the historic farmhouses, barn, and shed to create a Western sense of place for the new 5-story independent living development. (The image above was taken from [the company's marketing materials](#) on the project.) Unfortunately, the project seems to have been canceled (perhaps due to the sudden rise in interest rates?), but the advantage of keeping and integrating the historic buildings into their design is evident as you look through the marketing materials developed for the project.

Other recent projects that have retained historic resources include the new Alpine Bank building on the southeast corner of College and Prospect, the Music District on S. College, and the lofts at 148 Remington Street.

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So what the code is asking the developers of the old Ghent Motor property to do is to find a creative way to leverage the resource that they have on their property, rather than throwing it away. The historic resource has value to the community as a whole, reminding us of our past, including past values and stylistic choices. By retaining the resource and using it for a new purpose, the development would immediately retain a sense of authenticity that it would otherwise take decades to accrue. It would also keep materials out of the landfill and reduce the amount of new resources that need to be harvested, processed, hauled, and installed into a new building. And there's still plenty of room on the site for a significant amount of new construction.

Compare the developers' proposal (above) to what the project might look like if they instead retain the historic buildings (below). Granted, the image is an ugly cut-and-paste job and would require reworking, but it's enough to give you a sense of how the corner buildings could be retained and reused and there'd still be more than enough room to add all the things that the developers want to add.

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The applicant is hoping to add a new gas station at the corner of Drake and College — half a mile south of where a gas station was recently scraped to be replaced by a bank and one mile east of where another gas station was recently converted into a pizza shop. (There’s also a gas station one mile to the north and half a mile to the south of this location. So if there used to be four, and two have already closed, isn’t that a sign that we don’t need another one? But what do I know.)

No matter what the applicant wants to put on the site, the code requires that they find a way to reuse the building on the corner or go through the necessary steps to demolish. Retaining the historic buildings wouldn’t be particularly onerous. The old Ghent building has a lot of natural light, making it a brilliant location for a restaurant or cafe. It could also be a beautiful retail space with ample floor space.

If we are in desperate need of housing, which we are, and have nowhere else to put that housing but where historic buildings reside, then we need to find a way to bear the loss while building for the need. But when there are times that we can provide for the desperate need while still retaining part of the DNA of our community — resources that help us

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better understand who we are and where we've been — then why wouldn't we choose the path that helps us keep that sense of place?

Designed by **Elegant Themes** | Powered by **WordPress**

From: [Sue Schneider](#)
To: [Historic Preservation](#)
Subject: [EXTERNAL] Ghent Motor Property Development Proposal
Date: Friday, April 12, 2024 8:52:27 AM

To Whom It May Concern:

As a 4th generation Larimer County resident, my family and I have seen the many changes that have taken place over the years within the county and in the municipalities within the county. I certainly remember when Drake was the south end of town and the changes that took place during the 60s forever shaped what Fort Collins would become.

I implore you to consider the significance of the Ghent Motor property at 2601 S. College Avenue and encourage the developers to reuse the historic property rather than demolish it. I would have hoped the developers would be proud to represent a time in Fort Collins when growth was powered by the motor vehicle and urban sprawl. It is easy to think of historic preservation as relating to the early pioneers, but there have been pioneers throughout our development and different types of growth are represented by different types of structures. I would hope that the powers that be will see the significance of this property and act accordingly. The proposal as a whole is admirable and well thought out, but the desire to demolish a historically significant building is in my view short-sighted.

Thank you advance for your consideration.

Susan Abbott Schneider

> Sent from my iPad

Jim Bertolini

From: Bob Carnahan <bob@bcarnahan.com>
Sent: Monday, April 15, 2024 2:06 PM
To: Historic Preservation
Cc: Jim Bertolini
Subject: [EXTERNAL] 2601 S College appeal

Dear Commission members and staff,

I recently became aware that a prior determination relating to the property at 2601 S College is once again before you due to some procedural timeframe issues. This property was determined not to be historically significant in 2018.

This entire mid-town redevelopment area needs mixed use properties with a focus on attainable, affordable housing.

This property is not historically significant, just old. The entire area needs spruced up and this property seems to be key to moving that vision along the Max corridor forward.

I encourage you to follow the direction and efforts already addressed in 2018. Let's get this redevelopment moving again.

With best regards,

Bob Carnahan

Fort Collins, Colorado

Sent from my iPhone

Jim Bertolini

From: Lisa Clay <lclay@advancetank.com>
Sent: Monday, April 15, 2024 2:02 PM
To: Jim Bertolini
Subject: [EXTERNAL] 2601 S. College Avenue Historic designation

Mr. Bertoli,

I heard that 2601 S. College Avenue is designated as a historic building. I admit to being surprised by that designation. After working with this issue at St. Joseph Catholic School and Church, I understand the desire to have such designations to preserve some of the historic culture of our community. I would not put the building at the Southwest corner of College and Drake in that category. There is very little, if anything, that makes one look at that building and find it culturally/historically relevant. I put it in the same position as the old Kmart building that was allowed to be torn down just due north of this location to make way for a new King Soopers. In this case it's a box with garage bays in the back, versus just a big box.

With all of the allowed renovation and new build within mid-town Fort Collins, the southwest corner would be a great location to allow change to occur to make what sits on that corner much more aesthetically pleasing to all.

I would respectfully ask that you lift the historic designation for this site.

Thank you, Lisa Clay

P.S. As a company that was not allowed to build in Fort Collins without making it look more like Woodward or HP back in the 1980's, not sure why this old car dealership, with its grey siding and red roof is something the City wants to maintain.

Lisa K. Clay
CEO
Advance Tank and Construction
970-568-3444
DD: 970-237-6438
<http://www.advancetank.com>



-

Jim Bertolini

From: Glen Schwab <schwab11@comcast.net>
Sent: Monday, April 15, 2024 11:07 AM
To: Jim Bertolini
Subject: [EXTERNAL] drake and college property

Follow Up Flag: Follow up
Flag Status: Completed

Mr. Bertolini,

As a 40-year resident of Ft. Collins, I find it puzzling that a car dealership with no historical architectural features would be designated as a historical building in Ft. Collins. Looking at that building, nothing resonates with “historic landmark.” With the development of the new King Soopers shopping center directly north of this site, one would hope the renovation of the building / site in question would enhance the overall area and generate a new enthusiasm for the future of Ft Collins.

Thanks for your consideration.
Glen Schwab

Jim Bertolini

From: Sara Vaught <sara@pennymade.co>
Sent: Monday, April 15, 2024 1:24 PM
To: Jim Bertolini
Subject: [EXTERNAL]

To Whom it may concern,

I oppose the finding of historic eligibility for [2601 S. College Avenue](#). There is clearly no association with the history of Fort Collins.

The building is not historically significant whatsoever!

We need redevelopment in this area of Fort Collins. This could be an incredible opportunity for Fort Collins for local jobs, revenue and a fun practical mid-town experience.

Sincerely,
Sara Vaught

Sara Vaught
Client Relations Manager

—
pennymade.co

Jim Bertolini

From: David Everitt <dgecamino1@gmail.com>
Sent: Tuesday, April 16, 2024 1:37 AM
To: Jim Bertolini
Subject: [EXTERNAL] Drake & College historical designation

It has come to my attention that the ugly building located on the SW corner of Drake and College has been designated as a historical site and that this designation is being reconsidered. I believe that the historical designation is inappropriate and shortsighted as it is inconsistent with the current and future redevelopment of the mid-town corridor as it will create a blighted eye-sore along college avenue in addition to effectively smothering the redevelopment of the site on which it is located into much needed high density living units which is consistent with our city's objectives to provide more urban housing. I urge the Historical Committee and the City Council to remove the historical designation for the betterment of our community.

Thank you,
David Everitt



2601 South College Avenue
Fort Collins, Co.

April 12, 2024

To whom it may Concern,

I oppose the finding of historic eligibility for 2601 south College Avenue Fort Collins, Colorado. This street corner is not clearly of any historic significance to this town and I feel the development of this prominent street corner in Fort Collins is advantageous to the entire community and will only improve and enhance the city on a major intersection. We need redevelopment in this midtown area, and this could be the catalyst to starting that. Please take a serious look at reversing this Historical classification.

Sincerely,

A handwritten signature in black ink, appearing to read "Tyler Texeira", written over a horizontal line.

Tyler Texeira

Staff Presentation
to the
Historic Preservation Commission
April 17, 2024

April 17, 2024

Historic Preservation Commission

Appeal: 2601 S.
College Ave.
City Historic Landmark
Eligibility

Jim Bertolini

Senior Historic Preservation Planner



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- De Novo hearing – HPC provides a new decision
- Consider evidence regarding **significance** and **integrity** of the buildings addressed as 2601 S College Avenue
 - Standards under Municipal Code 14, Article II
- Provide a **determination of eligibility** for Fort Collins Landmark designation
- Final decisions of the Commission shall be subject to the right of appeal to the Fort Collins City Council (Sec. 14-9)
- NOTE: The HPC’s role in this appeal hearing is not to consider adaptive reuse potential, which is not a consideration of MC 14, Article II
 - This is considered if a resource is first determined Eligible, during the conceptual or formal development review stage

- August 16, 2023 – Preliminary Development Review Meeting (All City Depts)
- August 23, 2023 – Historic Survey Ordered
- October 17, 2023 – Survey Completed and Transmitted
 - Completed by City staff since no 3rd party historians were available
- October 27, 2023 – Appeal Received

Land Use Code (Development)

Municipal Code - Eligibility

- 3.4.7
 - (B) Requires identification of historic resources on/near development site
 - (C) Determination of Eligibility
 - (D) Treatment of Historic Resources

- Chapter 14, Article II
 - 14-22 – Standards for eligibility
 - 14-23(b) – Process for appealing a staff decision

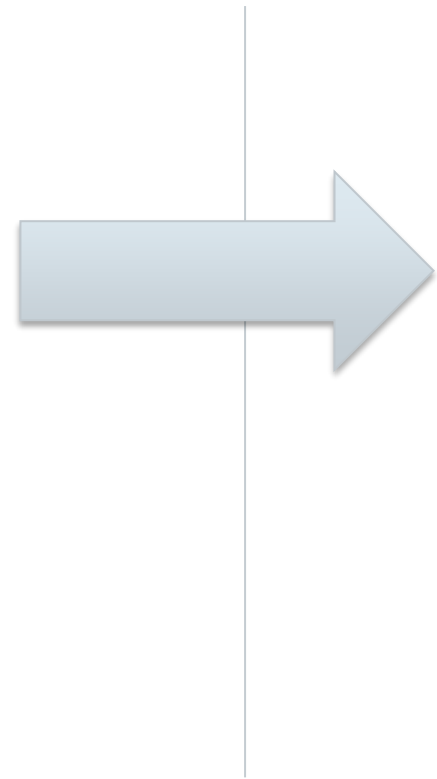
If found Eligible

- If determined Eligible
 - *Does not* require or initiate landmark designation
 - *Does* require preservation and adaptive reuse of historic resources for development applications subject to land use code compliance [3.4.7(D)(3)]
 - Modifications of Standards are allowed under the usual process in LUC 2.8
- If determined Not Eligible – no further Preservation concerns

*Section 14-22, “Standards for determining the eligibility of sites, structures, objects and districts for designation as Fort Collins landmarks or landmark districts.”

Significance

- 1. *Events*
- 2. *Persons/Groups*
- 3. *Design/Construction*
- 4. *Information Potential*



Integrity (7 Aspects)

- 1. *Design*
- 2. *Materials*
- 3. *Workmanship*
- 4. *Location*
- 5. *Setting*
- 6. *Feeling*
- 7. *Association*

Item 20. Deadline Copy Goes Here

1 S College Avenue: History

- Formerly the W.A. Drake Farmstead
- Demolished for the Ghent Auto Dealership
- 1966 – Completed
- 1972 - Car Wash structure added to NW corner
- Removed between 1983-1999
- 1998 – original roofing replaced with standing seam metal

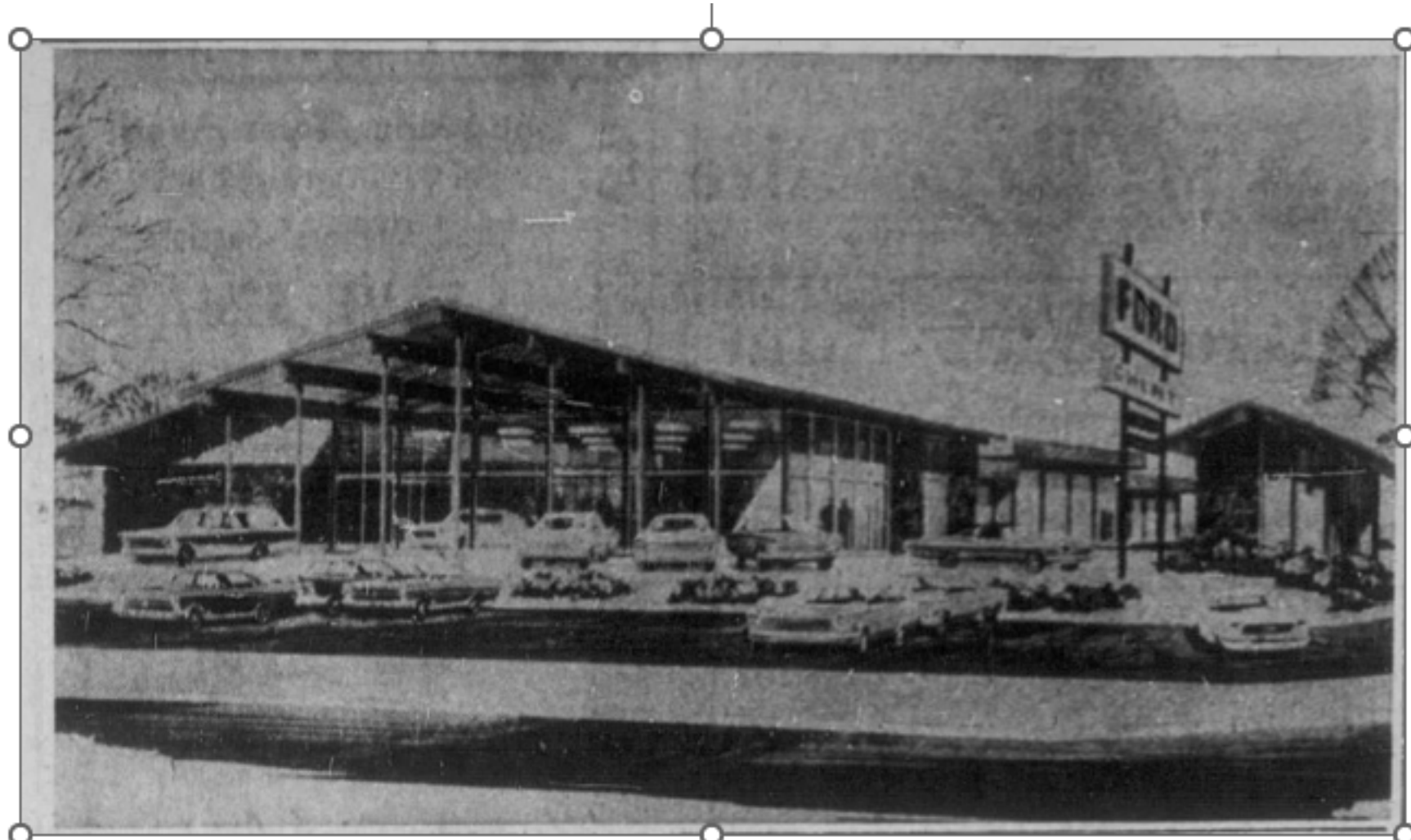


Figure 1: Artist sketch of new dealership. Image clipped from *Coloradoan*, February 27, 1966.



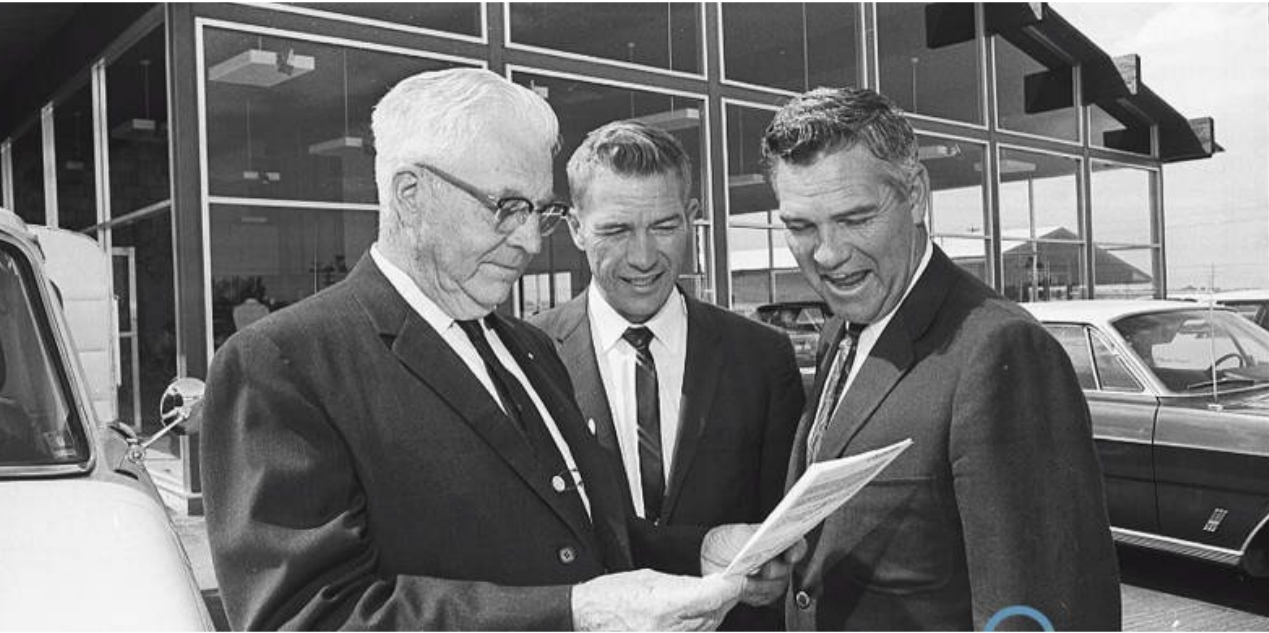
100 E Drake Rd

1 – Events/Trends (South College Commercial Expansion)

- *General postwar movement of businesses away from Downtown, including automobile dealerships*

- Comparative Context
 - Few substantial, surviving examples of post-war expansion in this part of Fort Collins
 - 100 E. Drake
 - 2720 S. College Ave
 - 2839 S. College Ave.
 - Formerly many examples, but most are either altered or demolished

201 S. College Avenue: Significance Standard 2 Persons/Groups



Frank Ghent, 1984



Ghent Motors Ground-breaking, March 9, 1966

2 – Persons/Groups (Frank & Dwight Ghent)

Successful business owners & community leaders in early and mid 20th century

- Landmarked Residences: 1612 Sheely Dr. (Dwight); 638 Whedbee St. (Frank)
- Pre-1966 Ghent businesses heavily



Ghent Motors at 205 N. College, 1950 – since heavily altered



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Design/Construction



Figure 2: 2601 S. College facade. Image clipped from *Coloradoan*, October 26, 1966.



