Conceptual Review Agenda

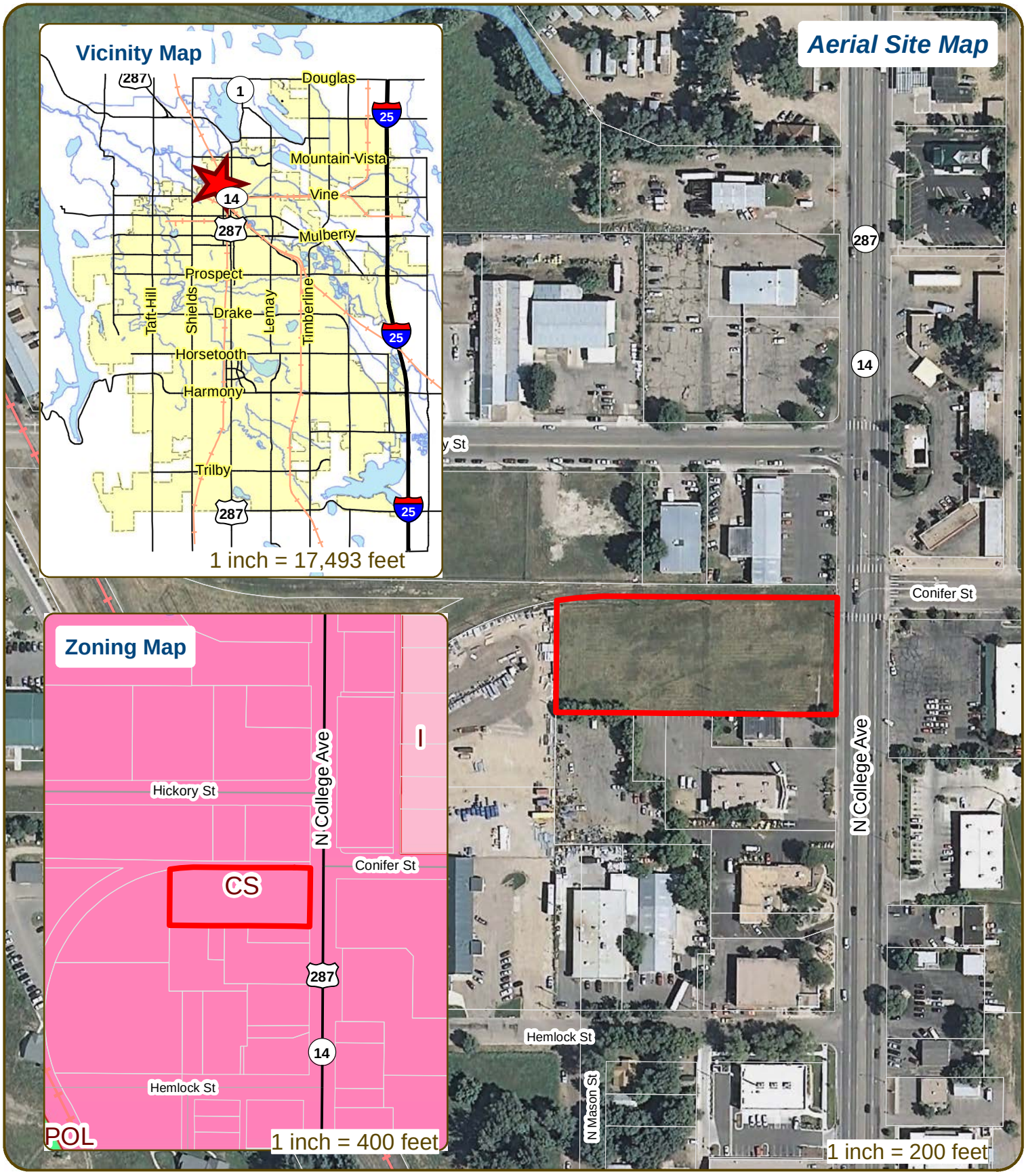
Schedule for 11/04/13 to 11/04/13

281 Conference Room A

Monday, November 4, 2013

Time	Project Name	Applicant Info	Project Description	Planner
9:30	College & Conifer - Vehicle Repair	Courtney Colbert 303-770-8884 courtneycolbert@gallowayus.com	This is a request to construct a new structure for minor vehicle repairs located on the west side of College Avenue at the intersection with Conifer Street (Parcel # 97024-34-002). The new one-story structure would be approximately 10,000 square feet with room for six vehicle service bays used for installing and servicing tires, brakes, shocks, batteries, etc. The site is located in the Service Commercial (C-S) Zone District and within the boundaries of the North College Corridor Plan. Minor Vehicle Repair is subject to administrative (Type 1) review in the Service Commercial Zone District.	Clark Mapes
10:15 & 11:00	Fort Collins Blocks 32 & 42	Brian Hergott 970-221-6804 bhergott@fcgov.com	This is a request to explore options for the future of Blocks 32 and 42 (bounded by Mason Street, Meldrum Street, Maple Street and Laporte Avenue). The two potential long-range options presented include new or redeveloped community facilities / municipal buildings, private development opportunities, structured parking and parks. Blocks 32 & 42 are located in the Downtown (Civic Center) Zone District.	Seth Lorson

College & Conifer
Vehicle Minor Repair



N W E S

City of Fort Collins GIS

Development Review Guide – STEP 2 of 8

CONCEPTUAL REVIEW:
APPLICATION

General Information
All proposed development projects begin with Conceptual Review. Anyone with a development idea can schedule a Conceptual Review meeting to get feedback on prospective development ideas. At this stage, the development idea does not need to be finalized or professionally presented. However, a sketch plan and this application must be submitted to City Staff prior to the Conceptual Review meeting. The more information you are able to provide, the better feedback you are likely to get from the meeting. Please be aware that any information submitted may be considered a public record, available for review by anyone who requests it, including the media.

Conceptual Reviews are scheduled on three Monday mornings per month on a "first come, first served" basis. One 45 meeting is allocated per applicant and only three conceptual reviews are done each Monday morning. Conceptual Review is a free service. **Complete applications and sketch plans must be submitted to City Staff no later than 5 pm, two Tuesdays prior to the meeting date.** Application materials must be e-mailed to currentplanning@fcgov.com. If you do not have access to e-mail, other accommodations can be made upon request.

At Conceptual Review, you will meet with Staff from a number of City departments, such as Community Development and Neighborhood Services (Zoning, Current Planning, and Development Review Engineering), Light and Power, Stormwater, Water/Waste Water, Advance Planning (Long Range Planning and Transportation Planning) and Poudre Fire Authority. Comments are offered by staff to assist you in preparing the detailed components of the project application. There is no approval or denial of development proposals associated with Conceptual Review. At the meeting you will be presented with a letter from staff, summarizing comments on your proposal.

BOLDED ITEMS ARE REQUIRED* ***The more info provided, the more detailed your comments from staff will be.

Contact Name(s) and Role(s) (Please identify whether Consultant or Owner, etc) Les Schwab - Prospective Purchaser
Galloway & Company (c/o Courtney Colbert) - Authorized Les Schwab Representative

Business Name (if applicable) Galloway & Company

Your Mailing Address 5300 DTC Parkway, Suite 100, Greenwood Village, CO 80111

Phone Number 303.770.8884 Email Address courtneycolbert@gallowayus.com

Site Address or Description (parcel # if no address) 9702434002 (Not addressed)

Description of Proposal (attach additional sheets if necessary) The development proposal will include a new, single story building totaling approximately 11,800 square feet of showroom/warehouse space, which includes 8 service bays for the sale, installation and servicing of tires, wheels, brakes, shocks, batteries & alignment.

Proposed Use Les Schwab Tire Center **Existing Use** N/A - Vacant Land

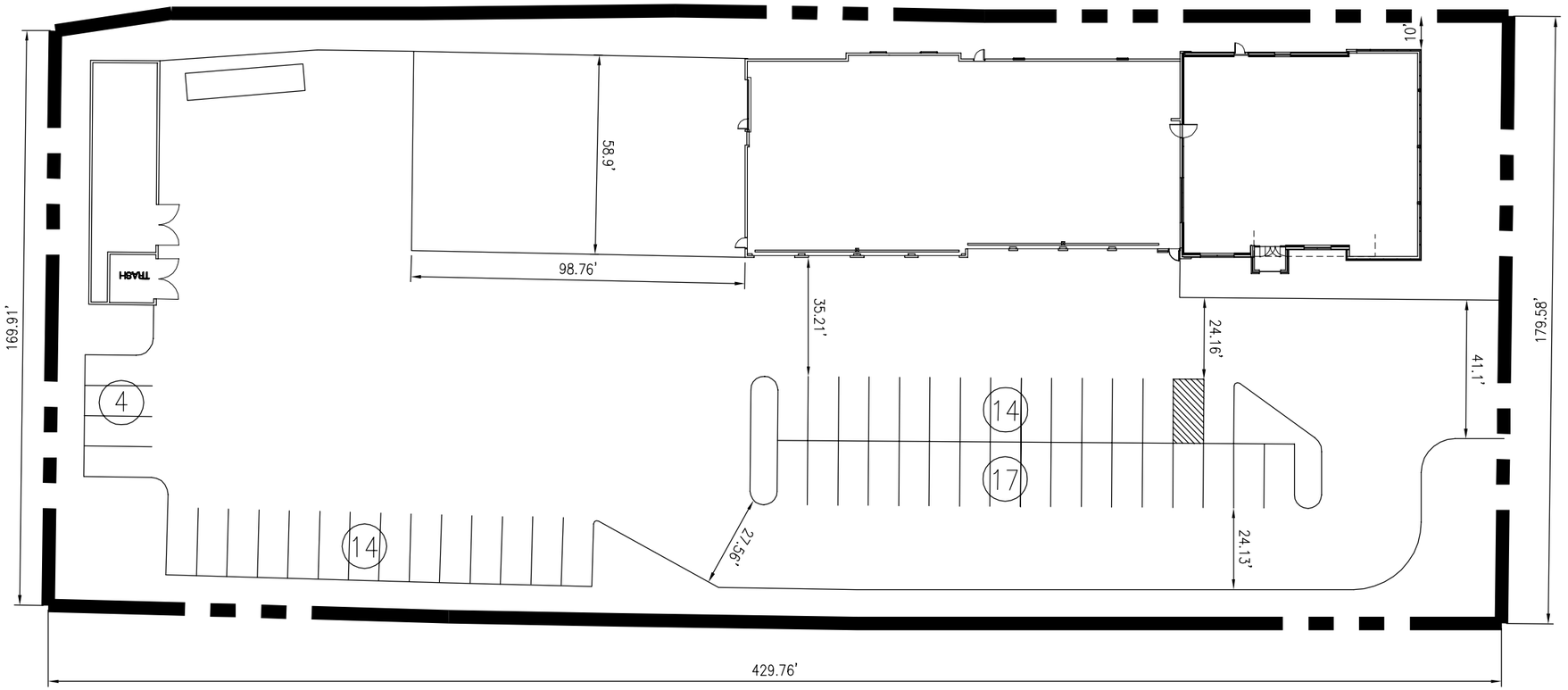
Total Building Square Footage 11,800 +/- S.F. Number of Stories 1 Lot Dimensions 71,470 SF