3 – Design/Construction (*Modern Architecture / Auto Dealerships in Fort Collins*)

- One of the only *intact* auto dealership from either the early (c.1920s) or mid-20th century periods in Ft Collins
- Significant surviving reflection of Modern architecture in this section of Fort Collins
- Potentially one of only two examples of commercial contemporary style architecture in Ft. Collins

- Comparative context

- Automobile dealerships (and other auto-related properties)
 - 142 Remington – Banwell Motors (now the Gearage)
 - 150 W. Oak – Goodyear store
- Modern Commercial Architecture
 - 425 S. College, Safeway (now Lucky's)
 - 1101 W. Elizabeth, Campus West Shops
 - Bank towers downtown, including 401 S. College, 215 W. Oak, 315 W. Oak
 - Smaller bank buildings, including 100 S. College & 100 E. Drake
- Modern Architecture overall
 - Those named above, along with some residential and religious architecture



Figure 3: 2601 S. College, service wing. Image clipped from *Coloradoan*, October 26, 1966.

- MC 14-22(b): “the ability of a site, structure, object, or district to be **able to convey its significance**. The integrity of a resource is based on the degree to which it retains all or some of **seven (7) aspects** or qualities established by the U.S. Department of Interior, National Park Service: location, design, setting, materials, workmanship, feeling and association. **All seven (7) qualities do not need to be present** for a site, structure, object, or district to be eligible as long as the overall sense of past time and place is evident.



Figure 9: Feature 1, north elevation, view southeast (Image #7229, R. Schields, 10/3/2023)

- Overall good/sufficient integrity
 - *Detractions in Design and Materials due to:*
 - loss of most historic overhead garage doors in service wing
 - 1998 modification of roof to standing-seam metal

Aspect of Integrity	Staff Conclusion
<p>Location - the place where the resource was constructed or the place where the historic or prehistoric event occurred.</p>	<p>Retained – the dealership remains in its original location.</p>
<p>Design - the combination of elements that create the form, plan space, structure and style of a resource.</p>	<p>Retained – Impacted by the two small additions on the west elevation and some window infill. However, overall design elements such as long and low massing, asymmetrical plan, low-pitched gable roof, broadly overhanging eaves, fixed window walls, obscured entries, exposed rafter beams, and broad uninterrupted wall surfaces remain.</p>
<p>Setting - the physical environment of a resource. Whereas location refers to the specific place where a resource was built or an event occurred, setting refers to the character of the place in which the resource played its historic or prehistoric role. It involves how, not just where, the resource is situated and its relationship to the surrounding features and open space.</p>	<p>Retained – although the surrounding buildings have changed over the last fifty years, the general commercial character of the setting is retained.</p>
<p>Materials - the physical elements that form a resource.</p>	<p>Retained – Some detractions including the replacement of the roof with standing-seam metal and replacement of the overhead garage doors in the service bays. However, other key character-defining materials remain including the laminated, exposed roof beams, fixed glass window walls, and broad expanses of uninterrupted exterior cladding of concrete block, stucco, and stone.</p>
<p>Workmanship - the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. It is the evidence of artisans' labor and skill in constructing or altering a building, structure or site.</p>	<p>Retained – important features of the Modern construction techniques, including stone veneer over concrete construction, remain.</p>
<p>Feeling - a resource's expression of the aesthetic or historic sense of a particular period of time. It results from the presence of physical features that, taken together, convey the resource's historic or prehistoric character.</p>	<p>Retained – Maintains overall sense as a 1960s/mid-century auto dealership.</p>
<p>Association - the direct link between an important event or person and a historic or prehistoric resource. A resource retains association if it is the place where the event or activity occurred and is sufficiently intact to convey that relationship to an observer. Like feeling, association requires the presence of physical features that convey a resource's historic or prehistoric character.</p>	<p>Retained – building's exterior cladding, massing, window walls, asymmetrical plan, low-pitched roof, and exposed rafter beams make association with the mid-20th century apparent.</p>

Staff Evaluation of Appellant Materials - Significance

Applicable Standard	Staff Conclusion	Appellant Conclusion
Standard 1 – Events/Trends	<p>ELIGIBLE – Pattern of Events</p> <ul style="list-style-type: none"> - Community: strongly associated with the post-war movement of Fort Collins businesses, generally, and automobile dealerships, specifically, away from downtown toward the edges of the city. - State: Not significant to state history. - Nation: Not significant to national history. 	<p>INELIGIBLE</p> <ul style="list-style-type: none"> - Community: Assertion that car dealerships cannot individually contribute to patterns of urban development. - State: See above - Nation: Not significant to national history
Standard 2 – Persons/Groups	<p>ELIGIBLE</p> <ul style="list-style-type: none"> - Community: associated with Frank & Dwight Ghent as significant business and social leaders. Acknowledge residences of both Ghents are already Landmarked. - State: Not significant to state history. - Nation: Not significant to national history. 	<p>INELIGIBLE</p> <ul style="list-style-type: none"> - Community: Note that best years in sales were at other sites in Fort Collins, and that Ghent social contributions were not directly related to the dealership property. - State: Not significant to state history. - Nation: Not significant to national history
Standard 3 – Design/Construction	<p>ELIGIBLE</p> <ul style="list-style-type: none"> - Community: significant as an excellent and rare remaining example of mid-century automobile dealership design and as an example of the Modern Movement/Contemporary architectural style. Comparative analysis with other resources in Fort Collins demonstrates this is a significant local example of Modern commercial architecture. - State: Not significant to state history. - Nation: Not significant to national history. 	<p>INELIGIBLE</p> <ul style="list-style-type: none"> - Community: While there are specific elements that represent the style of the period, the design and details are very common, and is in no way remarkable for the period. On a scale of 1-10 for mid-century design value, 10 being the highest, this example is 1-1.5.. - State: Not significant to state history. - Nation: Not significant to national history
Standard 4 – Information	Not significant	Not significant

Item 20. Staff Evaluation of Appellant Materials - Integrity

- Staff acknowledges modifications – addressed in staff-produced historic survey form
- Much of the appellant's materials suggest perceived lack of adaptive reuse potential as a factor in historic integrity
- Under City Code (and federal guidelines for NRHP), historic integrity is a measure of the presence of historic materials, features, and overall connection to the important historic period.

Item 20. C Work Session Requests

- Add 2017-2018 Determination and Appeal to the record
 - This has been added as Attachment 5
 - As noted in the cover memo, the 2017-2018 process occurred under a previous code version and does not reflect current Land Use and Municipal Code requirements.
- Appellant requested addition – redlines from 2019 code changes to Chapter 14

- Public Comments
 - 7 – opposed to Eligible finding/opposed to preservation of site
 - 3 – support Eligible finding and adaptive reuse

- De Novo hearing – HPC provides a new decision
- Consider evidence regarding **significance** and **integrity** of the buildings addressed as 2601 S College Avenue
 - Standards under Municipal Code 14, Article II
- Provide a **determination of eligibility** for Fort Collins Landmark designation
- Final decisions of the Commission shall be subject to the right of appeal to the Fort Collins City Council (Sec. 14-9)
- NOTE: The HPC’s role in this appeal hearing is not to consider adaptive reuse potential, which is not a consideration of MC 14, Article II
 - This is considered if a resource is first determined Eligible, during the conceptual or formal development review stage

Applicant Presentation to Historic Preservation Commission April 17, 2024

2601 S. College



Team

Property Owners: Kriss Spradley and Bill Barr

Built Environment Evolution: Natalie Feinberg Lopez

Brownstein: Angela Hygh and Nina Sawaya

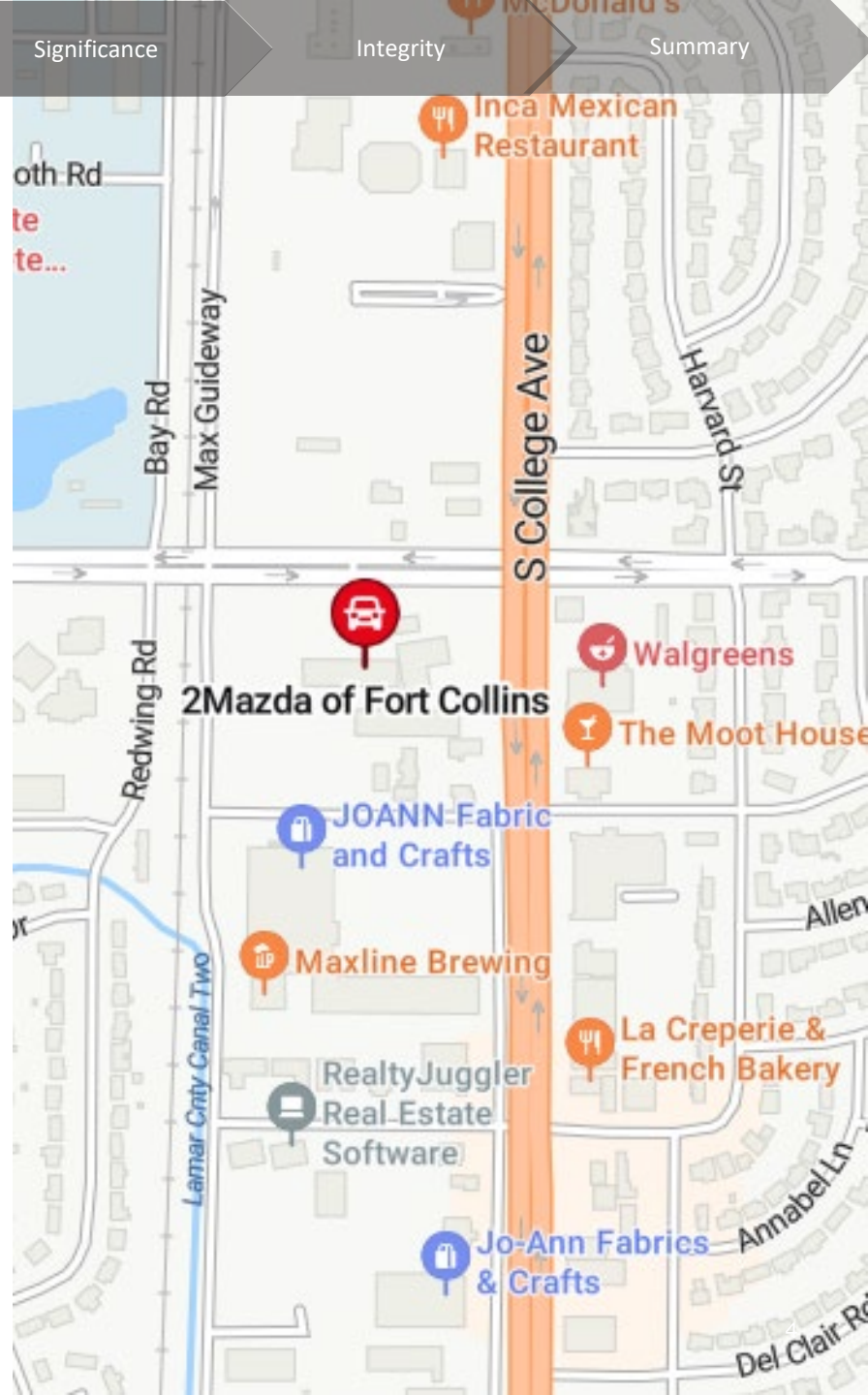
The Appeal

- The Property Owners are appealing the determination by City Staff that the Property is eligible for historic designation.
- De novo standard.
- City Council determined on April 3, 2018 that the property was NOT eligible for historic designation.
- City Council's determination expired on April 3, 2023.

Item 20.

2601 S College Ave.

Commonly Known as The Mazda Dealership



Criteria for Historic Eligibility

For a resource to be eligible for designation as a landmark under the Code, it must possess both **significance** and **integrity**



Significance

“**Significance**” is “the importance of a site, structure, object, or district to the history, architecture, archeology, engineering or culture of our community, State or Nation.” *City Code, § 14-22*. The criteria include:

- (1) events**
- (2) persons/groups**
- (3) design/construction**
- (4) information potential

Integrity

“**Integrity**” is “the ability of a site, structure, object, or district to be able to convey its significance.” *City Code, § 14-22*. The criteria include:

1. Location
2. Design
3. Setting
4. Materials
5. Workmanship
6. Feeling
7. Association



Natalie Feinberg Lopez, APTI RP

- Consulting in technical preservation and conservation analysis for 25 years.
- Extensive Experience With Mid-Century Modern Structures
- Acted as Principal Planner for the Historic Preservation Department for the City of Aspen



BUILT ENVIRONMENT EVOLUTION
Preserving the Past Transforming Tomorrow

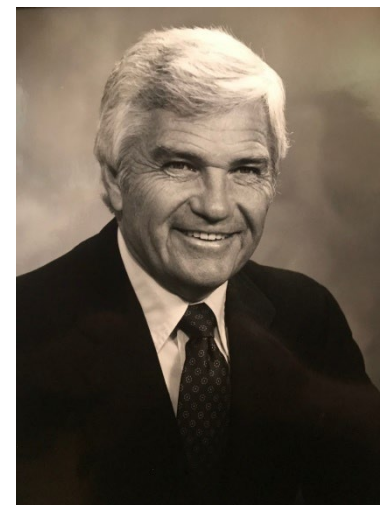
Events

- Recognizable contribution
- Two Types:
 - Specific event
 - Pattern of events or a historic trend



Persons/Groups

Specific contributions to history that can be identified and documented.



Design/Construction

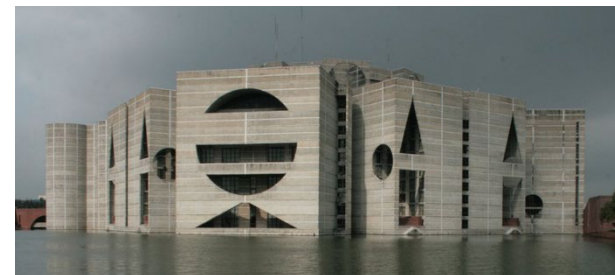
- Embody the identifiable characteristics of a type, period or method of construction;
- Distinguishable from others
- Possess high artistic values or design concepts;
- Recognizable and distinguishable group of resources.
- 1.5 out of 10



Design/Construction

- Comparison with excellent examples of modern architecture.

- International - excellent examples of modern architecture.



Design/Construction

- Comparison with excellent examples of modern architecture.



- United States - excellent examples of modern architecture.



Design/Construction

- Comparison with excellent examples of modern architecture.

- Local - excellent examples of modern architecture.



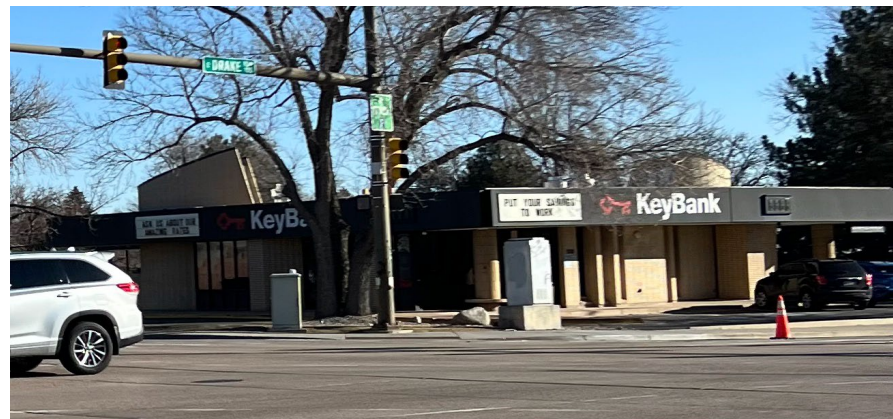
Integrity

“**Integrity**” is “the ability of a site, structure, object, or district to be able to convey its significance.” *City Code, § 14-22.* The criteria include:

1. Location
2. Design
3. Setting
4. Materials
5. Workmanship
6. Feeling
7. Association



Location & Setting



Item 20.

Location & Setting

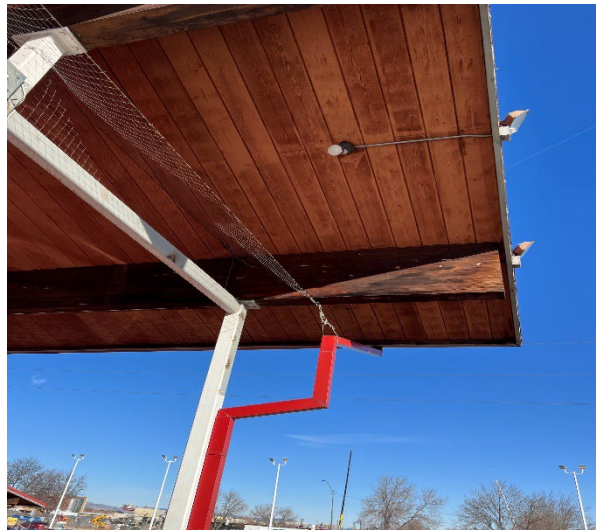
- College Ave Auto Dealerships



Materials: Not Built to Last

Many elements show significant deterioration indicating the end-of-life cycle including:

- Original Materials were inexpensive and meant to be replaced often
- Deterioration of drainage
- Surfaces requiring removal of asphalt
- Repair of Foundations



Design and Workmanship

- On a scale of 1-10 for mid-century design value, 10 being the highest, this example is **1-1.5**.



Feeling and Association

- Does not retain the feeling and association of the Post-War era. None of these South College examples are eligible:



Other Considerations

- Top: Dwight Ghent's Home
1612 Sheely Drive
- Bottom: Frank Ghent's Home
638 Whedbee



Things to Keep in Mind

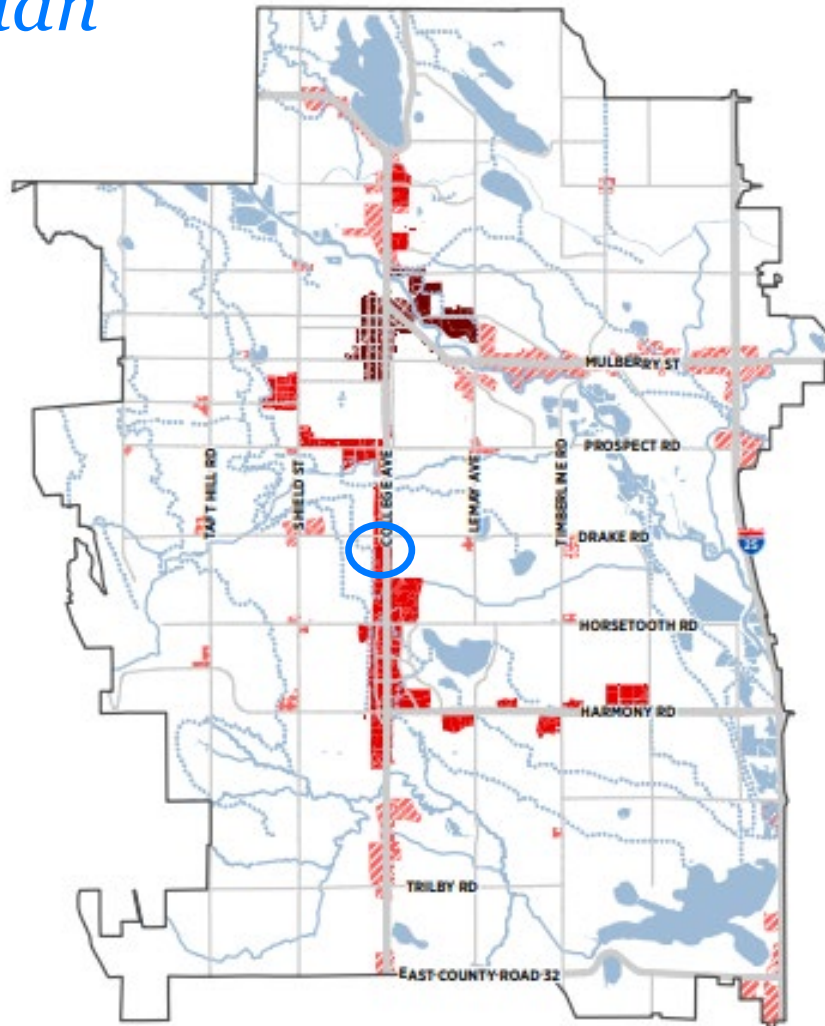
- Being selective about what is eligible for historic designation preserves the designation process



Policies and Purposes – Section 14-1 and 14-2

- “stabilize or improve aesthetic and economic vitality and values of such sites, structures, objects, and districts
- “promote the use of important historical archaeological or architectural sites”
- “promote good urban design”

Structure Plan



Downtown District

Urban Mixed-Use Districts

Item 20.

Midtown Plan



No Changes Since 2018

- No new discoveries about the property or the Ghents.
- No substantial changes to the criteria.

Thank You



Public Comment

Visitor Log

Historic Preservation
Commission April 17, 2024

PUBLIC COMMENT LIST

Names	Street Number	Street Name	City	State	Zip Code	Email Address
Tyler Texeira, Beacon Construction	PO Box 270218		Fort Collins	CO	80527	tyler@beacon-con.com
David Everitt						dgecamino1@gmail.com
Sara Vaught						sara@pennymade.co
Glen Schwab						schwab11@comcast.net
Lisa Clay, Advance Tank and Construction	PO Box 219		Wellington	CO	80549	lclay@advancetank.com
Mark Sears		3131 Worthington Ave	Fort Collins	CO	80526	marksears1@msn.com
Bob Carnahan		1207 Oak Island Ct	Fort Collins	CO	80525	bob@bcarnahan.com
Susan Abbott Schneider		1570 Rhode Island St	Loveland	CO	80538	s1schneid@yahoo.com
Meg Dunn		720 W. Oak Street	Fort Collins	CO	80521	meg@urbanfortcollins.com
Sharon Danhauer		1345 E. 7th St. #7	Loveland	CO	80537	sadanhau@gmail.com

HISTORIC PRESERVATION COMMISSION

Visitor Log

[This was a hybrid (in-person & remote) meeting. The Secretary filled out the visitor log.]

DATE: April 17, 2024

Name	Mailing Address	Email and/or Phone	Reason for Attendance
Angela Hygh	6733 W 98th Cir	ahygh@bhf.com	Appellant - presider
Natalie Feitberg Lopez	Po Box 2464 Aspen CO 81612	natalie@builtenvironmentalevolution.com	Appellant
Kriss Spradley	3453 N. County Rd 2 F.C. 80524	Kriss@rockymtnemail.com	Appellant
Bill Bass	5992 Wingspread FC 80524	bill@rockymtnemail.com	Appellant
JULIE HYGH	4625 BRENTAN DR.	juliehygh@gmail.com	observer
Brett Nocerini	125 John Deere Dr., FC	bnocerini@gmail.com	observer

THIS IS A PART OF THE PUBLIC RECORD

Please contact Melissa Matsunaka at 970-224-6070 or mmatsunaka@fcgov.com if you inadvertently end up with it. Thank you!

Verbatim Transcript

Historic Preservation Commission
April 17, 2024

HISTORIC PRESERVATION COMMISSION

CITY OF FORT COLLINS

Held APRIL 17, 2024

300 Laporte Avenue

Fort Collins, Colorado

In the Matter of:

2601 SOUTH COLLEGE: APPEAL OF DETERMINATION OF ELIGIBILITY

Meeting Time: 5:30 PM, April 17, 2024

Commission Members Present:

- Jim Rose, Chair
- Bonnie Gibson, Vice Chair
- Margo Carlock
- Chris Conway
- Jeff Gaines
- Tom Wilson

Staff Members Present:

- Heather Jarvis
- Jim Bertolini
- Maren Bzdek
- Yani Jones
- Rebecca Schields
- Melissa Matsunaka

1 CHAIR JIM ROSE: And now moving on to item number five, consideration of the appeal of
2 determination of eligibility for 2601 South College. And because this is a de novo hearing, we are going
3 to be determining eligibility, and it is an appeal of a staff decision. So, I'd like to simply review what we
4 will be doing and the procedure we will follow so that everybody understands the time and the
5 appropriate place where all the input that is needed and appropriate can be received. The first thing I'm
6 going to do, however, is ask if anyone on the Commission would wish to disclose any conflict of interest.
7 Okay, seeing none, we will then have a staff report, and I'll turn that over to the staff, and then we will
8 hear from the appellant, and then members of the Commission will be given the opportunity to ask
9 questions of the staff and the appellant, so it will open for Commission questions and discussion, but we
10 will not completely discuss the final decision until all the various parties have had a chance to provide
11 their input. We will, after questions of staff and the appellant, we will open it up for the public to provide
12 comments in support or in opposition, and then we will ask our staff and the appellant to provide any
13 commentary on any public input that was received. The appellant will have an opportunity to address any
14 comments made by the public and by City staff. We will then ask Commissioners for any final comments
15 or clarifications, questions of staff or the appellant, or anyone who has entered testimony as the public,
16 and after that period, when all of that has taken place, we will close the taking of any additional
17 information and the Commission itself will then engage in a discussion. We may do that prior to a
18 motion, or we may do a motion first and then discuss the motion. But, at any rate, we will, at some point,
19 once a motion has been made and voted on, we will then ask each Commissioner to provide an
20 explanation for their vote. So, that's pretty much how things will go, and I will begin this process with a
21 staff report.

22 JIM BERTOLINI: Thank you, Mr. Chairman, Jim Bertolini, your Senior Historic Preservation
23 Planner; I'll be giving your staff presentation this evening. As you noted, this is an appeal of a staff
24 finding of eligibility for the property at 2601 South College Avenue, historically the Ghent Motors
25 facility.

26 This is just providing some background on the building...this is at the southwest corner of Drake
27 and College, kind of on the north end of midtown, and this is showing a site map of the three features that
28 were documented during the historic survey process, the primary automobile showroom and service
29 garage, which is feature one, feature two, which is an accessory drive-through shop for auto parts, and
30 then feature three, which is non-contributing, but certainly has some historic interest, that's a carriage step
31 with W.A. Drake on it in reference to the former Drake Farm that used to be on this location.

32 Just a bit about how we got to this appeal process. In this case, the role of the Historic
33 Preservation Commission tonight...this is a de novo hearing. Effectively, what that means is that your
34 decision tonight replaces the staff finding. So, you're not beholden to the staff finding; it would be
35 weighing the information that you have in your packet that you received for this meeting, and then
36 making a new decision. And as outlined in the Municipal Code, specifically Municipal Code 14, Article
37 2, the role here is to consider evidence regarding the historic significance and the historic integrity of the
38 buildings on the property addressed at 2601 South College. And, in considering that evidence, to then
39 provide a determination of eligibility for this property, whether it qualifies or not as a Fort Collins
40 landmark. Your decision tonight will be a final decision, which means it is subject to appeal. Anyone
41 who has standing to appeal will have the right to appeal...and file an appeal with the City Clerk's Office
42 within two weeks.

43 One of the things staff did want to note is that, in this appeal hearing, the role is not to consider
44 adaptive reuse potential since that's not a consideration that's outlined in Municipal Code 14, Article 2.
45 This is considered if the resources is first determined eligible and that standing holds during the actual

1 project review stage...the Preservation Commission would have a role as a recommending authority to
2 whoever the decision maker is, and in that case, you could consider adaptive reuse potential, but for the
3 purpose of tonight's hearing, the expectation of the Code is that you will consider the standards in
4 Chapter 14, Article 2 that deal with historic significance and then historic integrity, which we'll discuss
5 on later slides.

6 A bit about the current review timeline, how this appeal got to the Preservation Commission.
7 This started with a preliminary development review meeting for the developer proposing a new project
8 for this site back in August of 2023. As is required under the City's Land Use Code regarding properties
9 that have resources over fifty years of age on the development site, a historic survey was ordered shortly
10 afterwards to determine if the resources on the development site met the standards of the City regarding
11 landmark eligibility. That survey was completed on October 17th of last year, and then an appeal from the
12 developer was received shortly thereafter, on October 27th. We do allow...the reason for the delay was
13 really at the appellant's request since we allow them up to six months to consult any land use
14 professionals, consult their own historian, et cetera, and that can take some time, and so we provide up to
15 six months before scheduling their hearing. One of the things to emphasize here is that we do require,
16 this is a Code requirement, that we complete an intensive level survey that takes a fairly comprehensive
17 look at the history and potential historic significance of any site that's proposed for redevelopment. And
18 then when we issue those findings as staff, we typically evaluate that site form that's received from the
19 historian, or in this case, this was produced by our staff historian, and look for any important factual
20 errors, we look for questions that would impact arguments for significance as outlined in the City
21 standards, and then we do come to a staff consensus on whether we feel the property actually qualifies for
22 listing or not, and in this case, that was the staff consensus.

23 Just to dig a little bit deeper into that Code process...so, as most development projects...any
24 development proposal, whether it's preliminary or a formal proposal, is processed under the Land Use
25 Code, and the cultural resource protections afforded to properties under the Land Use Code are in Section
26 3.4.7. And there's a process that really starts with identifying whether any properties that are over fifty
27 years of age on a development site qualify as City landmarks, and we're in that stage currently, where
28 we're determining eligibility of those properties. Now, that process uses the same standards we use to
29 landmark properties when property owners request that, or other parties that have the ability to request
30 nominations. So, the standards are the same whether it's a development project or if someone were
31 requesting a landmark nomination...use the same metric to measure that. And so, that's where we're at
32 currently is measuring this property against those standards and determining if it meets those standards
33 for eligibility. If the property is found eligible, then we move on to the next step, which is just part of the
34 larger development review process of how those historic resources are being treated as part of the
35 development, and typically, eligible properties are expected to be preserved...that is the standard that
36 needs to be met in that case.

37 So, just to reinforce this a little bit more, if the Commission determines this property eligible, that
38 does not require or initiate a formal landmark designation. City landmarks are designated by ordinance
39 by City Council; that process would not be started. It does require, if the property is determined eligible,
40 that it is preserved and adaptively reused as part of a development application. There is an option for a
41 modification of standards...any Land Use Code requirement has the potential for a developer to request a
42 modification of standards...that's outlined in Land Use Code 2.8, and there's some provisions for what
43 kinds of situations can receive a modification of standard. If it's the Commission's decision that the
44 property is not eligible, that would...assuming no appeals come forward...that would end preservation

1 concerns related to this development site, since there are no other historic resources on or near this site
2 that are of concern.

3 Dealing specifically with our methodology for how the City determines whether something meets
4 the eligibility requirements or not...this is a two-step process that's modeled off of a federal program
5 called the National Register of Historic Places that was created in 1966, just a couple years before Fort
6 Collins created its own landmark program. These standards were created in reference to the same
7 standards that the National Register uses, and we have for the most part adopted the standard language
8 from the National Register into our City Code in Chapter 14 with some modifications to allow for more
9 appropriate recognition of locally significant resources that are important to the city and the community.
10 But, this process is a two-step linear process. The very first thing we assess is whether or not a property
11 is even important in local, state, or national history...that's what we mean when we say significance is, is
12 it actually important? It has to meet one of these standards for us to continue with this process, and we
13 have four different standards in City Code, again modeled off of the National Register. The first is events
14 or trends in local, state, or national history, the second is association with important persons or groups of
15 people, the third is importance as an example of significant design or construction, and then information
16 potential which tends to be applied to archeological sites that may have important research potential for
17 our area.

18 If, and only if, something is significant under at least one of those standards, then we measure
19 what's called historic integrity, and that's really the ability of a historic place, whether it's a building, a
20 site, a landscape, to continue to tell its story, or to reflect that historic importance in its physical features.
21 It's not required that all seven of these aspects, also modeled off the National Register...it's not required
22 that all seven aspects are met, but it is important that key aspects of integrity are met in relation to why
23 that property is important. So, which aspects of integrity matter are really going to depend on why the
24 property is important in the first place. So, for example, a farm property that's significant for its
25 association with agriculture in a particular area really needs to have integrity of location, setting, and
26 feeling and association, in order to really connect with that agricultural story. A property that's important
27 for its architectural design may not need to still have integrity of location, it may even be relocated, but it
28 should have fairly good integrity of design, so perhaps if it's architect-designed, it still should reflect that
29 original architect's vision for that property, materials, which are often part of that vision, should generally
30 be intact. Perhaps if it's an adobe building in Alta Vista that's important for its method of construction,
31 its workmanship may be important...reflecting that kind of handcrafted, adobe walls and adobe bricks
32 that make up that building. So, while integrity varies based on the importance of the property. Both of
33 these things need to be met for something to qualify as a landmark. So, that outlines the process by which
34 we measure historic places to see if they qualify as a historic resource under our City Code.

35 So, moving specifically to 2601 South College. This is just showing a historic photograph of the
36 building shortly after it was constructed in 1966, and then a recent photograph of the building from its
37 historic survey last year. And this is just some physical history of the property. Again, this location, that
38 southwest corner of College Avenue and Drake Road is formerly the Drake Farmstead, the namesake of
39 what used to be a farming village called Drake, and now the namesake of Drake Road itself. That
40 farmstead was mostly demolished, except for that carriage step that's still on site, in 1966 to make way
41 for the Ghent auto dealership, and that's the building that's in question this evening. There was at one
42 time, 1972, there was a carwash structure added to the northwest corner, about where Drake and
43 McClelland is now. That was removed again sometime between 1983 and 1999, we don't have an exact
44 date for that. Then in terms of other significant modifications, the main one would be the replacement of

1 the original roofing, which from historic images looks like it was rolled asphalt, and replaced that with
2 standing seam metal in 1998...that's what is still there currently.