Age of any Existing Structures N/A
Info available on Larimer County's Website: http://www.co.larimer.co.us/assessor/query/search.cfm
If any structures are 50+ years old, good quality, color photos of all sides of the structure are required for conceptual.

Is your property in a Flood Plain? ☐ Yes ☒ No If yes, then at what risk is it? _____
Info available on FC Maps: http://gisweb.fcgov.com/redirect/default.aspx?layerTheme=Floodplains.

Increase in Impervious Area _____ S.F.
(Approximate amount of additional building, pavement, or etc. that will cover existing bare ground to be added to the site)

Suggested items for the Sketch Plan:
Property location and boundaries, surrounding land uses, proposed use(s), existing and proposed improvements (buildings, landscaping, parking/drive areas, water treatment/detention, drainage), existing natural features (water bodies, wetlands, large trees, wildlife, canals, irrigation ditches), utility line locations (if known), photographs (helpful but not required). Things to consider when making a proposal: How does the site drain now? Will it change? If so, what will change?



CITY OF FORT COLLINS, CO

N. College Avenue & Conifer Street

DEVELOPED BY:

Les Schwab Tires

SITE ANALYSIS TABLE:

Fort Collins, CO - SWC OF COLLEGE AVENUE AND CONIFER STREET

ZONING	C-S, "SERVICE COMMERCIAL" NORTH COLLEGE CORRIDOR PLAN 2007	
SITE AREA	1.64 ACRES	
BUILDING AREA	11,800 S.F.	
TYPE:	8 BAY, LINEAR, RETAIL	
PARKING COUNT (MAX):	5.0/1,000 S.F. OR	50 STALLS
PROPOSED PARKING:		49 STALLS

PARKING NOTES:

- MAXIMUM PARKING ALLOWED PURSUANT TO THE CITY REGULATIONS IS 5.0/1,000 S.F. THERE IS NO MINIMUM REQUIREMENT.

GENERAL NOTES:

- ALL AREAS PROVIDED AND PROPERTY DELINEATED ARE APPROXIMATE AND WILL NEED TO BE VERIFIED.
- PLAN FOR ILLUSTRATIVE PURPOSES ONLY. BOUNDARY AND TOPOGRAPHY TO BE VERIFIED.
- SETBACKS FROM COLLEGE ROW (BUILDING & PARKING)
  - MINIMUM: 10 FT.
  - MAXIMUM: 25 FT.
- LANDSCAPE BUFFER FROM COLLEGE AVENUE ROW: 15 FT.
- SIDE & REAR SETBACKS: 5 FT. (BUILDING, LANDSCAPING, & PARKING)

Galloway
Planning. Architecture. Engineering.
5300 DTC Parkway, Suite 100
Greenwood Village, CO 80111
303.770.8884 O
303.770.3636 F
www.gallowayUS.com

E:
UNDARIES OF THIS DRAWING DEVELOPED FROM SCALED ATION AND SHOULD NOT BE RUED AS ACCURATE.

LEGEND:

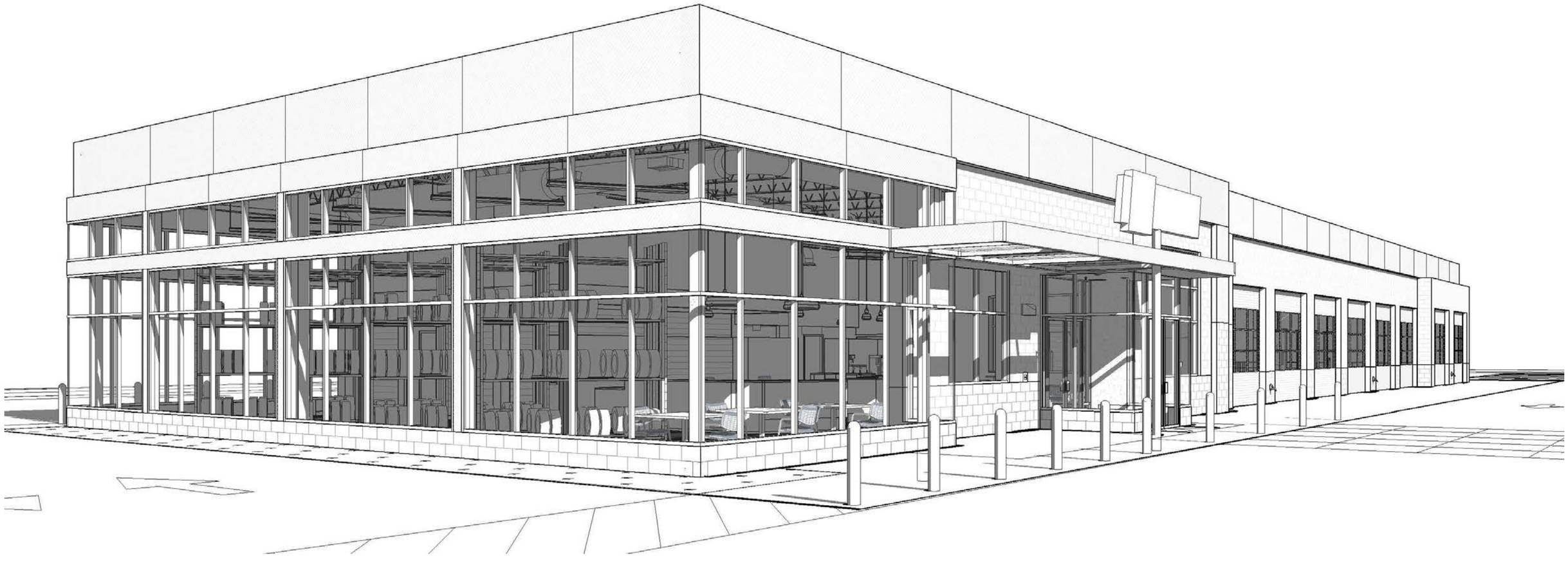
- PROPERTY LINE
- LOT LINES
- (22) PROPOSED PARKING SPACES SYSL/4"
- PROPOSED CURB AND GUTTER
- STANDARD DUTY PAVEMENT
- ARCHITECTURAL APRON SEE ARCH. PLANS
- HEAVY DUTY CONCRETE BUFFER 2' TYP.
- CONCRETE SIDEWALK

0 20 40

NORTH

LAYOUT A1	AERIAL OVERLAY PLAN
2013-10-24	EXHIBIT B

Tires LES SCHWAB



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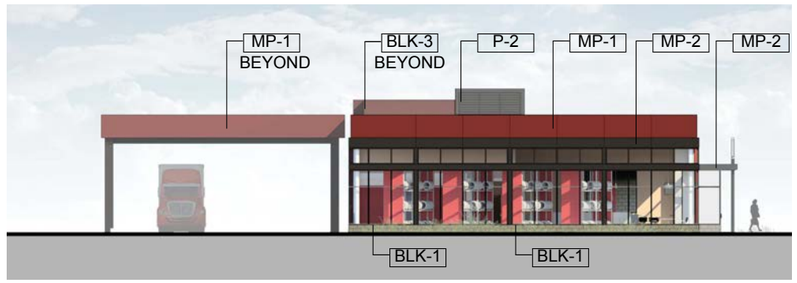
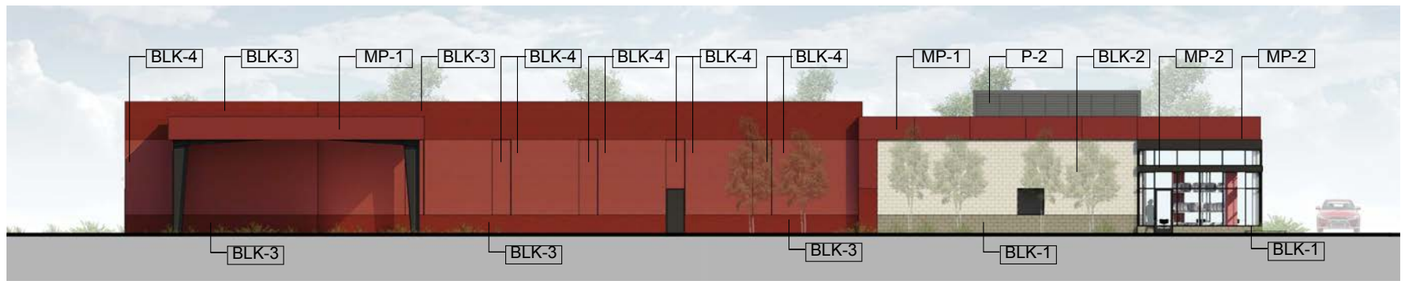
BUILDING ELEVATIONS