3 Running through the standards that staff considered the property eligible for, under the City
4 standards. The first was standard one for events and trends, and this relates to the South College
5 commercial expansion after World War II. We see after World War II, especially over the 1950's and
6 '60's, a lot of our downtown businesses move away from downtown, and move to areas outside of town,
7 especially South or North College, in this case South College, and especially for businesses that in some
8 way depended on, or were embracing the shift, to kind of automobile-focused commercial and public life
9 in the 1950's and later. And so this property appears to be a significant example of that, just based on it
10 being a surviving example, and based on it's scale, in terms of the redevelopment of this area. Generally,
11 when we are measuring any property under a standard, we do consider it in that context, so that context of
12 South College commercial expansion, we consider it not only in its historic context during that time, but
13 then what's still around to tell that story as well, what other, what we might call peer properties, exist that
14 might tell the story equally well, that might tell that story better. And so, in this case, we did consider
15 some other properties that we have at least taken a preliminary look at in terms of historic significance,
16 and that includes just a couple of other surviving examples of that post war expansion on South College
17 Avenue around the Drake and College intersection. So, there's a couple of other buildings that are a bit
18 farther south on College that are reasonable examples of that, that are fairly well intact, and then we have
19 what is currently the Key Bank building at 100 East Drake that's just across the street, kind of caddy
20 corner to the northeast from the property in question this evening. There were formerly a lot of other
21 examples in this area, but most have either been altered or demolished at this point, which is one of the
22 reasons that we consider this as a significant reflection of what was a major trend in Fort Collins history
23 after World War II.

24 The second standard that staff considered this property significant under was standard two for
25 persons and groups, specifically for association with Frank and Dwight Ghent, the owners of the
26 automobile dealership here. In this case, this was one of our more significant auto dealerships. It was
27 actually established prior to World War II, and there main showroom at that time was at the northwest
28 corner of Laporte and College, and that's what you're seeing here in the bottom center photograph; it's
29 currently the location of Beau Jo's and City Drug. In this case, the Ghent's were one of our more
30 successful business owners during that time period, especially when we're considering the automobile
31 industry in Fort Collins from the 1920's forward to the 1960's and '70's. They have already been
32 recognized as significant individuals in Fort Collins history...their two properties...their two residences
33 have been landmarked, one at 638 Whedbee Street for the older Frank, and then Dwight, the younger, at
34 1612 Sheely Drive. One of the reasons that staff considered this in part of our comparative research that
35 2601 South College would be significant, is that as much as we might prefer to consider a property that
36 has a little bit more length of history, a little bit more foundational history, with a successful
37 businessperson, or businesspeople, like the Ghent's. This has been fairly heavily altered in a way that
38 really doesn't reflect that Ghent Motor Company period in the property's history in terms of the property
39 at Laporte and College, and so in terms of reflecting their contributions to the commercial and business
40 history of Fort Collins, the 2601 South College building becomes really our last reflection of that
41 commercial history. So, for that reason, and for that association, staff considered the property eligible
42 under standard two.

43 And then finally, under significance, standard three for design and construction, staff did consider
44 this a significant example of modern architecture in Fort Collins, and especially along South College, and
45 a significant surviving example of an auto dealership in Fort Collins, which considering the immense

1 importance of transitioning automobiles...transitioning American cities to automobiles after World War
2 II, these do tend to be a fairly significant reflection of that if they survive, which is something that they
3 don't often do since then tend to have a pretty high churn in terms of alterations or redevelopment. And
4 so, in this case, from staff's research, we determined this was one of the only intact auto dealerships from
5 either the early automobile period in the 1920's or the mid-20th century period in Fort Collins. This
6 appeared to be one of our only places we could really tell that story of transition during the 1960's, and so
7 for that reason, we considered it significant as a property type under standards three. We also considered
8 it a significant surviving reflection of modern architecture in what was then south Fort Collins. Again,
9 most of those other examples in this specific area of town had been redeveloped. We do have other good
10 examples of modern architecture elsewhere in the city that are outlined here on the right side of the slide.
11 We did consider it potentially one of the only examples of commercial contemporary style architecture in
12 Fort Collins. Contemporary style refers to...this kind of broad, kind of open gables with lots of glass
13 curtain walls, a lot of open space that's contrasted with some of these naturalized materials like the rock
14 veneer that you see on this, and occasionally some other institutional and public architecture, especially
15 on campus at Colorado State University.

16 So, in terms of comparing this and kind of assessing whether this was significant in its context,
17 we measured it against some of our other surviving automobile dealerships, or at least auto related
18 properties. You have a couple of others in that context that appear to still be intact, but nothing at this
19 scale or significance. And in terms of modern commercial architecture, it's also a significant reflection
20 with only a few peers at least of this scale and prominence throughout Fort Collins. Probably the other
21 peer property is the one that we've pictured here, Lucky's Market, that's at the northwest corner of
22 Mulberry and College. So, overall, staff considered this a fairly significant reflection of modern
23 architecture in Fort Collins, at least in terms of what survives here, especially when we consider it as
24 commercial architecture.

25 Moving on to historic integrity. Again, this is the measure of whether or not a property that has
26 importance still reflects that importance with its physical features. So, this is a comparative image of the
27 service bays off the back of the building. And this is really about whether or not a property has enough of
28 its historic materials or design features to sufficiently kind of tell its story, to convey that important
29 historic significance. Staff certainly acknowledges there are some losses of integrity for this property that
30 do matter. Specifically, when we're dealing with the service garage, the loss of most of the overhead
31 garage doors that have been replaced with newer versions of those. The openings remain, but the doors
32 themselves have been replaced. That is a detraction, and then of course the 1998 modification of the roof
33 to a standing seam metal roof...that's a fairly prominent modification. But, by staff's judgment, while
34 those are impositions, they are not so significant that we can't still tell that story of post-World War II
35 expansion on South College Avenue; that still appears apparent with a preponderance of resources and
36 materials at the site.

37 So, this is just a...kind of a run down of the staff evaluation of integrity with those seven aspects
38 that are outlined in the City Code. So, with location, that one's a lot more obvious just because the
39 property hasn't been moved, it's still in it's original location where the buildings were constructed. The
40 overall design, again, there's some impositions on this, there's two small additions of the west elevation
41 towards McClelland, there's been some window infill, but overall, those design elements, especially the
42 long, low massing, the asymmetrical plan, the large and low-pitched gable roof with the overhanging
43 eaves, the big window walls, all of those features, especially the exposed rafter beams which are a pretty
44 distinctive part of this part of this particular building, all remain. So, generally, the property still has
45 integrity of design.

1 Setting...there's been some change to the overall setting of the property just with redevelopment
2 throughout the years. The general commercial character of the setting is retained, although the substance
3 of that setting has certainly changed with new construction. Materials...these are the physical elements
4 that form a resource. Most of this is retained, at least by staff's estimation. There are some distractions,
5 we mentioned the replacement of the roof with standing seam metal, replacement of the overhead garage
6 door bays, but otherwise we still have a lot of those character-defining materials like the laminated
7 exposed roof beams, the fixed glass window walls, and the broad expanses of exterior cladding which is
8 concrete block, stucco, and that stone veneer.

9 Workmanship is the physical evidence of the crafts of a particular culture. In this case, this is
10 going to be a modern construction, and so most of those are retained, including that stone veneer over
11 concrete which is still apparent at the property. Feeling is the resource's expression of its overall historic
12 sense of a particular time. Oftentimes it's a measure of kind of the preponderance of some of these other
13 aspects of integrity, especially since we have most of our modern architectural features and materials,
14 staff's assessment was that the property maintains it's overall sense as a 1960's mid-century dealership.
15 And then association deals with that direct link, can we still property associate this property with it's
16 important history? Again, kind of leaning on a preponderance of the other aspects of integrity to make
17 that judgement. And, especially since we have most of our exterior cladding, the historic massing of the
18 building, the window walls, the overall plan and roof massing and things like that are still present, the
19 overall connection and association with the mid-20th century, by staff's estimation, is still apparent on the
20 property. So, we considered the property to have sufficient historic integrity to be eligible as a landmark.

21 Did want to provide a little bit of staff evaluation of appellant materials related to significance.
22 This is just kind of a comparison with what we just went over in terms of staff conclusions. They won't
23 emphasize as much here versus what the appellant was arguing in their own historic survey form about
24 each of the significance standards. They did assert that car dealerships cannot individually contribute to
25 patterns of urban development under standard one, and that's something that staff would certainly argue
26 against, especially just in our own research determined that there are multiple dozens of car dealerships
27 that are currently listed in the National Register of Historic Places by themselves. They do tend to be the
28 earlier examples, in the 1920's, of auto dealerships, but there are some from the mid-20th century and the
29 1950's and '60's as well.

30 When it comes to standard two, persons and groups, the appellant's survey form argued that the
31 best years in sales for the Ghent family were at other sites in Fort Collins and that their social
32 contributions were not directly related to the dealership property. Especially that second point is certainly
33 a fair point to make, and in terms of the best years in sales, though that's not a specific metric in the
34 standards, it's certainly something to consider. By staff's estimations, we still would consider the
35 Ghent's as a significant two individuals in Fort Collins history, and that there's enough association with
36 the site and their commercial contributions, to make it eligible. That's certainly something that we'd
37 encourage the Commission to consider in terms of the appellant's arguments.

38 And then standard three for design and construction, we already went through staff's arguments
39 for this. The appellant's arguments in their survey form are, while there are specific elements of the
40 property that represent the style of the period, that being that mid-century modern period, that the design
41 and details are very common and in no way remarkable for the period. Obviously, staff's assessment is a
42 little bit different than that. And then they do introduce the scale of one to ten for mid-century design
43 value. In this case, I will just note that staff is not familiar with a measuring scale; that's certainly not
44 something that's outlined in any of the federal guidance for how to apply the National Register standards

1 for the National Register of Historic Places. And since our landmark program is modeled after that
2 national program, we use their guidance, which doesn't appear to have this in it at all.

3 And the appellant does go into some notes on integrity, and as noted, staff acknowledges that
4 there's been some modifications to the property that are noticeable and do detract from integrity, and
5 most of those are noted in the appellant's materials as well. However, we would note that a lot of the
6 appellant's materials, specifically the memo and the survey form that are in your packet, suggest that the
7 perceived lack of adaptive reuse potential is a factor in historic integrity, and so staff just would like to
8 further reinforce for the Commission that, under City Code and the federal guidelines for the National
9 Register that we use for our City landmark program, historic integrity is a measure of the presence of
10 historic materials, features, and overall connection to an important historic period, it's not intended as a
11 measure of adaptive reuse potential; that's something that comes up in our City Code elsewhere, but not
12 typically as part of this kind of evaluation.

13 Want to highlight a couple of requests from the Historic Preservation Commission from your
14 work session. You did request that the previous determination and appeal that was made for this property
15 in 2018 be added to the record, and that is your new attachment five that's in your packet. We did
16 provide a cover memo for that just to clarify that that was completed under a different Code process that
17 was amended in 2019. And so, while there are not significant changes to the eligibility standards
18 themselves, there are some significant changes to how we process these kinds of determinations of
19 eligibility, the main difference being the requirement that staff, at the applicant's expense, complete an
20 intensive survey form before we make our finding related to historic significance. Under the pre-2019
21 process, staff was not using, or not generating, any kind of new historic survey, we were just relying on
22 whatever material was available, generally set these conversations up to be a little bit more confusing
23 since a lot of research was completed kind of on the fly as the appeal process, in particular, progressed,
24 which didn't really set the conversation up for a good and informed conversation. So, the new Code
25 process, the main change, is that we just require a more thorough investigation before staff makes our
26 determination. Of course, related to that, the appellant did request that we add red lines from the 2019
27 Code changes to Chapter 14, specifically the standards for eligibility, and those are in your packet, should
28 be attachment six.

29 Just a quick summary of public comments. The Commission should have received these,
30 including one that we received this morning, in your email...those will be added to the meeting record.
31 And just to provide a summary of what we've received, we have received seven written comments that
32 are opposed to the eligible finding, or more generally opposed to the preservation of the site, and then we
33 have received three comments in support of an eligible finding and adaptive reuse, those are either in your
34 packet, or again, have been emailed to you for your consideration in terms of whatever evidence they
35 provide to support your finding under the Code requirements.

36 So, again, as a reminder, this is a de novo hearing. Your decision will replace staff's finding,
37 depending on what you decide at the conclusion of the hearing. That is expected to be based under the
38 City's Municipal Code, Chapter 14, Article 2 standards related to significance and integrity, and that
39 you're providing a determination of eligibility for this property, whether it is subject or not subject to the
40 City's Land Use Code requirements. A final decision that the Commission makes tonight will be subject
41 to appeal, again, just as a reminder. And again, reinforcing that the expectation is that your finding be
42 based on the standards in Chapter 14, Article 2 of the Municipal Code, and to avoid considering factors
43 that are not outlined in that Code section, such as adaptive reuse potential.

1 That concludes the staff presentation. Once we're at the appropriate time, I'll be available for
2 questions, but I believe we have an appellant presentation, so I'm going to pull that up and we'll drive
3 their slides for them, but I'd invite the appellant up to the podium. Thank you, Mr. Chairman and
4 Commissioners.

5 CHAIR ROSE: Thank you, Jim. Now we'll hear from the appellant.

6 ANGELA HYGH: Good evening, Commissioners, before I begin the presentation, I just wanted
7 to confirm, we were told by City staff that we would have up to thirty minutes for our presentation, and I
8 wanted to confirm that that was acceptable? Thank you.

9 Good evening, Mr. Chair, Commissioners, and members of the public. I am Angela Hygh of
10 Brownstein, Hyatt, Farber, Schreck, and I am land use counsel to the appellant along with my colleague,
11 Nina Sawaya, who is here with me this evening. May I have the next slide please?

12 So, to give you a brief introduction to the team who is here with me this evening, we are joined
13 by the appellant, who is the property owner in this case, Mr. Kriss Spradley, Mr. Bill Barr. We are also
14 joined by Ms. Natalie Feinberg-Lopez of Built Environment Evolution, and she is the historic
15 preservation expert who prepared the cultural resource survey on behalf of the appellant that is included
16 in your packet. We are also joined by, of course, Brownstein, me and my colleague. Next slide please.

17 So, as you know, we are here to appeal the determination by City staff of the eligibility of the
18 property at 2601 South College for historic eligibility. And one...a couple of things that I would like to
19 add without rehashing all of the excellent process history that staff has already provided to you, is some
20 clarification about the de novo standard. And it is correct that the de novo standard means that your
21 decision this evening would replace any decision by City staff, and it also means, unlike other standards,
22 that you are not required to give deference to the prior decision that is on appeal tonight, the decision of
23 City staff. And it also means that the burden is not on the appellant this evening with respect to your
24 decision, based on the information in the record. I would also like to emphasize that in 2018, City
25 Council already made a determination, as you know, with respect to this property, and the information
26 about that is included in your packet. And what City Council found was that this property is ineligible for
27 historic designation. That determination expired five years later, in 2023, but the neighborhood
28 surrounding the property has changed, and continues to change significantly since that time, and in fact
29 there is construction across the street to the north of this property, but the property itself has remained
30 largely the same, and the criteria as well as demonstrated in that red line that City staff pointed you to in
31 your packet, those criteria are also substantially the same. So, these are some factors that we would like
32 to ask you to keep in mind.

33 Now, for a brief roadmap of our presentation this evening, you are going to hear from the
34 property owner, Mr. Kriss Spradley, and you are also going to hear from Ms. Feinberg-Lopez about her
35 findings from the cultural resource survey. Next slide please.

36 I would like to first invite up Mr. Kriss Spradley, who is one of the property owners.

37 KRISS SPRADLEY: Good evening, my name is Kriss Spradley, thank you, Angela. I, along
38 with my partner, Bill Barr, are owners of the property. We have been business owners here for a long
39 time. We originally leased the property back in 1988 when we bought the Ford franchise, so we've
40 actually occupied the building longer than the Ghent's did, so we've been there since 1988. By 1998, that
41 location no longer met Ford's image standard, so we built a new facility south of Harmony Road on
42 College Avenue, and in the process we acquired Mazda to occupy that franchise. Then, in...well, in

1 2012, we purchased the property after our lease expired with the intention of redeveloping the site. By
2 2018, the site no longer met Mazda’s image standards, so Mazda gave us an ultimatum, either build a new
3 facility or sell the franchise. We opted to sell the franchise. The current owners of the Mazda franchise
4 we sold to will be vacating that building in May. After operating the business for over forty years, I can
5 confidently state that it is no longer feasible to operate this property as a car dealership, or new car
6 dealership, without completely redeveloping the site. The site no longer conforms to modern dealership
7 standards. The building as it exists now is very inefficient. As you saw in the slides, the garage has many
8 overhead doors...this creates high energy costs. Most modern dealerships only have one or two entrances
9 for that reason alone. We looked a number of times at remodeling the building, and every time it came
10 back it would be more economical to build a new facility.

11 We are excited about the potential for this property. We have been working with the developer
12 on the project that aligns with the vision for the site with the City Plan and Midtown Plan. Thank you for
13 your consideration and I’d like to bring Angela back up.

14 ANGELA HYGH: Thank you, Commissioners, Angela Hygh, land use counsel for the appellant.
15 So, the criteria you are familiar with, and may I have the next slide please? The criteria you are familiar
16 with...there is a requirement to find both significance and integrity. On the next slide please, thank
17 you...we have significance, which is the importance of a site to the history of a community, and there are
18 those four criteria that City staff walked you through, and we agree with City staff that criterion number
19 four is not met; however, based on the findings in our cultural resource survey, we disagree with City
20 staff’s findings with respect to the first three criteria and found that none of those were met. Next slide
21 please.

22 The other component of eligibility is integrity, as you know, and it is composed of these seven
23 criteria, and according to your Code, not all of these criteria need to be met for a finding of integrity;
24 however, your Code requires that an overall sense of time and place must be found and must be evident
25 on the site. And what we found, and what is documented in our survey, is that even if the site were to
26 meet the criteria for significance, which it does not, the site fails to maintain sufficient integrity in order to
27 convey that significance. And I would also like to remind you that these criteria are substantially the
28 same, as I mentioned, from what were in your Code in 2018, and those are the criteria that were
29 considered in the cultural resource survey that was prepared by Ms. Feinberg-Lopez. She is a historic
30 preservation expert who was approved by City staff in accordance with the requirements of your Code,
31 and I would like to invite her up here now to describe the findings of the survey and why the site is
32 ineligible for historic designation.

33 NATALIE FEINBERG-LOPEZ: Good evening, Commissioners. You’ll forgive me, I’m going
34 to read notes tonight because I want to keep on time for your proceedings. So, I’ve been asked to give
35 you some of my resume to start off with. I am Natalie Feinberg-Lopez; my company is Built
36 Environment Evolution, and I prepared the cultural resource survey included in your packet. I wanted to
37 begin by sharing some qualifications. I am National Parks Service level three architectural conservator,
38 background in architecture, engineering, and chemistry. I have architectural survey service in the work I
39 commonly do with clients, including the Kansas state capital, the Colorado state capital, and their
40 surrounding buildings, the National Parks Service, the General Service Administration, as well as many
41 local municipalities including Fort Collins. I have extensive survey work in the mid-century modern
42 structures throughout the U.S., and I served as the Historic Preservation Officer for the city of Aspen. I
43 consider many landmarks there, particularly in the mid-century modern category. I also had fifteen years
44 working with Boulder County both as a Commissioner for their Historic Landmark Board, the HPAB, as
45 well as on their Planning Commission, so I’m familiar with what you’re considering. I’ve been on your

1 side, I've been on the city side, and now I'm on this side. So, before I begin, I just wanted to take a
2 moment to thank the preservation planning staff of Fort Collins, their time and dedication to this issue.
3 There are many communities that do not give due process to our historic structures, and they've gone
4 above and beyond on this, and I really appreciate the time and effort. I think it really shows what type of
5 program you have here in Fort Collins that I hope many other communities emulate. But, I also really
6 think that it's important that this come to your decision making process. So, while staff has made a
7 decision, it really is important for the Commissioners to weight in for historic preservation standards.

8 My determination differs from staff, and I'll outline this now as we move forward. This property
9 I found does not meet the standards in your Code for eligibility for historic preservation. Next slide.
10 Oops, we've got the right slide, thank you. So, first, the property does not meet the criterion for
11 significance related to events. A resource may be determined to be significant if it were associated with
12 events that have been made as a recognizable contribution to the broad patterns of history of the
13 community, of the state, and of the nation. This can be a specific event marking an important moment in
14 Fort Collins history, or it can be a pattern of events or a historic trend that contributes to the community's
15 development. Staff claims under criterion one, events, is met because auto dealerships are, quote,
16 strongly associated with post-war movement in Fort Collins business shifting toward the edge of the city.
17 However, in my finding, it is extremely rare for a car dealership individually to contribute significantly to
18 the urban development, to the urban fabric. Urban expansion to suburbia is what was happening
19 everywhere in the United States, and by the construction date of the Ghent's...I was corrected that the
20 pronunciation is Ghent's...the dealership...the construction date of the dealership in 1966, this movement
21 to suburbia had already been in process for two decades. So, while there's changes in transportation that
22 certainly altered the standards and patterns of the urban planning, and all were sort of starting to move
23 towards the indivual car, dealerships were not the source of the change, whereas the Ford Motor
24 Company, or other major motor companies were in Detroit. This is one reason that the car dealerships
25 across the U.S. are rarely designated at any level.

26 A similar comparison could be made to something like a chain store of Walgreens...sorry, I
27 searched for something that we could compare to this day in age, but this, I hope will make sense because
28 across the street, there is a Walgreens. So, the parent company of Walgreens really changed the cityscape
29 with new chain stores displacing the mom and pop pharmacies that were on the downtowns, and while
30 Walgreens, the parent company, could be significant, the individual stores would not generally warrant a
31 landmark, particularly when chain stores look similar from corner to corner and state to state. This is
32 something similar that the car dealerships had in the '60's and today. They were under regulations to
33 have a format that needed to be met to be the dealership. And there is no specific type of...typology in
34 architecture that is a car dealership from that period or others. So, these dealerships are designated...if
35 they are designated, sorry, lost my...the dealerships that are designated are typically related to the major
36 car companies, so, Ford, Mazda, so on, as we see that were already discussed by the owners. And
37 typically...really had directions from Detroit in this era from the '60's.

38 Now, I must ask forgiveness, it appears that there was misinformation in the packet...a piece of
39 my assessment was missing. There were no dealerships after World War II that are listed on the National
40 Register. As staff points out, there are twenty-nine dealerships listed on the National Register, and none
41 are from this period of expansion that we're discussing; all of them are from a pre-World War II period.
42 And this was actually a really important time of change when the U.S. was moving from a horse and
43 buggy to a car, and the Beau Jo's site that was mentioned at 205 North College is an excellent example of
44 this, that it's a livery stable that then changes to a car dealership in 1914. And again, the owner at that
45 time would be the person that's important in working with that site. They say that we don't get to talk

1 about this because of the loss of integrity, but you can't transfer the importance of that one site and the
2 history from that site to this site instead; it doesn't usually work that way. You can't say that the mom
3 and pop pharmacy is significant, and so therefore we have to landmark the local Walgreens. The car
4 dealership at 206 South College [sic] was not remarkable, and it did not contribute significantly to the
5 patterns of development required by criteria one; therefore, I disagree with staff and the criterion for
6 significance as related to events is not met.

7 For, next slide, persons and groups. Similarly, the property does not meet the criterion for
8 significance as related to persons and groups. The property meets this criterion if it were associated with
9 the lives of persons or groups, or persons recognizable in the history of the community, state, or nation,
10 whose specific contributions can be identified and documented. Staff contend that this is met by the
11 property's former association with Frank and Dwight Ghent, and that the Ghent's were influential
12 members of the business community. I might add that there's a third person associated with this site,
13 which is Dwight's brother, so there were three. I researched all of the Ghent's family, and while my
14 research showed a loving family with many relatives and several in car sales, the Ghent's related to this
15 property, Frank and his sons Dwight and Eldon, did not make any specific contributions to Fort Collins
16 community that warrant landmarking at this site. The previous car dealership locations that were
17 associated with their best years in sales were not deemed to be eligible for designation. You can't transfer
18 that at a later date to this location, again. The Ghent's might be associated with the business community,
19 particularly Dwight who participated in many clubs, it was not enough to warrant significance that
20 landmarking requires, and it was not related, again, to this car dealership site. T

21 his is a difficult piece for me because I've had people who have said, you know, grandchildren of
22 a state senator lived at a house for a couple of years, and it's worthy of designation under this criteria.
23 I've seen where the first freed slave is not deemed appropriate. I will say, typically, if you're going to
24 make a contribution to the community, mayors are not typically put into this category. They need to be a
25 mayor of some notoriety, something like a Harvey Milk, or somebody who has really strong importance
26 to the community. So, this is really a difficult one for me to stretch, to envelop what the Ghent's provided
27 to the community, which is not to disparage them under any circumstances. Other times that I've seen
28 that this is expanded to allow other people that may be not as significant is specifically to correct issues
29 with inclusivity, so who is in a marginalized community that needs to be included in our history, so that
30 might be a Latino community, or Black American history, but we're not qualifying under this either.

31 Staff notes that both Frank and Dwight Ghent's homes were landmarked, and thus showing their
32 importance in the community. I have to take a moment to address this. I looked at both of the
33 landmarking...both homes. The first one is Frank's house, which was landmarked under criteria one and
34 three, was not landmarked under number two. Again, we can't go backwards in history and make him
35 significant for the site when the original HPC did not find that specific location relevant under criteria
36 two. Similarly, with Dwight's house, I can't find any documentation that it's been landmarked. It is a
37 contributing and significant building in the historic district of Sheely Drive, but I don't see anything
38 where Dwight is the piece that is the critical part, it's all about the architecture and the significance of that
39 specific architect...and type of architecture of the site there, and the historic district.

40 Pardon me, my phone keeps messing up my...where I'm at. Next slide please? So, when we're
41 talking about design and construction, the character and the type. I apologize...thank you. Similarly, the
42 property does not meet the criterion for significance related to design construction. The standard in the
43 Code for significance, design and construction, is high. A resource must embody the characteristics of a
44 type of construction to represent the work of a craftsman or architect whose work is distinguishable from
45 others by its characteristic style and quality. However, the findings in the historic survey do not reach this

1 standard. The survey prepared by City staff states that the style of the representation of the mid-century
 2 automobile dealership design of the modern movement and contemporary architectural style. This
 3 architectural style of the property can be called mid-century, but it is a term that can be used to describe
 4 nearly all buildings constructed during the '60's. The Ghent dealership shows elements of the style and
 5 period that are significant actually typically for...not commercial buildings, but typically for suburban
 6 structures, which is single-story, gabled roof with exposed rafters, large areas of glass, and the
 7 showrooms exterior walls veneer, and all of this echoes in the smaller garage. However, this does not
 8 represent the work of a master, master being key here, nor a high artistic value, nor a distinguished entity.
 9 While there are specific elements that represent the style of the period, the design and details are very
 10 common, and they are in no way remarkable for the period. Indeed, you can go down the street and see
 11 several of the same things in ineligible buildings; it was a common type. So, what is still existent we see
 12 common pieces, and I think there's another slide that will show that.

13 It's true, as staff points out in the staff report, that there's no regularly deployed ranking system
 14 of the design value, but for me, it's a good way to illustrate my opinions by using a one to ten category.
 15 So, this is not typical, they're correct, in national standards, but how do we discuss it? For me, most
 16 people understand one to ten, ten being the highest value, and in my experience, this would fall into the
 17 lowest values, and I put in your packet a one to a one point five. My research on the architects, Moore,
 18 Combs, and Burch, the architectural firm that designed the original buildings on the property, show no
 19 buildings listed on the state or local registers designed by the firm. The architects are not listed
 20 individually or as a firm in the list of important architects of any period, mid-century or otherwise, in the
 21 History Colorado archives. And, just to be clear, I did research from Fort Collins, CU Norlin Library,
 22 City of Denver, and also the archives at the state.

23 This slide...I'm sorry, next slide for construction please? This slide compares the property with
 24 excellent examples of modern architecture, and in your packet, I went a little extreme on this, but I really
 25 wanted to show you that mid-century modern covers a very wide variety of styles, it is not specific to just
 26 the parts that staff had listed. So, in this slide here, you'll see on the right-hand side, three different
 27 examples that are tens at the international level. So, the first one is done by Corbusier in France, the
 28 second one by Niemeyer in Brazil, and the third one by Louis Kahn in India. Next slide please.

29 So, this slide I wanted to show what's at a national level of importance, we have the Guggenheim
 30 on the top, we have the Phillip Johnson's...I'm sorry, Frank Lloyd Wright's Guggenheim museum on the
 31 top, we have Phillip Johnson's Metropolitan Opera in the middle, and then the Eames House in L.A. on
 32 the bottom. Next slide please.

33 And so here are three local examples of local mid-century modern designations, we have...the
 34 top is in Denver, this middle one is from Fort Collins from the historic district on Sheely Drive, and the
 35 bottom is a gas station in Beverly Hills. I'll just note in your packet, I tried to include some gas stations
 36 because this is often one that is designated because they get very extreme in the architecture style trying
 37 to draw people in to buy gas from them versus the person down the street. It's a little different when
 38 we're talking about mid-century modern auto dealerships. We're talking about a standardization so that
 39 the cars that they're selling is the focus, not the architecture. Next slide for integrity please. Thank you.

40 As a reminder, integrity is the availability of a site to convey its significance. There are seven
 41 criteria for integrity in the Code, as Angela has described. In general, the property is not...does not meet
 42 these criteria. The criteria for the location and setting are not met because of the significant changes in
 43 the property and the area. As for the location itself, multiple elements on the site and structure have
 44 changed over time, this includes the changes in the roof materials, the extension of the roof overhang on

1 the east elevation. I believe in your packets is from the 2017 findings, you have both pictures, the original
2 construction, and then when the overhang is extended. I did...multiple requests from the staff to see if I
3 could find the original documents, the original plans for the building to see what was intended, and they
4 are lost, there's no way to find them. So, we can't corroborate what was the original intent of the
5 architects, and when that extension happened. There was an article that said that it happened some
6 months after the original construction, and I can't find the article to corroborate that date. Other items
7 was the loss of the upper windows in the east elevation, enclosure of the connection between the
8 showroom and the service area, a change of the door of the body shop at the west end of the service area,
9 and a replacement of the majority of the garage doors, significant loss of landscaping, and the addition of
10 fencing, and the loss of the carwash and the gas station. Next slide for location, thank you.

11 As for the setting, although there's several blocks with additional car dealerships, all have kept up
12 to date with the dealership requirements for modifications, thus losing any correlation to the mid-century
13 period of significance. All other existing buildings from the period of significance are widely dispersed;
14 they don't have a concentration needed for the historic district, for a historic district, and they are not
15 related to the car industry. The area has lost significant integrity for the mid-century period. Although
16 the site's original materials can no longer be used as a car dealership, as modern dealerships require
17 remodeling that would change all aspects to be current and contemporary, this site cannot be used as it is
18 in its current form, and it would require further loss of integrity. Materials is the next slide. Thank you.

19 In 2018, the LPC found that this site did not retain integrity of materials, and it still does not.
20 Many elements show significant deterioration indicating the end-of-life cycle as the original materials
21 were inexpensive and made to be replaced often. This is a common quality of mid-century modern
22 construction; it's one that we struggle with, all conservators from this period struggle with. It ends up
23 costing much more to conserve what you have versus being able to rebuild. The site issues that I found
24 included deterioration of drainage and surfacing requiring the removal of the asphalt regrading and repair
25 to foundations. Next slide for design. Thank you.

26 As I described in my survey, the design and details are very common and not excellent examples
27 of design of the mid-century period. These buildings do not represent the work of a master, nor high
28 artistic value, nor distinguishable entity; therefore, the improvements do not retain integrity of design and
29 workmanship. Next slide. Thank you.

30 This property also does not meet the criteria for feeling and association for all the reasons that
31 I've described throughout my presentation. Without retaining integrity of location and setting, materials,
32 or design and workmanship, it fails to retain the feeling of association of the post-war era and the mid-
33 century period. It does not clearly convey its significance to the viewer; therefore, the property does not
34 meet the criteria in your Code for significance. Next slide. Thank you.

35 On one note, I do want to say that it's really great that we have two of these houses that are under
36 consideration for preservation by the City that are related both to Frank and to Dwight. I think if there is
37 any further recognition, it would be best to locate it at the existent landmarks and not try to displace it
38 onto this property. Final slide please. Thank you.

39 The final point I'd like to make is that being selective about what is eligible for historic
40 designation preserves the designation process. While I proudly wear the moniker of a building hugger, I
41 don't believe all buildings should be saved. From my personal experience, I've found that when marginal
42 structures are landmarked, the buildings that would constitute a three or less being my concern, the
43 community loses faith in the process. This means that when the ten comes up for designation, there's no
44 community support, and the staff has to go to extreme lengths to come up with incentives to landmark.

1 This significantly erodes the preservation process. Fort Collins has an excellent preservation program,
2 and a long-running history of great work with the community. I believe this designation is not in keeping
3 with that excellence, and I'd like to support a robust and healthy preservation program versus
4 undermining it with an overreach of the use of this criteria. Thank you for your attention; I'd like to bring
5 Angela back up please.

6 ANGELA HYGH: Can we skip ahead a few slides please? Next slide, next slide, and one more.
7 Thank you. Commissioners, I'd like to just make some conclusory remarks. Based on the information
8 that we have presented this evening and that is included in your packet, you can see that there have been
9 no significant changes, no new discoveries about the property or about the Ghent's since 2018 when the
10 original determination was made by City Council, and there have not been significant changes in the
11 criteria, not to an extent that would warrant a different determination in this case, and we would like you
12 to keep that in mind as you deliberate. We thank you for listening to this presentation this evening, and
13 we will remain available for questions. Thank you.

14 CHAIR ROSE: Thank you. Okay, Commissioners, we'll give you an opportunity to ask
15 questions of staff or the appellants, and then we'll open it up for public comments. No one has questions
16 at this point? You will have other opportunities, but, okay, then I'll open it up for input and testimony
17 from members of the public. Please just identify yourselves and come to the podium. Well, I don't see
18 anyone rushing to the podium, so I'll ask Melissa, do we have people online who would like to provide
19 input and comments?

20 MELISSA MATSUNAKA: No, we do not, Mr. Chair.

21 CHAIR ROSE: Okay, now I will give our staff an opportunity to comment on any of the
22 presentation made by the appellant. And since we have had no additional public comment, I'll ask staff if
23 they have comments or questions of the appellant after...in light of the appellant's presentation. Jim?