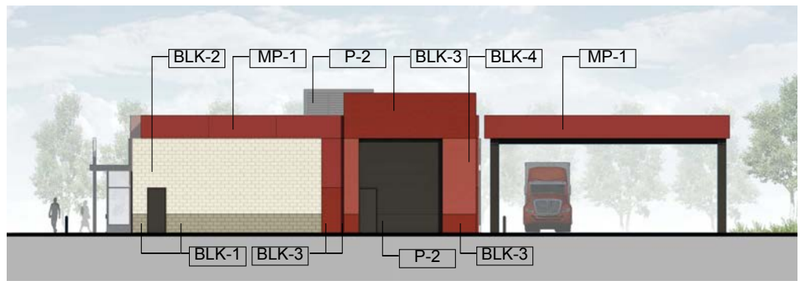
FRONT ELEVATION



SHOWROOM ELEVATION



BACK ELEVATION



LOADING ELEVATION

MATERIALS

BLK-1

BLK-2

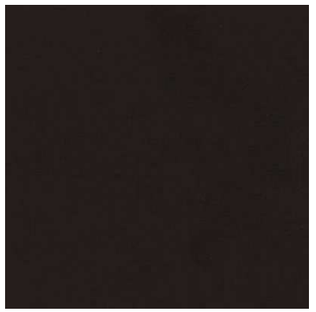
PREMIUM GROUND FACE CONCRETE BLOCK

BLK-3

BLK-4

GLAZED FACE CONCRETE BLOCK

MP-1 / P-1 (SIM)



MP-2 / P-2 (SIM)

COMPOSITE METAL PANEL & PAINT

PERSPECTIVE VIEWS

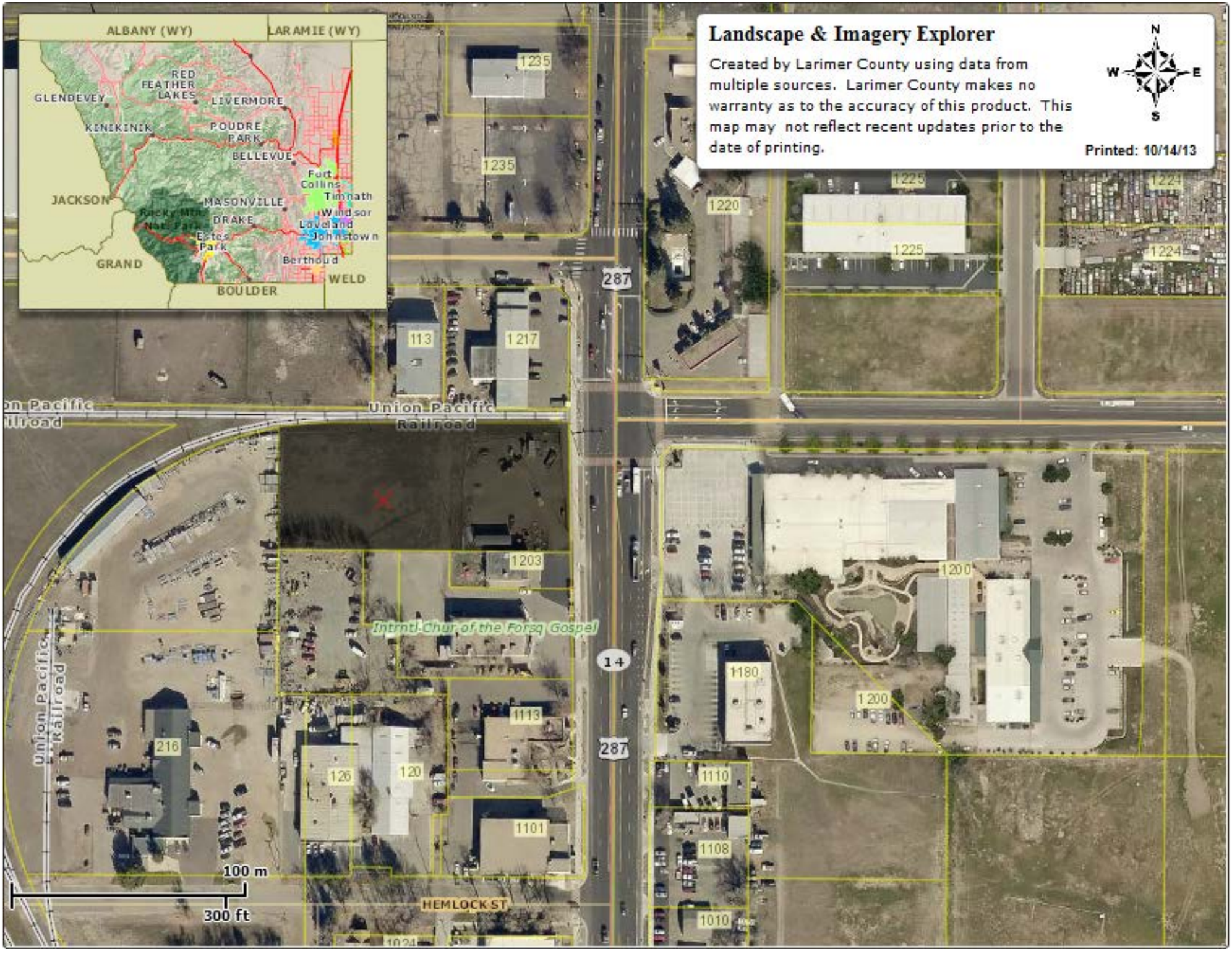
SHOWROOM PERSPECTIVE

SERVICE BAY PERSPECTIVE

Google earth

feet 800
meters 200

Proposed Les Schwab Tire Center
Approximately 71,470 SF (1.64 Acres)
Parcel No. 97024-34-002
Legal Description: LOTS 4 THRU 10 & PT OF LOTS 11 & 26 LY S OF UP RR & ALL LOTS 27 THRU 34, BLK 5, RIVERSIDE PARK, FTC; ALSO VAC ALLEY ON E & W; LESS 1854-700, 2038-947; LESS ROW PER 20120017448
Subdivision: Rivderside Park


Landscape & Imagery Explorer
Created by Larimer County using data from multiple sources. Larimer County makes no warranty as to the accuracy of this product. This map may not reflect recent updates prior to the date of printing.
Printed: 10/14/13
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ALBANY (WY)
LARAMIE (WY)
RED FEATHER LAKES
GLENDEVEY
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POUDRE PARK
BELLEVUE
Fort Collins
Timnath
JACKSON
MASONVILLE
Windsor
DRAKE
Loveland
Johnstown
Estes Park
Berthoud
GRAND
WELD
BOULDER
Union Pacific Railroad
287
14
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Intrntl Chur of the Forsq Gospel
HEMLOCK ST
100 m
300 ft

Community Development and Neighborhood Services
281 North College Avenue
PO Box 580
Fort Collins, CO 80522

970.221.6750
970.224.6134 - fax
fcgov.com

November 15, 2013

Courtney Colbert
Galloway & Company
5300 DTC Parkway, Suite 100
Greenwood Village, CO 80111

Re: College & Conifer - Vehicle Repair
Description of project: This is a request to construct a new structure for minor vehicle repairs located on the west side of College Avenue at the intersection with Conifer Street (Parcel # 97024-34-002). The new one-story structure would be approximately 10,000 square feet with room for six vehicle service bays used for installing and servicing tires, brakes, shocks, batteries, etc. The site is located in the Service Commercial (C-S) Zone District and within the boundaries of the North College Corridor Plan. Minor Vehicle Repair is subject to administrative (Type 1) review in the Service Commercial Zone District.

Please see the following summary of comments regarding the project request referrenced above. The comments offered informally by staff during the Conceptual Review will assist you in preparing the detailed components of the project application. Modifications and additions to these comments may be made at the time of formal review of this project. If you have any questions regarding these comments or the next steps in the review process, you may contact the individual commenter or direct your questions through the Project Planner, Clark Mapes, at 970-221-6225 or cmapes@fcgov.com.

Comment Summary:

Department: Water-Wastewater Engineering
Contact: Roger Buffington, 970-221-6854, rbuffington@fcgov.com

1. Existing water mains and sanitary sewers in this area include an 8-inch water main in College and a 12-inch sewer in a north/south alignment that runs through the center of the property in a 30-foot wide easement.
2. The water conservation standards for landscape and irrigation will apply. Information on these requirements can be found at: http://www.fcgov.com/standards
3. Development fees and water rights will be due at building permit.

Department: Stormwater Engineering
Contact: Wes Lamarque, 970-416-2418, wlamarque@fcgov.com

1. A drainage report, erosion control report, and construction plans are required and they must be prepared by a Professional Engineer registered in Colorado. The drainage report must address the four-step process for selecting structural BMPs. Standard operating procedures (SOPs) for all onsite drainage facilities need

to be prepared by the drainage engineer and there is a final site inspection required when the project is complete and the maintenance is handed over to an HOA or another maintenance organization. The erosion control report requirements are in the Fort Collins Stormwater Manual, Section 1.3.3, Volume 3, Chapter 7 of the Fort Collins Amendments. If you need clarification concerning this section, please contact the Erosion Control Inspector, Jesse Schlam at 224-6015 or jschlam@fcgov.com.