24 JIM BERTOLINI: Thank you, Mr. Chairman. I think the two main comments that we'd just seek
25 to add to the record. One more minor issue is just with our own historian's research...Rebecca Shields
26 who's there with you in the room...is just a correction that there are properties listed in the National
27 Register of Historic Places that are mid-century modern auto dealerships, at least two that she found in
28 her comparative research. One in Eugene, Oregon, and one in Florence, South Carolina. Both of those
29 are listed under the National Register criterion A and C which correspond to our standards one and three
30 at the local level. That's really a minor issue, though, I think more substantively, I think we would just
31 emphasize that how we apply these standards is really based on local history and based on what we have
32 in the Municipal Code, and so our interpretation of that is typically to assess local trends, you know, local
33 examples of architecture, what we have here in Fort Collins. And so, in most cases, when we're
34 comparing things under, for example, standard three, we're comparing to local examples and whether or
35 not they are significant local examples of a particular style or trend. I think, specifically for myself, that's
36 all I have. I would invite our manager, Marin Bzdek, or our historian, Rebecca Shields, to weigh in with
37 anything else they'd like to offer before we hand things over to the appellant.

38 CHAIR ROSE: Okay, in light of those comments, I would give the appellant opportunity for any
39 clarifications or desire to address those comments of staff.

40 ANGELA HYGH: Thank you, we do not have further comments at this time.

41 CHAIR ROSE: Thank you. Okay, now I will ask Commissioners to address staff or the appellant
42 with any questions that you have prior to closing the part of the meeting which will then require that the

1 Commission reserve their comments simply to Commissioner discussion, and only if you have specific
2 questions for staff or the appellant, we will make this portion of the meeting closed to public or appellant,
3 staff input, unless at your request you would wish to have additional information or a question answered.
4 So, before I do that, I'll ask one final time, does anyone have questions of the appellant or of staff before
5 we begin our own discussion? Margo?

6 COMMISSIONER MARGO CARLOCK: I'm curious if you have considered repurposing the
7 building for a use other than a car dealership, but maintaining the primary building, but repurposing it.
8 Would that fit into the overall plan for the redevelopment of the site? Or could it? Could it be amended?
9 I'm looking at a schematic which implies that the...looks like a hotel...the vast majority, or like about
10 three-fourths of the site would be open for redevelopment if you could perhaps repurpose that as a
11 banquet center, or you know, some other purpose, but actually retain the structure.

12 ANGELA HYGH: Thank you for your question, Commissioner Carlock. Angela Hygh, land use
13 counsel for the appellant. The first thing that I would say to that is that we acknowledge and agree with
14 staff that adaptive reuse is not one of the criteria for eligibility; however, I can say that, in connection
15 with proposed redevelopment of the site, adaptive reuse was considered in other ways of incorporating the
16 property, but due to a number of factors, due to the materials, and the site layout, and that building
17 configuration, as well as other civil engineering concerns, we did not identify any possibilities for
18 adaptive reuse at this time. However, to the extent that there were to be a finding of historic eligibility,
19 then any future development would comply with any requirements for adaptive reuse in the Land Use
20 Code.

21 COMMISSIONER CARLOCK: Thank you, I appreciate that.

22 CHAIR ROSE: Other questions from Commissioners? Tom?

23 COMMISSIONER TOM WILSON: I'd like to ask staff...I just want to confirm that this was
24 ineligible up until...in 2018 it was ineligible, correct Jim? And then in '23 it lapsed, and now it is eligible
25 for landmark status, or what we're discussing here in terms of protecting it?

26 JIM BERTOLINI: Certainly, I can kind of clarify that administrative record. So, yes, under the
27 previous determination, once Council made their decision at their April 2018 meeting, that was good for
28 five years, as all of our eligibility decisions are under the Code. And so, with that expiring in April of last
29 year, before that development application came in last August, and with the Code process changing
30 significantly since that time, staff went ahead and ran it through our survey process again, and that's
31 where we came up with the eligibility finding, at least from our staff historian.

32 COMMISSIONER WILSON: Thank you.

33 CHAIR ROSE: Other questions from Commissioners? Okay, then we will not take any
34 additional input from public or appellant, and we'll just reserve it for discussion amongst the
35 Commission, and we can begin with consideration of a motion or we can begin with your expression of
36 concerns or support for staff recommendations, wherever you want to begin a discussion, and we'll
37 proceed then to whatever point we're ready for a motion.

38 VICE CHAIR BONNIE GIBSON: Mr. Chair, if I may, for the record, for everybody's process of
39 this, and for our linear process of this, I suggest we go through each standard, discuss those in order first,
40 and then if we get to we meet one of those, go through the aspects of integrity then, so we're just in a
41 linear fashion.

1 CHAIR ROSE: If that's agreeable to everyone, we'll begin with the standards, and the first, of
2 course, are events. We'll look at significance first, of course you have to have significance in order to
3 have integrity, so we'll consider...the staff's recommendation is for all three...standards one, two, and
4 three. And so, you've seen the voluminous material presented both by staff and by appellants, and so, I'll
5 just ask for everyone's comments about standard one which has to do with events. Bonnie?

6 VICE CHAIR GIBSON: And I'll just...if you're not looking at it, I'm looking at page 107 of the
7 packet, so we'd have staff and appellant next to each other. We've talked about this several times in
8 meetings of post-war movements going further south and going further north up College. It changed the
9 way that the city worked, it changed the pattern of how life worked in the city, so I would generally say I
10 support standard one. We'll get to it...I think I support architecture more, but this definitely does speak
11 to the way that the daily pattern of life shifted post-war along the corridor in Fort Collins.

12 CHAIR ROSE: Okay, Jeff?

13 COMMISSIONER JEFF GAINES: I agree. I think that reading the materials in our packet, it's
14 clear that this was quite a significant move in the development of the city, this large dealership being
15 developed on what was farmland to the south of town, being the first business of that size to relocate and
16 build on that corridor at a time where other business leaders were surprised by the move. I think it's clear
17 that this was kind of a visionary and future-looking leap that did contribute to the pattern of the
18 development of the city.

19 I would also say, I think both sides made excellent cases on each of the items that we're talking
20 about. Thinking about the appellant argument, it seemed like a key point was around contribution.
21 Can...I guess is this dealership making a contribution to a pattern, or it a reflection of a pattern? Is Ford
22 Motor Company significant driving the growth of the automobile? While a dealership, the point cars are
23 sold is not significant, and in broad terms, I don't see the rationale of that argument in assessing historic
24 significance...that we can only recognize, especially in the more modern era, factories and
25 corporations...I guess the engines of things...like, we can only recognize their significance, but the
26 storefront, the local manifestation is not significant. So, ultimately, I don't buy that rationale here, and I
27 think that there is a case to be made around the contribution of this kind of first large car dealership on an
28 open lot, outside of town, in the development of the city.

29 CHAIR ROSE: Okay, thank you. Chris, did you have...?

30 COMMISSIONER CHRIS CONWAY: Yeah, I guess it's one of the ways I think about
31 significance...like when I was being trained as a historian in graduate school, is through this idea of
32 contingency. So, when I was looking through historical records to determine whether something was
33 important or not, one thing I would ask myself is, was the event that took place...was the event
34 contingent, or was it...did it hold contingency, or was it part of a larger historical process? So, I guess,
35 for example, if tobacco crops were starting to come into Virginia in the early colonial period, or something
36 like that, if this one farmer hadn't have grown tobacco, would tobacco not have been grown in the
37 American south? You can say, probably either way, you know, this trend would have occurred. And so,
38 when I'm thinking about the importance of somebody like the Ghent's or the motor dealership, I'm
39 thinking about, would the town have expanded southwards and become automobile dependent if these
40 people or this business hadn't existed? And I guess to me, the answer is that that expansion was probably
41 not contingent, it was probably going to happen one way or another because of larger, broader trends in
42 the United States. So, I think whether or not the Ghent's opened up this specific car dealership on the
43 south side of town, I do think there would have been other car dealerships. If they hadn't sold as many
44 cars as they did, would there have been less cars in Fort Collins? Probably somebody else would have

1 sold them. And so, to my mind, I think while certainly the Ghent's are very, you know, important people
 2 in some ways in Fort Collins, it seems like if there had been different businessmen doing what they had
 3 done, their contributions largely would have been similar in the sense that, would they have been on
 4 boards like the First National Bank board if it had been a different businessman, probably. Would they
 5 have participated in veteran's organizations, probably, right, and so, while everybody has a unique and
 6 beautiful life, you know, that they live, and they have many contributions, I think some of these trends are
 7 things that were going to happen to Fort Collins anyway, like if you go to Loveland, or Greeley, or
 8 Longmont, you'll see the same patterns. And so, I guess while that event did happen, I don't see it as
 9 significant in the historical sense. Like for the Ghent family, certainly, but for Fort Collins in general, I'm
 10 not sure. I think Fort Collins would look the same whether or not the Ghent's had opened up their
 11 dealership in 1966 on the south side of town, whereas other events truly shape the future, right? Like
 12 having...if some great ag professor comes to CSU and starts a program, that like starts a path to
 13 dependent, kind of, process, which attracts other people who are interested in that kind of agricultural
 14 research and things like that, and that really changes what will happen going forward, whereas one car
 15 dealership or another doesn't seem to affect the trajectory in the same way. So, to me, it doesn't meet that
 16 standard of significance in historical terms.

17 CHAIR ROSE: Okay, thank you. Tom?

18 COMMISSIONER WILSON: I think some of the provenance is lost as well. The first location I
 19 think would be more significant seeing as...seeing how it's been modified and changed throughout the
 20 years. The first location, that resonates with me, and this being the second location...I appreciate a little
 21 bit, the architectural aspects, and I know we're talking about events right now, but it's hard for me to just
 22 look at very specifically...I'm having a hard problem just lumping it all together, because I've driven by
 23 the location a couple of times now, and the bar is pretty low here, to me. And I appreciate all of staff's
 24 work on this, and I'm sharing a personal opinion, and I just think that the bar is pretty low here.

25 CHAIR ROSE: Other Commissioners? Margo?

26 COMMISSIONER CARLOCK: I'm somewhat torn. I was absolutely convinced by Jeff's
 27 argument until I heard Chris'. So, I do think it does represent an expansion of the city, and to Chris'
 28 point, yes, it would have happened eventually, and then there would have been another site, maybe it was
 29 a car dealership, maybe it was some kind of commercial, other commercial enterprise that would have
 30 marked that passing, but in fact it was this. So, I do tend to see the significance of it as far as a trend, and
 31 a trend for Fort Collins.

32 CHAIR ROSE: Okay, Bonnie?

33 VICE CHAIR GIBSON: Just looking at the definition of standard one and events...be a pattern
 34 of events or a historic trend that made a recognizable contribution to the development of the community.
 35 So, I think it is that trend that helped stretch. I mean...yes, the car dealerships did not drive the trend, but
 36 they were part of it; it helped build Fort Collins into what it is today.

37 CHAIR ROSE: I would say that, first of all, this is a local phenomenon, we're not talking about
 38 something being placed on the National Register of Historic Places. This has to do with the evolution and
 39 the community importance of this particular site, and I guess I would say I agree that it's evident that this
 40 evolution would have occurred anyway. The fact that this was one of the first facilities to move south and
 41 to do this was part of what was probably an inevitable progress toward a larger city, but I guess the
 42 importance for me in historical terms, is this is still a remnant of that; it still exists, whereas so much of
 43 that evolution that did move south has been changed. Prior constructions have been demolished. And the

1 thing we're looking at here is it's significance still exists because it's still there, and that's what would
 2 take me to a point of saying, well, of course it's not important at the state level, or the national level, in
 3 the sense that it shows us some extraordinary trend of events, but it does give us an indication of how
 4 things in Fort Collins evolved and grew, and it's still there to demonstrate that. So, that's why I guess I
 5 would say I think it does bear that...enough significance to say it is something we should be considering.
 6 And, you know, this in the entire context of all the other standards, and the integrity and all that yet, we
 7 have to discuss. Chris?

8 COMMISSIONER CONWAY: I guess, to me, it almost feels like more of a national trend than a
 9 local trend, because when I look at the building, I don't think, this could only be in Fort Collins. I think it
 10 could be in Longmont, or I think it could be in Kansas, or wherever that might be, you know? Whereas
 11 when I look at the old firehouse downtown, or the Northern Hotel, I kind of know where I am
 12 immediately, and I just don't get that exact same feeling. So, I guess I get the sense that I am in a
 13 suburban part of the United States...or a commercial corridor in the suburban part of the United States
 14 when I see the building, but not a particularly Fort Collins suburban place, you know? I know I'm in a
 15 Fort Collins suburban place because I know where I am, but not because of anything I'm seeing in the
 16 building, I guess it what I'd say.

17 CHAIR ROSE: Okay. Shall we move on to standard number two? That's people, persons.

18 COMMISSIONER CONWAY: I would just say all the same things that I talked about the events
 19 apply to the people, to me, as well.

20 CHAIR ROSE: Any other Commissioners want to chime in on that one? Jeff?

21 COMMISSIONER GAINES: Yeah, I think I struggle with this one the most. I think, Chris, you
 22 summed it up pretty well, that, to some extent, while Frank Ghent made some great civic contributions to
 23 the community and state, that is not uncommon to somebody at his station. At the same time, reading
 24 through the packet, he led a pretty incredible life. He was born to sharecroppers in South Carolina, fought
 25 in World War I, got tuberculosis, sent to Colorado for treatment, was a homesteader in Craig, moved to
 26 Fort Collins, became this successful businessperson. On that level, I think that's a pretty compelling
 27 figure. For me, I think the uncertainty is around what makes this figure significant to our community. I
 28 do think that the dealership is connected to his life. I think that link was questioned...like, this wasn't his
 29 first business, his success came from another location. I do think that opening this dealership, which...the
 30 first big car dealership, proto-modern car dealership on an open lot that was built from the ground up, not
 31 a stable turned into a car dealership. I think, to me, that's a pretty big deal, and is significant. So, I don't
 32 think I question the link to his life, I just question whether he kind of rises to the level of a significant
 33 enough figure in our community that we should be preserving the building on his behalf.

34 CHAIR ROSE: Others? Bonnie?

35 VICE CHAIR GIBSON: I'm torn as well, and that was very well said. But, it's a name we all
 36 know...I mean, pretty much if you ask anyone in Fort Collins if they've heard that name, they'd say yes.
 37 Is it, at least from our generation, because of that location? More than likely. Not the location over here
 38 across the street. And the fact that it is the second location shows that furthering success. So, yeah, I
 39 would...I mean, who makes the rules of who's important and who's not? But, I would say this person did
 40 lead a significant life, it was pretty impressive of what he accomplished, and is well-known in town. So, I
 41 would uphold standard two.

1 COMMISSIONER CARLOCK: I certainly understand both Chris and Jeff. Again, they seem to
2 be, like, in my head. What I have learned since moving to Fort Collins is that a lot of this town was based
3 on the foresight and the gumption of people who made businesses, who decided to, when Camp Collins
4 folded, you know, they literally pulled up stakes and moved away. And, there were some people, like of
5 course Auntie Stone and all the names of the streets, the people who stayed and decided to build a
6 community. And, they're the reasons why Fort Collins is here, not Colonel Collins. So, I do realize that
7 the businesspeople in this town, in addition to all the other groups that added to the community in
8 different ways, but the town wouldn't be here except for those people who took risks to build the
9 community. And so, even though this comes much later than the departure of Colonel Collins, it still is
10 emblematic of that progression and that commitment to the community by the business sector. I live two
11 doors down from Mr. Ghent's house, and I live in the house of another prominent businessman, a Mr.
12 Joseph Alpert, and so I'm a little bit...I feel almost a little bit like I shouldn't talk about this one, but
13 that's why I think I have a strong enough feeling that it is important to recognize the contributions that
14 people have made over the years to contribute to this community. According to the information that we
15 were given, Mr. Ghent was a considerable influence, and was a social and community leader, in addition
16 to just being a businessman, and did operate in the furtherance of expanding and growing the town, and it
17 was the foresight of those individuals that I think made Fort Collins what it is today. So, I think I do
18 support this.

19 CHAIR ROSE: Go ahead, Chris.

20 COMMISSIONER CONWAY: Yeah, I guess for me, too, one of my biases would be to
21 preference businesspeople who start local businesses rather than like franchises, you know? So, like
22 when...no disrespect...I mean, it's funny, when you were saying the Ghent name, because I've never
23 heard the Ghent name, and I did grow up here. I know the Spradley Barr name, actually, as the name.
24 But, I have a little bias myself, because like my mom opening this store downtown called Clothes Pony,
25 and you know, to me, that is more of something that doesn't exist anywhere else, rather than, and no
26 disrespect, rather than franchising a business that exists in most cities, you know? And so, I would
27 have...not that those other kinds of businesspeople aren't really important, but that the kind of unique
28 contributions to make the character of a town tend to be the ones that are more idiosyncratic, you know?
29 Like, I don't think there's another Silver Grill, or like, there's not another Clothes Pony, for sure. But, I
30 do think there are other, like...I guess the other people used the example of the Walgreens, and so, like,
31 they're enterprising and endeavoring people who run those Walgreens, but to me, they're not as important
32 to the city...to the character of the city, I should say...they might be important to the city...as somebody
33 who does something more unique I guess.

34 VICE CHAIR GIBSON: I think we have to remember that recent history is just as valuable as not
35 recent history. I can't pull out of my head when franchising first started, but it wasn't that much earlier
36 than the '60's, and so this was a new trend, and so, at that point in time, maybe it wasn't very different
37 from being a sole proprietor of a new business, and you know, we'll get to architecture, but just because
38 something is newer and historic, doesn't make it any less historic. And, just because somebody was
39 significant in whatever way more recently...you brought up Colonel Collins...doesn't lessen that
40 significance at all.

41 COMMISSIONER CARLOCK: I also don't think there were a whole lot of people selling their
42 own cars...I mean, most of them were national automakers, so, it seems to me like that kind of a franchise
43 is almost necessary.

1 COMMISSIONER CONWAY: Sorry, maybe this would be a question for the staff or the
2 appellants, but I guess I was...were they selling their own cars that they made?

3 COMMISSIONER CARLOCK: No, what I meant was, like there wasn't a Ghent-mobile. So,
4 you know, maybe Fords or something were what they could sell.

5 CHAIR ROSE: You know, the difficulty I have with this, and I think some of you have expressed
6 it, you know Frank and Dwight Ghent might have been Fort Collins men of the year, they had an
7 important role to play, but their connection to this building I think is really tenuous because their real
8 contribution was where we now have a pizza parlor. And so, you know, I can't discount the importance
9 of those kinds of people in the evolution and development of Fort Collins, but to associate them with this
10 building and say it's significant because of who they are, I have more of a problem with. I have trouble
11 saying there's such a strong association. I know their picture was in the newspaper in front of the
12 building when it was opening up and all that, but I think that's a lesser part of their history, and as a
13 consequence, a lesser contribution in overall significance. So, I guess that's where I find it a little
14 strained to say standard two is really strong enough to say its relevant.

15 COMMISSIONER GAINES: Jim, I agree with you. And the fact that Spradley-Barr, they've
16 been in possession of the property longer than the Ghent's were, it's complicated. And for me, I've got
17 some conflict with that as well. And what the current owners may have contributed is not relevant here; I
18 know we're looking at the Ghent's, but at the same time, I think it's tenuous too.

19 CHAIR ROSE: So, are you ready for workmanship?

20 VICE CHAIR GIBSON: Alright, standard three, nobody else is saying anything. You drive by
21 there and you know it's from...you know it's mid-century modern, I mean there's no if's, and's, or but's,
22 it's a mid-century modern structure. It...you know, without getting into integrity yet, you look at those
23 original pictures when they...six months after they built it, they put on that front part, it looks exactly the
24 same. You know, again, what I just said is, newer history doesn't make it any less historic. If you were
25 to drive around Fort Collins in a buggy in the late 1800's, a lot of things would look the same and you
26 wouldn't care because they were all newish. Now, people of a certain age, we go, well, this new history,
27 does it matter? But it does matter, you can look at it, you can know what it is, when it came from, what
28 the style is. Yeah, not a work of a master, not a great architect, but you can look at it and go, this is the
29 period it is from. There's no question about that.

30 CHAIR ROSE: Jeff?

31 COMMISSIONER GAINES: Yeah, I think it's kind of a lengthy standard, and it's easy to start
32 thinking about this standard as, well, it has to meet everything that's contained in this paragraph. But,
33 these are 'or' statements, and to me, resources may be determined to be significant if they embody the
34 identifiable characteristics of a type, period, or method of construction. I think the building absolutely
35 does. I think that what we're kind of facing is this, like, low bar argument that it's not a masterpiece, or
36 outstanding work of architecture. But, that's not what this standard is about. It represents its time
37 perfectly, it embodies it. And, I think that as a piece of the fabric of our community, it has a lot to add,
38 more than being wiped away. So, yeah, for me, this is the one that it's not in a lot of doubt.

39 CHAIR ROSE: Okay, other comments?

40 COMMISSIONER CONWAY: I guess the only thing I would say is, I think if you look closely at
41 the building, it does have that character, but as somebody who drives by it, you know, and just sees a lot
42 of car dealerships on South College, I actually had never noticed that it was anything different from any

1 of the other care dealerships on South College. That might be because I'm not the most observant person
 2 in the world, but I think it's partially because I'm going forty-five miles an hour when I'm doing it, you
 3 know? And so, yeah, I think looking more closely, it's interesting, but I also think there is a way in which
 4 I don't...because the purpose of the building...the building is always blocked by cars and by a big sign
 5 that says Mazda, so I don't actually automatically associate it with historical buildings, because it's got
 6 the new sign and the cars in front, so I just think of it as a very workmanlike place. But, I do think it does
 7 embody the characteristics of that time, for sure.

8 COMMISSIONER GAINES: The speed limit is forty.

9 COMMISSIONER CONWAY: Can we amend the record...?

10 COMMISSIONER GAINES: I think you bring up a good point about just the current...the
 11 current state of the building, the signage on the building. For me, it's pretty powerful to see the images
 12 from the '60's, the newspaper photographs of the building as built, it's pretty compelling. And I think
 13 that some of the things that feel like subtleties as we're looking at it, like the signage in front of the
 14 breezeway, actually have a pretty big impact on the way that we kind of read the building as we're driving
 15 by it, and do make it kind of blend in with the rest of the dealerships. But, I think it's very unique.

16 CHAIR ROSE: I guess I'd lump this together, and I said workmanship, not from the integrity
 17 standpoint, but because I think this is really about work. It's the work of someone who designed it, and
 18 it's the work of someone who envisioned it, and occupied it, and paid for it, and put it in place, and now
 19 it's still there. And I think for me, this standard is the strongest of the three, because I think it's
 20 still...remove some of the kind of later day signage and that kind of thing, and you could literally hold up
 21 the 1966 photo and say, that's that building, we know that. Whether you're going forty-five or forty,
 22 whatever you're going, I think it's really in the sense that we are called upon to look at it, a local icon.
 23 It's the kind of building you could find in Longmont, you could find anywhere in Kansas, but it's here,
 24 and it comes associated with the time and an evolution, and an unimportant architect, and no particular
 25 craftsman that we know of. And so, you know, it's design and it's construction only speak in it's totality
 26 to what it is in Fort Collins at that site and representative of that time. And so, I guess to me, that's why
 27 it's important, because it's really pretty good architecture for 1966; it's pretty progressive. I mean, that
 28 wasn't common in 1966 throughout the country and certainly not in Fort Collins. So, it set a tone, and
 29 that's where I guess I think it's most significant. When I think of all three standards, that's the one, to
 30 me, that holds up the best.

31 COMMISSIONER CARLOCK: I agree that it's the strongest. I think for me, also, one of the
 32 reasons why it's strong is...and compelling...is that it's so rare in Fort Collins. We've lost so much of
 33 our early commercial buildings. Luckily the downtown was somewhat spared. But, out that direction,
 34 there's not too many things that are still around from that particular period of our history.

35 VICE CHAIR GIBSON: So it kind of sounds like we're generally agreed on standard three, but
 36 maybe not so much on one and two. So, maybe we should move forward with integrity only on standard
 37 three.

38 CHAIR ROSE: Well said, Bonnie, but what I was going to do as the privilege of the
 39 Chair...we've been at this for three hours, so I want to, in deference to people that need to get up and
 40 stretch, to take about a five-minute break. So, we're going to recess here at 8:21 and we will reconvene at
 41 8:26.

1 Everyone back, and we will reconvene. We have all of our Commissioners back in place, so we
 2 continue to have a quorum. And now, we'll move into discussion of the seven aspects of integrity. I
 3 think it's probably important to recognize that we don't need to be redundant. Some of this that we may
 4 have said need not be said again, but feel free, and please be free to bring to our collective attention things
 5 that you feel about each of the individual items, and we'll just go through each one and give everyone
 6 opportunity to comment. And then at the conclusion of that, I think then what we will do is see if we
 7 have had sufficient discussion to consider a motion, and at that point, we'll decide if we have. If we
 8 haven't, we'll continue to discuss and move as need be. So, with respect to integrity, there are seven
 9 items, and the first, of course, is location. So, anyone want to begin discussion about location? Margo?

10 COMMISSIONER CARLOCK: It is in its original location, and my only comment about the
 11 rebuttal from the applicant is that I don't think that the setting, the surrounding area, needed to remain
 12 exactly the same for the location to still be valid.

13 CHAIR ROSE: Other comments?

14 VICE CHAIR GIBSON: Agreed, it's in its original location, hasn't been moved.

15 CHAIR ROSE: Okay. The second consideration is design. That one perhaps is a little more
 16 subjective in terms of how you feel it conforms to the overall aspects and elements that create the
 17 building's form and how it expresses it's importance in terms of the overall design and style, and
 18 structure.

19 VICE CHAIR GIBSON: We heard discussion of the changes it's been through, the additions that
 20 it's had since it was originally built, but like we said a few minutes ago, put it up to that 1966 picture, and
 21 that front façade is exactly the same, so I would say design is intact.

22 CHAIR ROSE: Chris?

23 COMMISSIONER CONWAY: The only thing I would say is the back garage area seems like it's
 24 significantly different in the sense that I think if it was an eligible property, and they came before us and
 25 asked us, can we change the windows to be like this, I think my understanding is that historic preservation
 26 cares a lot about windows from the presentation yesterday, so to me, that shows that at least that back area
 27 for sure has changed, I don't know about the rest of it. But, the front looks mostly the same I would say.

28 COMMISSIONER GAINES: Yeah, I think looking at that back area, this overlaps a little bit with
 29 materials to me...it's a big change not having the original glass garage doors along the shop area. At the
 30 same time, I think the overall design of that area is very well retained. It's pretty much unaltered except
 31 for the replacement of those doors.

32 CHAIR ROSE: I guess I would also say, with respect to what you mentioned, Chris, about the
 33 doors and the entire garage addition. If that's all we had to look at, I think we'd have a different overall
 34 view of how this whole thing fits into any kind of context of historical importance. Because the garage is
 35 so prosaic; it's so normal, and we see them all over. Were it left to that component, I think it wouldn't
 36 stand the test. And so, you know, as this thing moves forward, and you know, we have this time of
 37 consideration of how it's to be developed or not, or whatever further decisions are made, to me that's the
 38 most expendable part of the whole property, because we have two other structures that really are very
 39 good examples of a novel, contemporary 1966 architecture. Whether you have the original garage doors
 40 in place or not, those still are pretty mundane, pretty standard. And so, I think the thing that holds this up
 41 in terms of this piece of integrity are those, as you said, Bonnie, and as I said, I think, earlier, this is
 42 almost unaltered from what you see in that newspaper article. And that's why I think it's, as a design, it

1 bears importance. Okay, anything else? Setting. And of course, this is different than location, of course,
 2 location is, yeah, it is where it is, and it hasn't moved. This has to do with the character of the location
 3 where it is in terms of its condition now versus what might have been more representative of it's time in
 4 importance of history. Jeff?

5 COMMISSIONER GAINES: I think in a sense, the setting has changed in that the surroundings
 6 have changed and continue to change, K-Mart was torn down, King Soopers is being built. But, I think
 7 the building has...well, the setting has grown into the building. I think the building was there, and the
 8 setting around it...major traffic corridors, College, Drake, you know, car destinations, have all filled in
 9 around it. So, I think it's lot, it's relationship to the roads, visibility, are all there. I don't think there's
 10 really anything about the setting that detracts from this integrity standard.

11 CHAIR ROSE: Other comments? Okay, materials. Oh, Margo?

12 COMMISSIONER CARLOCK: I would like to say that I absolutely got the point of the
 13 appellant's argument that it's in an area that, while it has been exactly what you said, Jeff, that it is
 14 changing, and that the desire of the community is to produce more and more high-density housing and
 15 other uses for that area, so I do understand that while, right now, it's in a period of transition, going
 16 forward, we should recognize it probably will...the setting probably will change.

17 CHAIR ROSE: Okay, materials? Bonnie?

18 VICE CHAIR GIBSON: You know, the roof has changed, the garage doors have changed. With
 19 the idea that integrity does not equal condition, which somebody recently told us, there are a lot of things
 20 that are...according to this, you know, deteriorating. And there have been some detractors. I am stuck on
 21 that front façade with the glass, with the stone. I kind of wish feature one wasn't an entire structure, and
 22 we could focus simply on the showroom, but that's not the case. So, with agreeing that some materials
 23 have changed, and some are in deterioration, the integrity of the original materials, not condition of, but
 24 integrity of, generally is intact.

25 CHAIR ROSE: Okay. Workmanship? This is the one I bundled all together when I talked about
 26 the standard number three, so I don't have anything more to say. Okay, we'll just move right along.
 27 Feeling? And we can actually talk about feeling and association together if you like because they are
 28 pretty...they kind of meld together, but however you choose, if you have comments about either or both, I
 29 think either is appropriate.

30 COMMISSIONER CONWAY: I guess for me, and obviously these are the most subjective
 31 criteria probably. To me, and I think this is probably true...I think this probably represents the general
 32 public, I think when people drive by there, they have zero idea that it's an old building. I think they just
 33 see it as a car dealership. And I have a hard time seeing...well, I guess part of what Jim's presentation
 34 was, which was an excellent presentation, he talks a lot about being able to tell the story of Fort Collins.
 35 And to me, I feel like, again, the location of the building on a major intersection that's, you know, car-
 36 oriented, makes it hard as a place to tell a story in the sense that when you're walking around Old Town,
 37 you can take a minute and pause because you're walking, and you can, you know take that second look
 38 that's really going to tell you the story. I have doubts about how much the people of Fort Collins are
 39 going to get out of this story, unless particularly directed to it in some way. It almost makes me feel like
 40 you'd get more people knowing about this story of the Ghent's if you renamed the intersection Ghent's
 41 Corner or something, you know, rather...more than the building itself, right? So, to me, part of the
 42 feeling and association is that, to me, it doesn't...the building itself doesn't tell a story I guess. It could
 43 tell a story if you tell somebody the story, but it's not going to be able to be told very well from that

1 location, you know, which makes me feel like...since I had never heard of the Ghent's before, you know,
 2 maybe renaming wherever Beau Jo's corner is, or the new building, they could name it Ghent's Place or
 3 something, I don't know, something like that, I'm not really sure. So, anyway, to me, it doesn't give me
 4 like a strong feeling, as when I'm walking through a mid-century modern neighborhood. I actually grew
 5 up in a mid-century modern house in Fort Collins from this time period, it has a lot of these features, and
 6 it doesn't give me that feeling.

7 CHAIR ROSE: Jeff?

8 COMMISSIOENR GAINES: I would just say that, in kind of looking ahead at the future, College
 9 is going to be redeveloped, a lot of what's there is going to change and be replaced, and I do think
 10 that...with all that change, this building as a remnant of its time, I think that you do get a feel of its
 11 original time and place, and I think that will continue to be there. It's tricky because it is a place that we,
 12 by nature, drive by. As much as I'm sure they'd love to chat with us, we just...hang out at the
 13 dealership...it's not a place that we necessarily, you know, hang out, or spend time, or contemplate the
 14 way we do with buildings in Old Town, somewhere that you slow down and spend time. But, I think that
 15 looking at the future of the city and the changes that will take place along College, I think that it could be
 16 that kind of place.

17 COMMISSIONER CONWAY: I guess I just, yeah, I totally agree. I mean, well, I guess not
 18 totally agree, but I guess feeling and association is one of those things you can't really...it's hard to go
 19 back and forth on, right? You're either going to feel it or you're not? I guess I would say part of it to me
 20 is I am kind of convinced by the argument that the Historic Preservation Commission, like, needs to keep
 21 its powder dry in a sense, and really spend its resources saving, like really special buildings. And that
 22 sometimes decisions about things like car dealerships that can be hard to explain to the general public do
 23 make people kind of question what the Commission is all about, you know, and like what exactly...and so
 24 I am kind of persuaded by that argument that it's...it can hurt you in preserving even the most important
 25 things if you're preserving things that the average citizen is not going to understand as super important, or
 26 it's hard to explain the story to them, is what I would say.

27 CHAIR ROSE: Yeah, I think that's one of the reasons I have the most trouble with this one in
 28 terms of association. Because I think, in terms of significance, the persons are the lease important, events
 29 probably next to the least, and if you don't have associations with either of those, associations really don't
 30 raise to the level of really having significance. That doesn't discount all the other six elements of
 31 integrity, but association for me has to be telling us a story about something that happened, or a person
 32 that is important and significant in the sense of its history, and those two are the weaker parts of this
 33 whole argument. So, association to me is really not the strong piece that some of the other elements of
 34 integrity in the standard are.

35 COMMISSIONER WILSON: Yeah, I think there are two arguments being made about
 36 association. The staff argument is around the building again, and the appellants talking about, well, is
 37 there an association with a person or event. And I agree, I think that there's not a clear and obvious
 38 important association there with a person or event. I don't think that piece of integrity exists, and that
 39 does seem like the correct way to interpret that standard.

40 CHAIR ROSE: Okay. Margo?

41 COMMISSIONER CARLOCK: I actually think that the association part is stronger than the
 42 feeling, because I agree with Chris that you...unless you are looking for it, you drive by it and you should
 43 be concentrating on driving, at whatever speed, and you're not really focusing on the buildings around

1 you. So, you're not associating any individual building with any event, or significance, or design, or
2 anything else. But, the association, I think, is a stronger argument because it is worthy of...the
3 event...what we're talking about happened there, and it's still there, and it's still what its
4 original purpose was. Of course, it won't be much longer. I think that at that point, it's the only...it's one
5 of the few remaining...I keep going back to, it's one of the very few, only one of two, I think Jim said,
6 remaining commercial buildings from that era in Fort Collins in that area, and that weighs heavy on my
7 mind.

8 CHAIR ROSE: Alright, final thoughts? Do you want to try for a motion? Do you want to...I
9 think it's going to be difficult for you to express how you're going to vote if you don't know what you're
10 voting on. So, I think the logical step here would be to first have a motion and a second, and then we can
11 discuss how to proceed. Packet page 113.