2. Onsite detention is required for the runoff volume difference between the 100 year developed inflow rate with the 2 year historic release rate. In the Dry Creek basin the two year historic release rate is 0.2 cfs/acre.
3. The outfall for the site is undetermined as of now. The drainage studies "North College Improvements - Phase II" and "North College Drainage Improvements Design" need to be referenced for design information. A meeting with City staff is recommended to determine the drainage design requirements and to determine a drainage outfall.
4. Fifty percent of the site runoff is required to be treated using the standard water quality treatment as described in the Fort Collins Stormwater Manual, Volume 3 ¿ Best Management Practices (BMPs). (http://www.fcgov.com/utilities/business/builders-and-developers/development-forms-guidelines-regulations/stormwater-criteria) Extended detention is the usual method selected for water quality treatment; however the use of any of the BMPs is encouraged.
5. Low Impact Development (LID) requirements went into effect March 11, 2013. These require a higher degree of water quality treatment for 50% of the new impervious area and 25% of new paved areas must be pervious. Please contact Basil Hamdan at 224-6035 or bhamdan@fcgov.com for more information. There is also more information on the EPA web site at: http://water.epa.gov/polwaste/green/bbfs.cfm?goback=.gde_4605732_member_219392996.
   LID design information can be found on the City¿s web site at:
   http://www.fcgov.com/utilities/business/builders-and-developers/development-forms-guidelines-regulations/stormwater-criteria.
6. The city wide Stormwater development fee (PIF) is $6,390.00/acre ($0.1467/sq.-ft.) for new impervious area over 350 sq.-ft., and there is a $1,045.00/acre ($0.024/sq.-ft.) review fee. No fee is charged for existing impervious area. These fees are to be paid at the time each building permit is issued. Information on fees can be found on the City¿s web site at
   http://www.fcgov.com/utilities/business/builders-and-developers/plant-investment-development-fees or contact Jean Pakech at 221- 6375 for questions on fees. There is also an erosion control escrow required before the Development Construction permit is issued. The amount of the escrow is determined by the design engineer, and is based on the site disturbance area, cost of the measures, or a minimum amount in accordance with the Fort Collins Stormwater Manual.
7. The design of this site must conform to the drainage basin design of the Dry Creek Master Drainage Plan as well the Fort Collins Stormwater Criteria Manual.

Department: Park Planning

Contact: Craig Foreman, 970-221-6618, cforeman@fcgov.com

1. 1. 11/5/2013: No comments

Department: Fire Authority

Contact: Jim Lynxwiler, 970-416-2869, jlynxwiler@poudre-fire.org

1. WATER SUPPLY

   06IFC 508.1 and Appendix B: Hydrant spacing and flow must meet minimum requirements based on type of occupancy.

   Commercial hydrants to provide 1,500 gpm at 20 psi residual pressure, spaced not further than 300 feet to the building, on 600-foot centers thereafter.

2. FIRE LANES

   06IFC 503.1.1: Fire Lanes shall be provided to within 150' of all portions of the building, as measured by an approved route around the exterior of the building. When fire lanes cannot be provided, the fire code official is authorized to increase the dimension of 150 feet if the building is equipped throughout with an approved, automatic fire-sprinkler system.

   The proposed site plan places the building out of fire access and as such a fire lane onto the property will be required. A turn around is also needed. For more information, refer to fire lane specifications provided here.

   FIRE LANE SPECIFICATIONS (for buildings under 30' in height)

   A fire lane plan shall be submitted for approval prior to installation. In addition to the design criteria already contained in relevant standards and policies, any new fire lane must meet the following general requirements:

   > Shall be designated on the plat as an Emergency Access Easement.

   > Maintain the required 20 foot minimum unobstructed width & 14 foot minimum overhead clearance.

   > Be designed as a flat, hard, all-weather driving surface capable of supporting 40 tons.

   > Dead-end fire access roads in excess of 150 feet in length shall be provided with an approved area for turning around fire apparatus.

   > The required turning radii of a fire apparatus access road shall be a minimum of 25 feet inside and 50 feet outside. Turning radii shall be detailed on submitted plans.

   > Be visible by painting and/or signage, and maintained unobstructed at all times.

   2006 International Fire Code 503.2.3, 503.2.4, 503.2.5, 503.3, 503.4 and Appendix D; FCLUC 3.6.2(B)2006 and Local Amendments.

3. MOTOR VEHICLE REPAIR GARAGES

   06IFC Section 2211: Repair garages shall comply with this section and the IBC regulating,

   > Storage and use of flammable and combustible liquids,

   > Cleaning of parts, waste oil, motor oil and other Class IIIB liquids

   > Tank location

   > Drainage and disposal of liquids and oil-soaked waste

   > Sources of ignition

   > Preparation of vehicles for repair

4. AUTOMATIC FIRE SPRINKLER SYSTEM

   06IFC 903.2.8.1: An automatic sprinkler system shall be provided throughout all one-story buildings used as repair garages with a fire area exceeding 12,000 SF, in accordance with the IBC.

5. BULK STORAGE OF TIRES

   06IFC 903.2.8.2: Buildings and structures where the fire area for the storage of tires exceeds 20,000 cubic feet shall be equipped throughout with an automatic sprinkler system in according with Section 903.3.1.1.

   HIGH PILED STORAGE

   Tires are defined as a High-hazard commodity and storage configurations are regulated by Chapter 23, for High Piled Storage in the IFC.

Department: Electric Engineering

Contact: Rob Irish, 970-224-6167, rirish@fcgov.com

1. Light & Power has existing 3-phase service available along College Ave. adjacent to this site. Also, there is some existing overhead on the site that will need to be relocated or underground. Any relocation or modification to existing electric facilities will be at the owners expense.
2. Owner will need to submit a C-1 form and a One-line diagram to Light & Power Engineering.
3. Owner will need to coordinate a transformer location within 10' of a paved surface.
4. Owner will be responsible for Electric Capacity Fee and Building Site charges for the development. Contact Light & Power Engineering @ 970-221-6700 to coordinate electric facilities.

Current Planning

Contact: , ,

Pre-Submittal Meetings for Building Permits

Pre-Submittal meetings are offered to assist the designer/builder by assuring, early on in the design, that the new commercial or multi-family projects are on track to complying with all of the adopted City codes and Standards listed below. The proposed project should be in the early to mid-design stage for this meeting to be effective and is typically scheduled after the Current Planning conceptual review meeting.

Applicants of new commercial or multi-family projects are advised to call 416-2341 to schedule a pre-submittal meeting. Applicants should be prepared to present site plans, floor plans, and elevations and be able to discuss code issues of occupancy, square footage and type of construction being proposed.

Construction shall comply with the following adopted codes as amended:

2009 International Building Code (IBC)
2009 International Residential Code (IRC)
2009 International Energy Conservation Code (IECC)
2009 International Mechanical Code (IMC)
2009 International Fuel Gas Code (IFGC)
2009 International Plumbing Code (IPC) as amended by the State of Colorado
2011 National Electrical Code (NEC) as amended by the State of Colorado

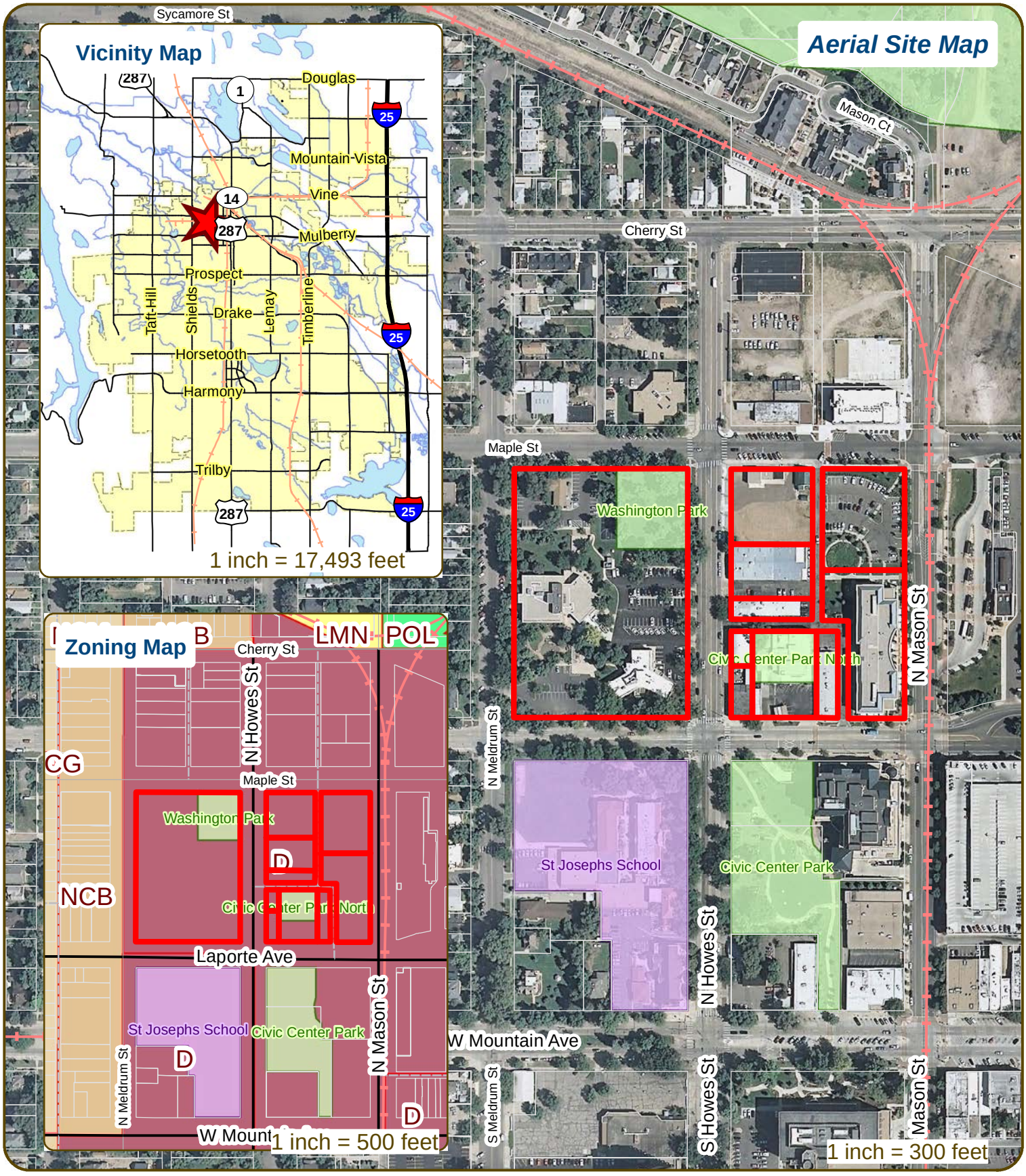
Accessibility: State Law CRS 9-5 & ICC/ANSI A117.1-2003.
Snow Load Live Load: 30 PSF / Ground Snow Load 30 PSF.
Frost Depth: 30 inches.
Wind Load: 100- MPH 3 Second Gust Exposure B.
Seismic Design: Category B.
Climate Zone: Zone 5
Energy Code Use

1. Single Family; Duplex; Townhomes*: 2009 IRC* Chapter 11 or *2009 IECC* Chapter 4
2. Multi-family and Condominiums 3 stories max: *2009 IECC* Chapter 4.
3. Commercial and Multi-family 4 stories and taller: *2009 IECC* Chapter 5.

Fort Collins Green Code Amendments effective starting 1-1-2012. A copy of these requirements can be obtained at the Building Office or contact the above phone number.

City of Fort Collins
Building Services
Plan Review
416-2341

Fort Collins Block 32 & 42
Community Facilities



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Contact Name(s) and Role(s) (Please identify whether Consultant or Owner, etc) Brian Hergott – Owner's Representative

Business Name (if applicable) City of Fort Collins

Your Mailing Address 300 LaPorte Ave, Bldg B. Fort Collins Co. 80521

Phone Number 970-221-6804 Email Address bhergott@fcgov.com

Site Address or Description (parcel # if no address) Block 32 & 42 Downtown Development

Description of Proposal (attach additional sheets if necessary) Develop Block 32 and Block 42 to create a Civic Center and City Facility Campus

Proposed Use Municipal **Existing Use** Municipal

Total Building Square Footage A: 165,000 B: 175,000 S.F. Number of Stories 4 Lot Dimensions 32 = 350' x 190' ~~42 = 350' x 190'~~

Age of any Existing Structures Continental Oil Building built in 1913
Info available on Larimer County's Website: http://www.co.larimer.co.us/assessor/query/search.cfm
If any structures are 50+ years old, good quality, color photos of all sides of the structure are required for conceptual.

Is your property in a Flood Plain? ☒ Yes ☐ No If yes, then at what risk is it? 100 Year Moderate Risk
Info available on FC Maps: http://gisweb.fcgov.com/redirect/default.aspx?layerTheme=Floodplains.

Increase in Impervious Area NA Plan to Redevelop with Same Impervious S.F.
(Approximate amount of additional building, pavement, or etc. that will cover existing bare ground to be added to the site)

Suggested items for the Sketch Plan:
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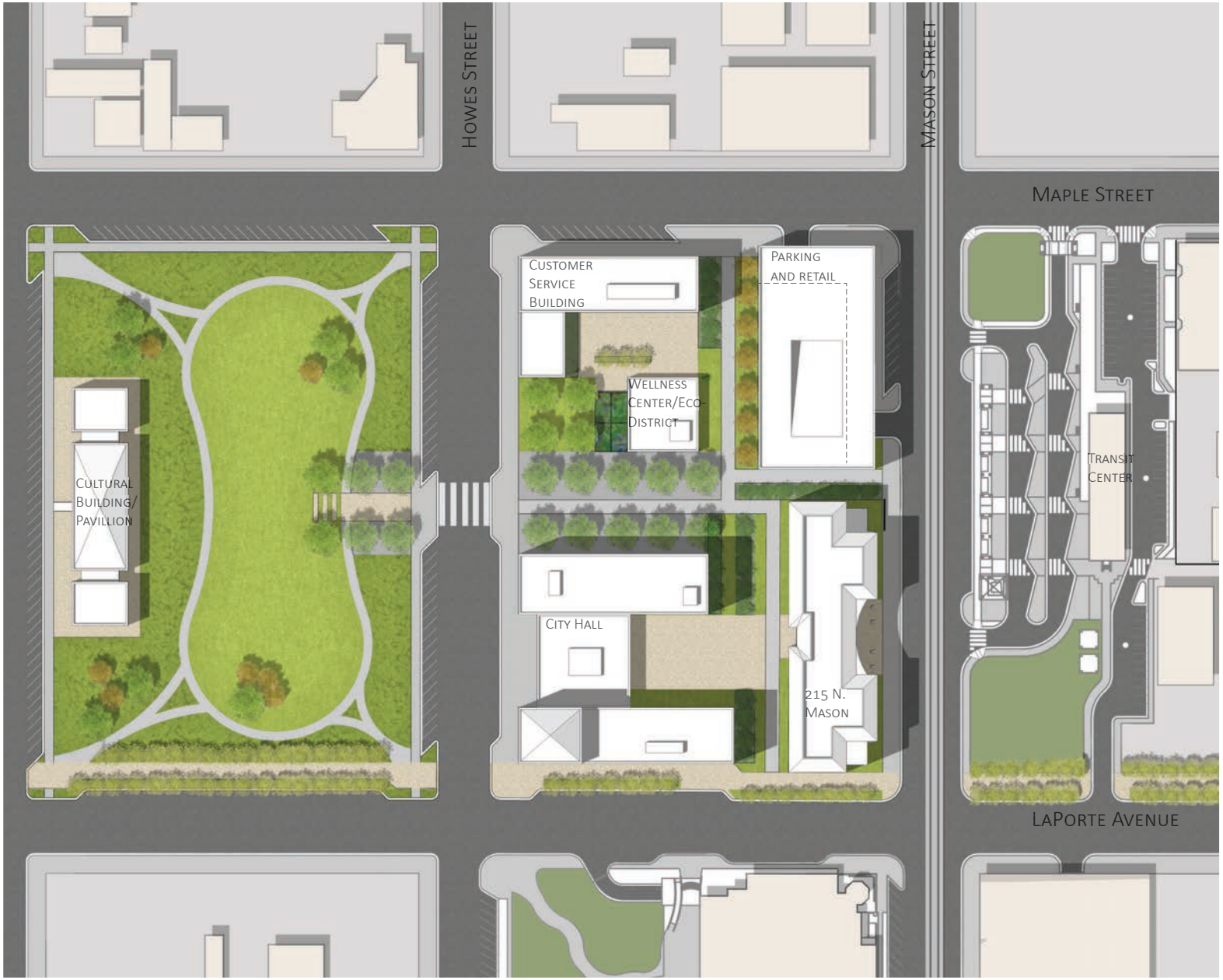
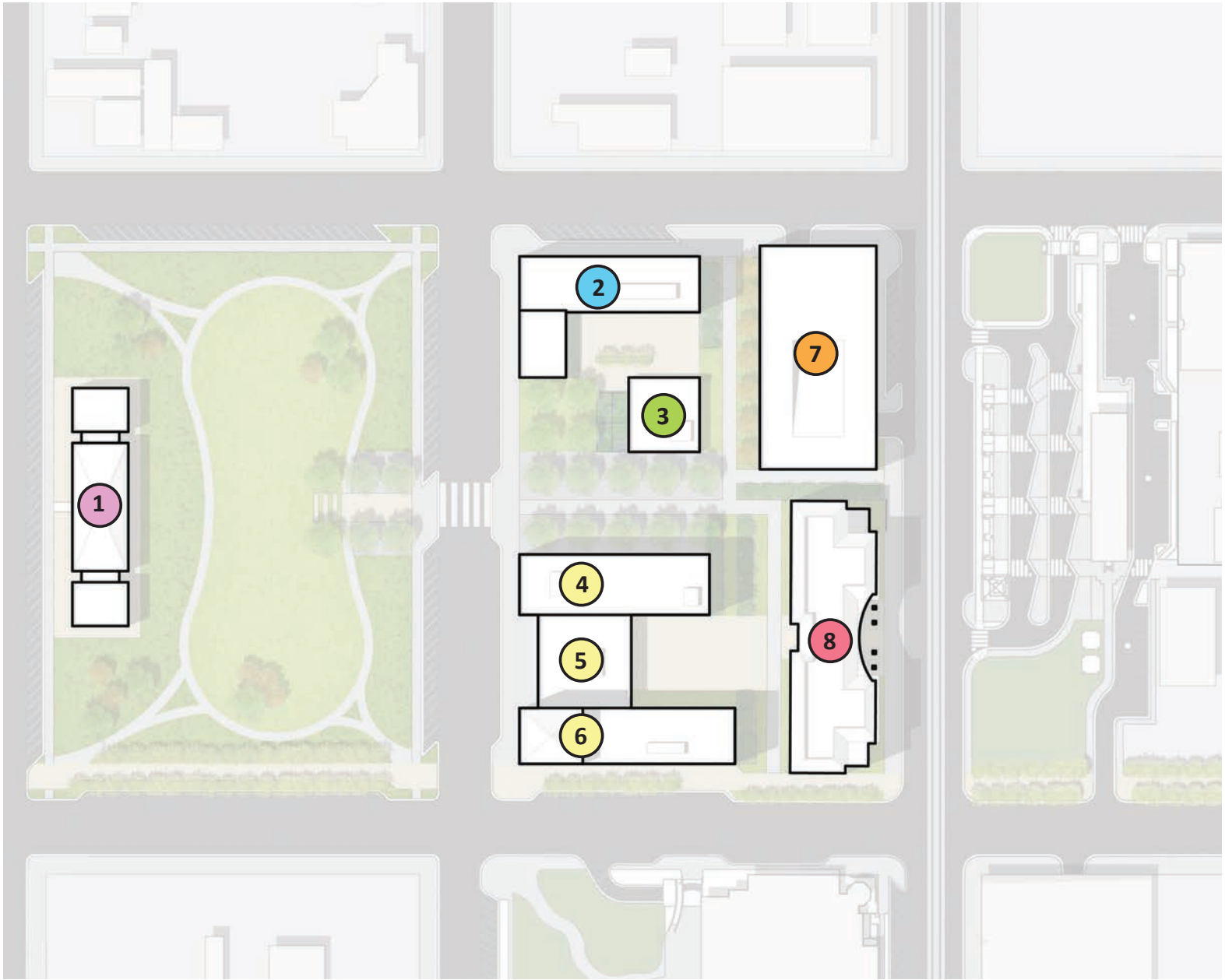
Illustrative Plan