12 COMMISSIONER GAINES: I move that the Historic Preservation Commission find the
13 commercial property at 2601 South College Avenue eligible as a Fort Collins landmark according to the
14 standards outlined in Section 14-22 of the Fort Collins Municipal Code based on the evidence in the staff
15 report, City survey form, and appellants' documentation, and based on the following findings of fact: the
16 property meets standards one and three for significance because of its association with the expansion of
17 Fort Collins south along College Avenue and as an early dealership along College Avenue, and standard
18 three as a building embodying identifiable characteristics of modern contemporary design. Further, the
19 property at 2601 South College Avenue meets the following aspects of integrity: location, as it is in the
20 original place where it was constructed, design, as it maintains the overall aesthetics of its original
21 construction, setting, as the surrounding neighborhood does not detract from the original setting of the
22 building, materials, as only minor elements have been removed or altered and, in general, the original
23 building remains intact, and workmanship, as it maintains original materials and construction techniques
24 of its time. And, I'll leave it there.

25 CHAIR ROSE: Thank you, Jeff. Well said. Okay, is there a second to the motion?

26 VICE CHAIR GIBSON: Second.

27 CHAIR ROSE: Thank you, Bonnie. Okay, you have the motion, and just to clarify, it's deemed
28 eligible under standard one and three, and the elements of integrity that Jeff articulated, which are not all
29 inclusive, but as we have noted, in order to be designated, a site does not have to possess all the elements
30 of integrity, or all the standards of significance. So, are we ready to vote? I think we are. Melissa, I
31 would like you to call the roll.

32 MS. MATSUNAKA: Thank you, Mr. Chair. Carlock?

33 COMMISSIONER CARLOCK: Yes.

34 MS. MATSUNAKA: Conway?

35 COMMISSIONER CONWAY: No.

36 MS. MATSUNAKA: Gaines?

37 COMMISSIONER GAINES: Yes.

38 MS. MATSUNAKA: Gibson?

39 VICE CHAIR GIBSON: Yes.

1 MS. MATSUNAKA: Wilson?

2 COMMISSIONER WILSON: No.

3 MS. MATSUNAKA: Rose?

4 CHAIR ROSE: Yes.

5 MS. MATSUNAKA: Four in favor, two opposed.

6 CHAIR ROSE: Okay. Now we will take a very brief moment to let everyone explain their vote,
7 just for the record so that future historians can dig back through all of this discussion and figure out how
8 we came to what we've just done. Bonnie?

9 VICE CHAIR GIBSON: Not everything can be the Avery House, we want it to, but it can't.
10 Recent history is as important as other history; you know, the mid-century modern, it's kind of a
11 diminishing resource out there, but the newer generations think it's pretty cool, and this building in
12 particular, you look at it, and you think of the '60's. And so, based on architecture and the fact that car
13 dealerships helped...they didn't drive it, but they helped extend the city, and based on yes, those five
14 aspects of integrity, that's why I voted yes.

15 CHAIR ROSE: Margo?

16 COMMISSIONER CARLOCK: This one was a little difficult, but I voted yes because, partially
17 what Bonnie said, that not everything that is historically valuable is a giant Victorian, or you know,
18 plantation house, or a Mies van der Rohe, or...they're not...that shouldn't be our criteria. It should be
19 what tells the story of the city, of the town, and reflects the character of the town. And, I hate to see
20 portions of that story disappear, and that's why I voted yes.

21 CHAIR ROSE: Chris?

22 COMMISSIONER CONWAY: Yeah, so I voted no because I don't think the story of Fort
23 Collins is going to be told very well by the building itself. I think you could include this thing in the story
24 of Fort Collins, you know, with photographs and many other tools that historians use all the time. I
25 find...I think criteria one and two of significance didn't move me, and in terms of standard three, I have
26 trouble with that criteria because it says that anything significant, if it embodies identifiable
27 characteristics of a type, period, or method of construction, and I struggle to think of any building that
28 wouldn't fit that criteria. And so, yeah, so I feel like it's going to be hard to use this as a historic resource
29 for the community.

30 CHAIR ROSE: Jeff?

31 COMMISSIONER GAINES: This was a difficult decision on this property. I think that, big
32 picture, there's an overwhelming interest that we all see. The city property owners in seeing this corridor
33 redeveloped, seeing housing added. At the same time, I do think that those things can take place without
34 wiping out what's there, and I hope that happens. That's really outside of our purview today. I'm
35 concerned that if we don't preserve the rare buildings that we have of this era, we'll have...we'll kind of
36 have a city that's locked in...well, we go from what, the 1930's to whatever the present day is at any
37 time. And, any kind of touchstones that are in between that point in history, that cutoff in history, and
38 whatever point we're at, are lost. So, even though this building is kind of a challenge to want to preserve,
39 I think it's also actually a very important building to preserve because buildings of that era that are intact,
40 still there, are so rare. And that's why I voted yes.

1 CHAIR ROSE: Tom?

2 COMMISSIONER WILSON: When we last touched on the association, that's...I thought
3 through all the different criteria that it touched upon, and having again driven by the property a few times,
4 that the bar just...it's hard to define, as we've touched upon, this is difficult, this is very difficult, and I
5 simply thought that the bar was a little low for this property. And I appreciate it, but I don't...I want to
6 balance what the potential of this location and some of the other needs it could meet within the
7 community. Yeah, that's my opinion.

8 COMMISSIONER CONWAY: I guess if I was just going to add one thing to touch upon aspects
9 that go outside the purview of just determining eligibility. I do think that preventing the development of
10 housing along a transit corridor goes against some of the goals that are outlined by the Historic
11 Preservation Commission...the four goals that...including equity and sustainability. So, it seems to me
12 that housing around transit has to be part of thinking about historic preservation being an ally for
13 sustainability rather than pulling back from it. And also that, you know, we don't...historic preservation
14 doesn't become, you know, associated with, you know, blocking much needed housing for people who do
15 need it, right? So there are probably hundreds of families who might live on that site, and their opinion
16 doesn't come into play in this decision, but I do think they are important as we think about the role of
17 historic preservation going forward.

18 COMMISSIONER CARLOCK: And I absolutely agree. One of the things that I've learned over
19 the last three years is that, particularly with the hard decisions that we make, we are bound by our
20 commitment and the rules of the game I guess you'd say, the standards...the Secretary of the Interior
21 standards, and our role as part of the certified local government as volunteers is to go over this
22 information and do the best job we can in trying to make sure that we can answer these questions. And if
23 we answer the questions in a certain way, then we have to rule a certain way, and we are not supposed to
24 factor into that potential uses, potential, you know, what if's...it's just a fairly...we're admonished
25 constantly. You look at the standards, and you determine if they apply, and that's your role. And that is
26 often the hardest part of our job, is doing that.

27 CHAIR ROSE: I, first of all, would like to thank the Commissioners for your time and your
28 thoughtful comments. I think you've given due and necessary consideration to what I think is a
29 perplexing situation. And I'd also like to commend the appellant and our staff for having formulated
30 excellent materials. I think we come to these decisions with different points of view. I think one of the
31 important aspects of our role, however, is that it is circumscribed by the Land Use Code and by the
32 Municipal Code. We are told by what criteria we are to make our judgements. Now, there will be other
33 voices in this discussion after we've made our choices and voted on our preferences. And, it wasn't
34 unanimous, so I think that speaks to the complexity of the issue.

35 I supported this because of a lot of the remarks I made earlier, and I think that as vexing and as
36 difficult as it is, my hope is that this will not be a deterrent to the ultimate successful development of this
37 property, because it's far too important as one of the most important intersections in Fort Collins. I mean,
38 if you look at the traffic report, and how many accidents there are, look at Drake and College. There
39 is...there is very significant importance to this place, and that's why I think the remnants of this era that
40 we all spoke of is so important, and I hope that it can be developed in such a way that that can be
41 honored. And that ultimately is not our charge. So, I wish the appellant and all the property owners the
42 best in terms of how this may progress or evolve, and I thank everyone for their participation.

Link to Video

Historic Preservation Commission
April 17, 2024

<https://youtu.be/ABrv599krKI?si=URvS5HK0DmFDyy5u>

June 4, 2024

Appeal of Historic Preservation Commission Decision: 2601 South College Avenue City Historic Landmark Eligibility

Paul Sizemore

Director, Community Development
and Neighborhood Services

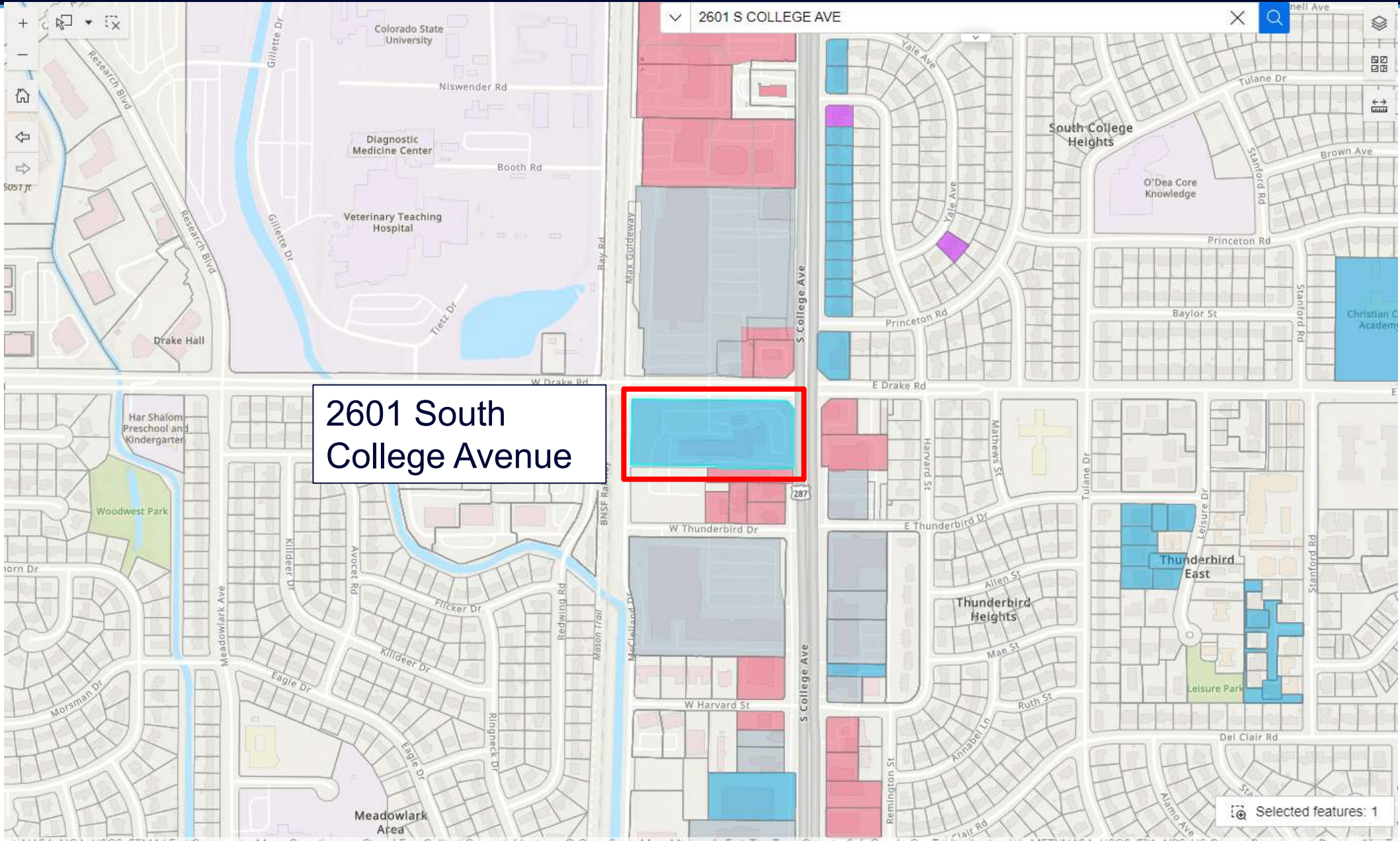
Maren Bzdek

Manager, Historic Preservation Services

Jim Bertolini

Senior Historic Preservation Planner





2601 South
College Avenue

Item 20. 601 South College Avenue



2601 S. College

- Parcel Boundary
- Feature Boundary



0 55 110 220 Feet

NAD 1983 - State Plane Northern Colorado
October 5, 2023



- August 16, 2023 – Preliminary Development Review Meeting (All City Departments)
- August 23, 2023 – Historic Survey Ordered
- October 17, 2023 – Survey Completed and Transmitted
 - Completed by City staff since no third-party historians were available.
- October 27, 2023 – Appeal Received
- April 17, 2024 – HPC Appeal Hearing
 - Vote 4-2 (3 absent) – Eligible under Standards 1 (Events/Trends) and 3 (Design/Construction)

1. Determine if allegations made by the appellant have merit.

2. Based on determination:
 - Uphold HPC determination of eligibility;
 - Overturn HPC determination of eligibility; or
 - Modify HPC determination of eligibility.

Land Use Code (Development)

Municipal Code - Eligibility

- 5.8.1 (formerly 3.4.7)
 - (C) Requires identification of historic resources on/near development site
 - (D) Determination of Eligibility
 - (E) Treatment of Historic Resources

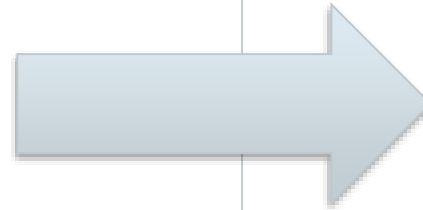
- Chapter 14, Article II
 - 14-22 – Standards for eligibility
 - 14-23(b) – Process for appealing a staff decision

If found Eligible

*Section 14-22, “Standards for determining the eligibility of sites, structures, objects and districts for designation as Fort Collins landmarks or landmark districts.”

Significance

1. *Events*
2. *Persons/Groups*
3. *Design/Construction*
4. *Information Potential*



Integrity (7 Aspects)

1. *Design*
2. *Materials*
3. *Workmanship*
4. *Location*
5. *Setting*
6. *Feeling*
7. *Association*



100 E Drake Rd

1 – Events/Trends (South College Commercial Expansion)

- *Significant reflection of broader trend of postwar movement of businesses away from Downtown to South College Avenue, including automobile dealerships*

- Comparative Context
 - Few substantial, surviving examples of post-war expansion in [this part of Fort Collins](#)
 - 100 East Drake
 - 2720 South College Avenue
 - 2839 South College Avenue
 - Formerly many examples, but most are either altered heavily or demolished

Design/Construction



Figure 2: 2601 S. College facade. Image clipped from *Coloradoan*. October 26, 1966.



3 – Design/Construction (*Modern Architecture / Auto Dealerships in Fort Collins*)

- One of the only *intact* auto dealership from either the early (c.1920s) or mid-20th century periods in Fort Collins
- Significant surviving reflection of Modern architecture in this section of Fort Collins
- Potentially one of only two examples of commercial contemporary style architecture in Fort Collins

• Comparative context

- **Automobile dealerships (and other auto-related properties)**
 - 142 Remington – Banwell Motors (now the Gearage)
 - 150 West Oak – Goodyear store
- **Modern Commercial Architecture**
 - 425 South College, Safeway (now Lucky's)
 - 1101 West Elizabeth, Campus West Shops
 - Bank towers downtown, including 401 South College, 215 West Oak, 315 West Oak
 - Smaller bank buildings, including 100 South College and 100 East Drake
- **Modern Architecture overall**
 - Those named above, along with some residential and religious architecture.



Figure 3: 2601 S. College, service wing. Image clipped from *Coloradoan*, October 26, 1966.

- MC 14-22(b): “the ability of a site, structure, object, or district to be **able to convey its significance**. The integrity of a resource is based on the degree to which it retains all or some of **seven (7) aspects** or qualities established by the U.S. Department of Interior, National Park Service: location, design, setting, materials, workmanship, feeling and association. **All seven (7) qualities do not need to be present** for a site, structure, object, or district to be eligible as long as the overall sense of past time and place is evident.



Figure 9: Feature 1, north elevation, view southeast (Image #7229, R. Schields, 10/3/2023)

- Overall good/sufficient integrity
- **Detractions in *Design and Materials* due to:**
 - **loss of most historic overhead garage doors in service wing**
 - **1998 modification of roof to standing-seam metal**

- HPC Determination:
 - Property is Eligible (vote 4-2, 3 absences)
 - Standard 1 (Events/Trends)
 - Standard 3 (Design/Construction)
 - Retains sufficient integrity, specifically of location, design, setting, materials, and workmanship, to reflect that importance
 - Does not meet Standards 2 (Persons/Groups) or 4 (Information Potential)
 - Public Comments
 - At hearing: 0
 - In writing: 3 supporting Eligible; 7 supporting Not Eligible

Redevelopment

- Decision-maker: Planning & Zoning Commission
- Adaptive Reuse (same or other permitted use; required if landmark-eligible or for FC Landmarks)
- Major exterior building alterations and site plan modifications or demolition
 - If not landmark eligible;
 - If eligible, based on acceptable modification of standards proposal.

Recognition of Historic Resources

- Building preservation
 - May include landmark designation initiated by the property owner, 3+ city residents, HPC by resolution, or a member of City Council in writing.
- Signage or other interpretative storytelling tools
- Additional documentation of building and its history

- Appellant alleges failure to properly interpret and apply relevant provisions of the Municipal Code, Land Use Code, and Charter because:
 - The evidence does not show sufficient historic significance under Standards 1 or 3.
 - The evidence does not show sufficient historic integrity to reflect historic significance.

1. Determine if allegations made by the appellant have merit.

2. Based on determination:
 - Uphold HPC determination of eligibility;
 - Overturn HPC determination of eligibility; or
 - Modify HPC determination of eligibility.