Block 32 - Civic Center
Vision Plan

0’ 125’ 250’ 500’

PROGRAM



1 Cultural/Community Structure
(1 Story - 13,000 SF)

2 Utilities Customer Service Building
(3 Stories - 35,000 SF)

3 Wellness/Eco-District Center
(1 Story- 6,000 SF)

4 City Hall - Public
(4 Stories - 53,250 SF)
- Municipal Court
- City Attorney
- City Clerk
- City Manager
- Sustainability

5 Council Chambers
(1 Story - 10,000 SF)

6 City Hall - Private
(3 Stories- 52,000 SF)
- HR
- IT
- CPIO
- Finance
- Risk Management

7 Structured Parking
(4 Decks above grade, 1 below grade - 450 Spaces)
- Levels +1-4
  - Visitor/Staff Parking (400 Spaces)
- Ground Level
  - Visitor Parking (50 Spaces)
  - Retail (11,000 SF)
  - Parking Services Office (3,300 SF)
- Sub-Grade Level
  - Eco-District Infrastructure (9,000 SF)
  - Secure Fleet Parking (60 Spaces)

8 215 N. Mason Street
(3 Stories- 70,000 SF- Existing Building)
- Building & Development Srvc. (58,000 SF)
- OPS Services (13,000 SF)

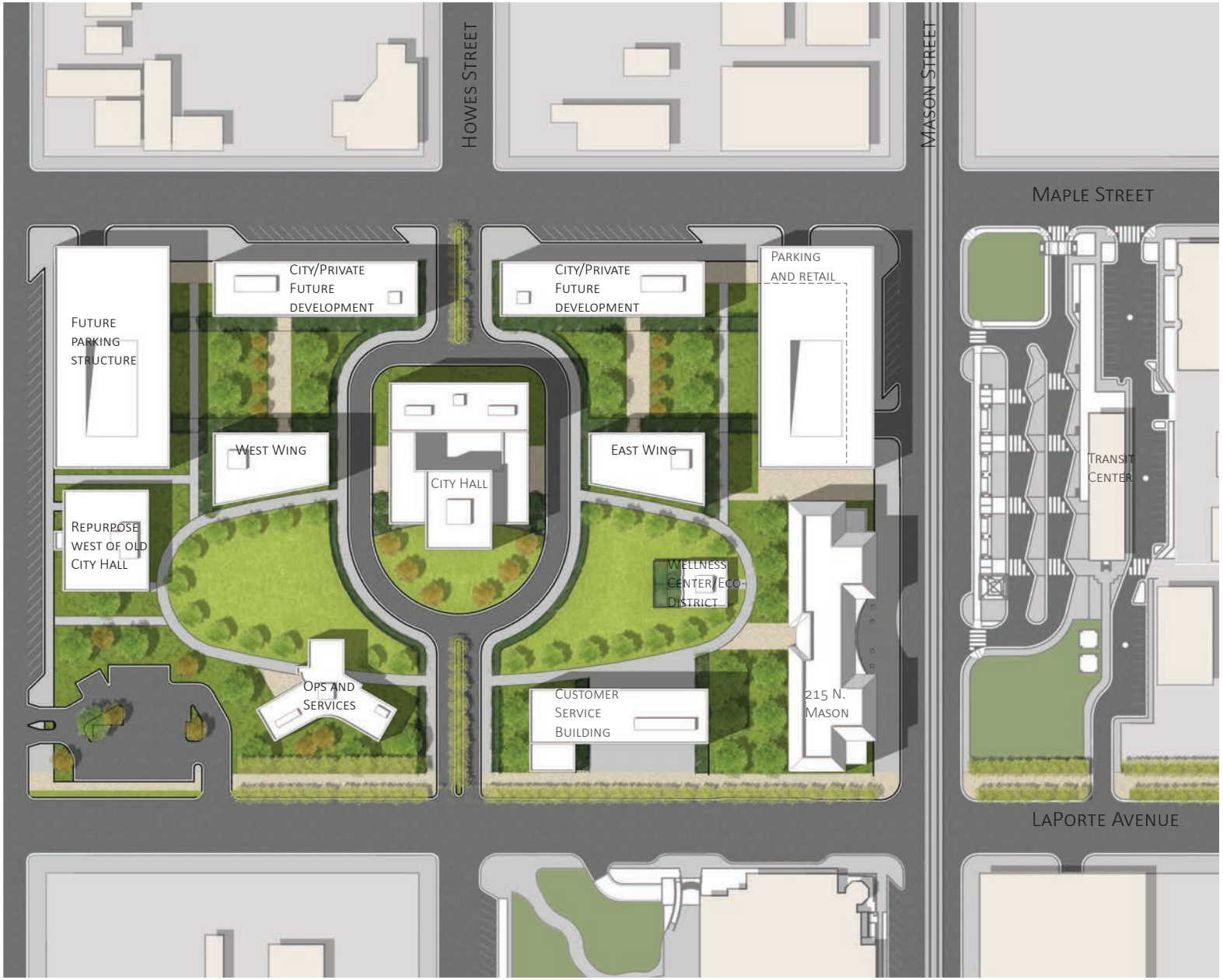
Option A

New Construction 185,000 SF

Block 32 - Civic Center
Vision Plan

0′ 125′ 250′ 500′

Illustrative Plan

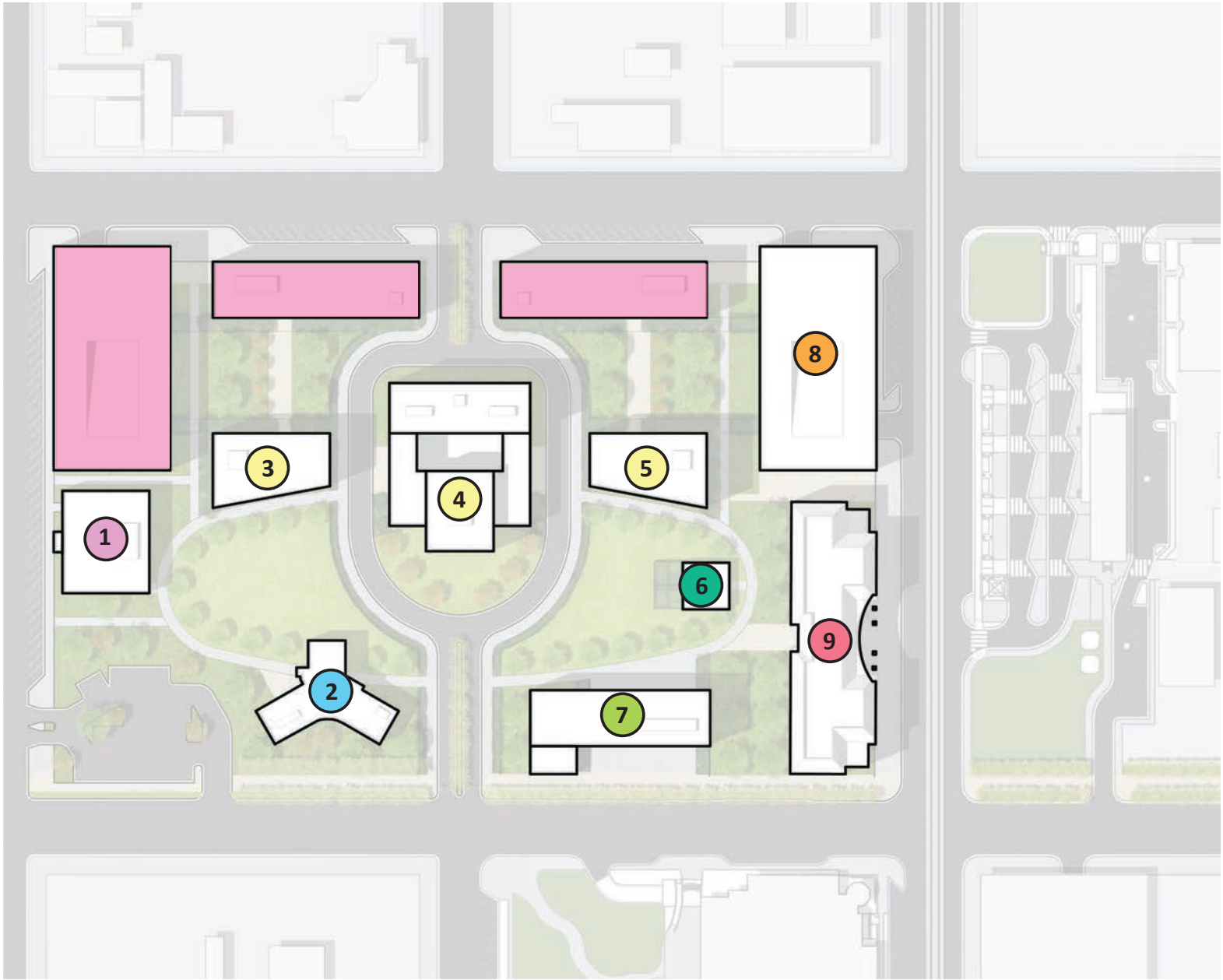


Block 32 - Civic Center

Vision Plan

0’ 125’ 250’ 500’

PROGRAM



1 Community/Data Center
(Existing office portion of City Hall - 25,000 SF)

2 Ops Service Building
(Existing Building - 26,000 SF)

3 City Hall - West Wing
(3 Stories- 25,750 SF)
- HR
- IT
- Finance
- Risk Management

4 City Hall - Council Chambers
(4 Stories - 68,000 SF)
- City Attorney
- City Clerk
- City Manager
- CPIO

5 City Hall - East Wing
(3 Stories- 25,750 SF)
- Municipal Court
- Sustainability

6 Wellness/Eco-District Center
(1 Story- 2,500 SF)

7 Utilities Customer Service Building
(3 Stories - 35,000 SF)

8 Structured Parking
(4 Decks above grade - 400 Spaces)
- Levels +1-4
  - Visitor/Staff Parking (400 Spaces)
- Ground Level
  - Retail (11,000 SF)
  - Eco-District Infrastructure (15,000 SF)
  - Parking Services Office (3,300 SF)

9 215 N. Mason Street
(3 Stories- 70,000 SF- Existing Building)
- Building & Development Srvc. (58,000 SF)
- Flex Space (13,000 SF)

Private Development

Option B

New Construction 175,000 SF

Block 32 - Civic Center
Vision Plan

0′ 125′ 250′ 500′

Brian Hergott

From: Jon Haukaas
Sent: Monday, September 23, 2013 11:39 AM
To: Brian Janonis; Ken Sampley; Brian Hergott; Wayne Sterler
Subject: RE: Block 32

This is actual a City Floodplain and the 100 year Moderate Risk floodplain.
Therefore we do not currently have any regulations restricting the facilities proposed.

We should be aware that as a moderate risk floodplain, it may be difficult to access the proposed EOC due to shallow flooding of the streets if we had a 100 year level event in that basin. If this is intended to be a backup EOC and an alternative location is available then this risk is mitigated.

Jon Haukaas, P.E.
Water Engineering and Field Services Manager Fort Collins Utilities
970-221-6671

-----Original Message-----
From: Brian Janonis
Sent: Monday, September 23, 2013 9:13 AM
To: Ken Sampley; Jon Haukaas
Subject: Block 32

The consultant says that block 32 is partially covered by the 500 year floodplain. Will that impact anything we can do?

Sent from my iPad

Historic Preservation Analysis

CONTINENTAL OIL COMPANY
225 Maple St.

Fort Collins, Colorado

completed by

Tatanka Historical Associates, Inc.

612 S. College Ave., Suite 21
Fort Collins, CO 80524
tatanka@verinet.com
970.221.1095

for the

City of Fort Collins

300 Laporte Ave.
Fort Collins, CO 80521

15 July 2009

Tatanka Historical Associates, Inc.

612 S. College Ave., P.O. Box 1909
Fort Collins, Colorado 80524
tatanka@verinet.com
970.221.1095

15 July 2009

City of Fort Collins
300 Laporte Ave.
Fort Collins, CO 80521

Subject: Historic Preservation Analysis
Continental Oil Co. Property

Dear Client,

Tatanka Historical Associates Inc. has completed its preservation analysis of the Continental Oil Co. property in downtown Fort Collins. This report presents the results of this study.

Following your review of the information in this report, please let me know if you have any questions or would like to discuss any changes to the document.

Sincerely,

Ron Sladek
President

Continental Oil Company Property
225 Maple St.
Fort Collins, Colorado

Description of the Resource

Location & Grounds: The Continental Oil Co. property is located in the northwest area of Fort Collins' downtown commercial district. It is specifically found on the southeast corner of the intersection of Maple St. and N. Howes St. (Block 32, Lots 22-28). The property is bordered on the north by Maple St., on the south by an adjacent commercial building, on the east by an alleyway, and on the west by Howes St.

Three buildings occupy the northern area of the site. South of these is a graveled driveway and parking area. The southern half of the property is occupied by vacant grounds that are planted with grass. Until recently, this open area contained stone supports for two large aboveground oil tanks. However, these supports have recently been removed. The property is accessed from both Maple St. and Howes St. by an unpaved drive.

Office Building: The primary building on the property is the office building, which is located in the northeast corner of the site. This small rectangular masonry building faces toward the west and is one story in height. It has a raised basement with poured concrete foundation walls. Above the basement level, the exterior walls are constructed of painted brickwork laid in common bond coursing, with every sixth course consisting of alternating stretchers and headers.

The side-gabled roof is finished with corrugated metal panels. Short parapet walls along the north and south gable ends are capped with sandstone blocks. The parapet ends project slightly from the roofline at the building's four corners, where they are supported by brick corbel tables. A brick exterior wall chimney rises up the north elevation, terminating a short distance above the parapet wall. Internal bracing for the brick end walls, apparently with tie rods, is found within the attic. These terminate in decorative star irons that are mounted on the gable end walls just below the parapet. A small louvered attic vent is found at the peak of each end wall.

An extension of the roof's western slope covers an open dock that runs along most of the west elevation. Metal brackets that are bolted to the building's brick wall support the roof extension. The dock has a raised concrete floor that is reached by way of concrete steps on its north and south ends. Heavy metal angle irons protect the leading edge of the dock floor. Projecting southward from the south end of the dock is a ramp with inset metal plates that appear to have

been designed for barrels to be rolled up and down on their sides. Outside the south end of the building and adjacent to the south addition and drum ramp are two drums racks that are constructed of metal pipes.

Three entries are found along the west elevation of the building. The two northern entries provide access to the office areas and both hold commercial doors with metal frames. The northern one of these entries may have been added after the building was constructed. The southern entry is centered on the façade and includes a set of two metal-framed sidelights. Inside of this entry is the original wood sliding door with two sets of four lights. Projecting from the south end of the building is a small wood frame shed addition that rests upon a raised concrete foundation. This storage room is finished with a shed roof and it is clad in corrugated metal panels. Its west elevation holds an entry that contains an old wood panel door with six lights. The east elevation of the building holds what appears to have been a dock opening. Although this entry has been closed with boards, its location remains evident.

Fenestration on the building is all original. The raised basement holds several pairs of two-light hoppers with wood frames. The main floor holds a combination of four-over-four and six-over-six double hung sash windows, along with a pair of six-light casements. All of these are set in wood frames and have sandstone sills.

The interior of the building consists of a main floor and full basement. The basement has a concrete floor and exposed concrete foundation walls. It is reached by way of a set of wooden stairs with metal pipe handrails. Heavy timbers that support the center of the building are exposed in the basement. An old freight elevator manufactured by the Denver firm of Nock & Garside is present within the building. This elevator is in excellent condition, appears to be intact and operable, and is likely to be one of the oldest and best preserved in the city.

The main floor exhibits original wood floors, exposed brick walls, wood trimwork, and brick segmental arches above the windows. Also present are older cabinets and shelves, including metal-lined ("Cop-R-Loy") cabinets in the southeast office that are labeled to have contained paint. The northern office area holds an older water fountain and toilet fixtures.

Shop / Garage Building: This building is located across the driveway to the west of the office building. Its original portion now forms the eastern segment of the building, which has been expanded toward the west. The square original shop or garage faces toward the south. It rests upon a concrete foundation and its exterior walls are constructed of painted brickwork laid in common bond coursing. The roof slopes downward toward the north and is surrounded on the south, east and west by a low brick parapet wall. The parapet is capped by a single course of overlapping tiles that form a visual pattern of standing ridges.

The south elevation holds the building's two identical side-by-side entries, each of which has a single-width overhead metal garage door that is mounted on an angle from top to bottom. This angle appears to provide greater interior overhead clearance for the doors when they are open. The doors have wood surrounds and the remainder of the façade is ornamented with brick banding that is painted black. The east elevation of the original building holds two sets of large sixteen-light windows with stone sills. Each consists of a central eight-light pivoting window, with four-light fixed windows above and below, all of them set into metal frames. The north elevation of the building consists of a blank brick wall with wood planking horizontally mounted on the lower exterior.

West of the original shop/garage is a large modern two-part concrete block addition that may have been constructed in two phases. This holds two modern man-door entries and three overhead garage doors, all on the south elevation. No windows are present, and the addition has two levels of flat roofs.

The interior of the shop / garage building consists of concrete floors and no historic features of note.

Storage Shed: This small rectangular building is located directly south of the office building. It faces west and rests upon a concrete foundation. The exterior walls are constructed of brickwork laid in common bond coursing, with every seventh or eighth course constructed of headers. The roof is front-gabled and finished with corrugated metal panels. A metal ventilator is centered on the ridgeline.

The façade holds the building's only entry, which consists of an old wood panel door. The south elevation has a screened vent opening along the floor level, along with a four-light window with painted lights and a concrete sill. The east elevation has the same vent and window as on the south.

The interior of the storage shed consists solely of a concrete floor, finished walls, shelving, and covered windows.

Architectural Integrity

Office Building: This early 20th-century commercial building was constructed around 1913, and except for a few alterations it appears to be largely intact. One of the primary alterations has involved the recent installation of two non-historic entries on the west elevation. Both of these modern commercial doors replaced earlier doors at these locations. The large wood sliding door at the central entry on the west elevation is still present inside the building, in what appears to have been its original location. In addition, an early if not original dock door on the east elevation has been boarded closed. The shed addition on the south may not be original to the building, but was constructed by 1925. Other than these

alterations, the exterior of the building retains its original size, appearance, brickwork, windows, roof, and other features of architectural significance.

On the interior, the building retains a good amount of its historic finishes, along with the historic freight elevator. Interior alterations are limited to the installation of what appears to be a non-historic sales counter in the northern half of the building and some minor non-historic finishes in the northern office area.

Shop / Garage Building: This early 20th-century building was constructed around 1913. While it retains its basic appearance and historic brickwork and windows, it has been greatly altered by the construction of a large modern addition to the west. This addition appears to have been completed during the early 1970s. The overhead garage doors are old, but do not appear to be original to the building.

Storage Shed: This small building was constructed sometime after 1925 and most likely prior to 1940. It appears to be largely unchanged since that time.

Historical Background

The history of the Continental Oil Company property was assembled through a combination of archival sources. However, the primary of these was a Historic Building Inventory form produced by Jason Marmor in 1996. Also consulted were Sanborn Fire Insurance Maps, Larimer County Assessor records, Fort Collins building permits, photographic images, and records from the Colorado Historical Society.

According to these sources, the property was initially developed around 1913 by the Continental Oil Company. This firm was engaged in the business of selling bulk refined oil products. Its facility in Fort Collins included the property that is currently under study, as well as the area to the east across the alleyway. Throughout the first half of the 20th century, the firm maintained an office, shop/garage, warehouse, and aboveground oil tanks at this location. Other firms in the same business opened similar facilities in the vicinity.

The Continental Oil Co. was in business at this location from approximately 1913 to 1959. Other bulk oil companies continued to operate at the same location into the 1990s before the facility closed.

Conclusions

Based upon the findings of this project, the following conclusions are made regarding the Continental Oil Company property:

- The Continental Oil Company property is an important feature of the early 20th-century introduction of automobiles into American cities. Designed and constructed to operate as a bulk oil sales facility, the historic property is directly related to the influence of the automobile upon Fort Collins and its development throughout the first half of the 20th century. In 1909, Henry Ford introduced his Model T to America and within a few years the automobile had become an integral part of every city in the country. Sales, service, fueling and bulk oil facilities quickly emerged to serve the growing number of automobile owners with everything they needed to purchase and operate their cars. Many of these businesses located within or close to the downtown commercial districts. The Continental Oil Company facility was one of these businesses, and it continued to operate at this location for many decades.

- The three buildings on the property were all constructed between 1913 and 1940. The office building is largely intact, but has experienced some alterations to its entries. Otherwise, it retains numerous historic features and exhibits a moderately good degree of integrity. The original shop building retains some of its historic features. However, it has been heavily altered with the circa 1975 construction of a large addition to the west. The storage shed appears to have changed little since it was constructed.

- Due to the alterations described, it appears that the property is not eligible for the State or National Register of Historic Places. Instead, it is most likely to be eligible for local designation. Specifically, it appears to be eligible under Fort Collins' historical importance criterion due to its character, interest, and value as part of the development of the city. It is recommended that the property be considered for local designation and that at least the office building be preserved for its historical value.

- The buildings on this site all appear to be in good physical condition. However, the office building and shop have been altered as described above. While the new entries to the office are functional, they were not chosen with any concern for the integrity of the building. Historically appropriate doors could be designed and installed in these locations. The shop/garage has been significantly impacted by the large concrete block addition to the west. The only preservation remedy for this situation would be to remove the addition.

L O R I S

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Mastering the Art of
Engineering Structures
and Infrastructures

August 11, 2009

Mr. David Lingle
Aller Lingle Massey Architects, P.C.
712 Whalers Way, Suite B-100
Fort Collins, CO 80525

Reference: **Block 32/42 Master Plan Project**
Haiston Oil Building
LORIS Project #001-09121

Dear Mr. Lingle,

LORIS has performed a Structural Condition Assessment Observation of the above referenced building and will provide a structural analysis to assess the existing structure for modern code compliance.

Building Specifics

The building is a 30' x 40' single-story structure with a basement and an approximately 6:12 pitched metal roof. The exterior of the building is double wythe brick, and on the north and south gable ends the brick extends above the roof.

The roof structure is framed with wood trusses at 24" on center (oc). The bottom chord was measured to be 1½" x 9½", the top chord is 1½" x 5¼", and the diagonals and vertical members are 1½" x 3½". The trusses span east-west from exterior wall to exterior wall and bear on 11½" of brick. Wood planks, measuring ¾" x 8", span on top of the trusses as sheathing. The entire west side of the building has a 6'-8" overhang, supported by five 2" x 2" x $^{3}/_{8}$" double angle braces. Wood members, measuring 1½" x 5½", span between each brace angle at the eave and at about midpoint of the overhang. The angle trusses are not uniformly spaced along the building length. The metal deck roofing is exposed at the overhang and is connected directly to the wood members.

The first floor structure is framed with 1½" x 8¼" single-span wood joists. They run east-west and are supported by the exterior wall and an interior beam line running north-south along the middle of the building. The main beam line is comprised of (6) 1½" x 11" wood members bolted together. There are three interior 9" x 9" columns spaced at approximately 9'-6" oc. Each column has an 11¾" x 9" x 5'-10" additional wood haunch between the column and beam. The top of slab to bottom of joist was measured to be 8'-0".

The basement floor is a concrete slab on grade placed around the interior columns with a 6'-8" x 6'-2" x 14"-thick elevator pit. The basement walls appear to be concrete. LORIS was not able to measure any other foundation elements. The thickness of the slab on grade was not able to be verified.

Site Observation

A site observation of the above referenced building was performed on May 5, 2009. LORIS observed the wood roof trusses, joists and columns, and the exterior brick walls.

LORIS was able to view the trusses from only one location, and from what was observed they appeared to be in good condition. There was evidence of water damage on several of the trusses, but it did not appear to be significant. The roof planks also appeared to be in good condition, with several having slight water damage as well. It was difficult to directly view the connections of the truss, but after reviewing the pictures, it appears that they were made using thru nailing.

Several of the floor joists exhibited signs of water damage, although they appear to be structurally sound. The main beam line and columns were painted and so they appeared to be in good condition.

There were no apparent cracks in the majority of the brick around the exterior of the building. There were shear cracks in the brick corbels at the south corners of the building.

There were no apparent cracks in the basement foundation walls or the slab on grade.

Code Compliance

The analysis was performed according to the following 2006 IBC and City of Fort Collins requirements. The City of Fort Collins requires the structure to be able to support a snow load of 30 psf (p_f). The following assumptions were made in determining code compliance for the Haiston Oil Building: roof dead load = 15 psf; floor dead load = 20 psf; floor live load = 50 psf (office); wood species = Doug-Fir No. 2. ASCE 7-05, Minimum Design Loads for Buildings and Other Structures, requires "warm roofs that drain water over their eaves to be capable of sustaining a uniformly distributed load of $2(p_f)$=60 psf on all overhanging portions: those that are unventilated and have an R-value less than 30 ft^2 h °F/BTU and those that are ventilated and have an R-value less than 20 ft^2 h °F/BTU."

The wood members of the trusses were able to support the required roof loading. The steel double-angle braces at the overhang are able to support the roof overhang load, although the wood members spanning between the braces are considerably overstressed.

Using the above assumptions for floor loading, the joists were able to support the required load. The main floor beam and columns were also sufficient in supporting the office floor loading.

Recommendations

It is recommended that the timber truss connections be verified and possibly reinforced or strengthened based on load transfer at panel points. Because LORIS was only able to observe the trusses from one location, they should be checked for possible deterioration that was not visible during our site visit.

It is also recommended that the roof planks, which are compromised, be replaced, or sheathing be installed to provide a continuous diaphragm and to prevent any further water damage to the trusses.

Additional angle trusses and/or wood members should be installed at the overhang to allow the overhang to support the required 60 psf snow loading. Although the first floor can support an office loading of 50 psf, it cannot support an additional partition loading of 15 psf. The shear cracking at the brick corbels on the south side of the building should be repaired.

Please call if you have any questions or comments regarding the above findings.

Sincerely,

The Office of
Loris and Associates, Inc.

Kim Cronin, P.E.

Reviewed by,

Peter J. Loris, P.E.
Principal

Northwest Building Corner

Southeast Building Corner

Steel Angle Trusses at Overhang

Shear Cracking at Corbel (SE Corner)

Basement Columns

Roof Trusses

Historic Preservation Analysis

LANE FOUNDRY & MACHINE CO.
230 Laporte Ave.

Fort Collins, Colorado

completed by

Tatanka Historical Associates, Inc.

612 S. College Ave., Suite 21
Fort Collins, CO 80524
tatanka@verinet.com
970.221.1095

for the

City of Fort Collins

300 Laporte Ave.
Fort Collins, CO 80521

22 July 2009

Tatanka Historical Associates, Inc.

612 S. College Ave., P.O. Box 1909
Fort Collins, Colorado 80524
tatanka@verinet.com
970.221.1095

22 July 2009

City of Fort Collins
300 Laporte Ave.
Fort Collins, CO 80521

Subject: Historic Preservation Analysis
Lane Foundry & Machine Co.

Dear Client,

Tatanka Historical Associates Inc. has completed its preservation analysis of the Lane Foundry property in downtown Fort Collins. This report presents the results of this study.

Following your review of the information in this report, please let me know if you have any questions or would like to discuss any changes to the document.

Sincerely,

Ron Sladek
President

Lane Foundry & Machine Co.
230 Laporte Ave.
Fort Collins, Colorado

Description of the Resource

Location & Grounds: The Lane Foundry property is located in the northwest area of Fort Collins' downtown commercial district. It is specifically found on the northeast corner of Laporte Ave. and Howes St. (Block 32, Lots 36-37). The property is bordered on the north by a commercial building, on the south by Laporte Ave., on the east by an adjacent commercial garage, and on the west by Howes St. Most of the site is occupied by a rectangular commercial building, along with a narrow rectangular storage addition that projects to the north from the building's northeast corner. To the west of this addition is a small paved parking area.

The Building: The building on this property faces toward the southwest and is one story in height. It rests upon a concrete foundation and the exterior walls are constructed of concrete masonry units faced with buff-colored, wire-cut brickwork laid in running bond coursing. The roof is flat with a tall masonry parapet along the south and west elevations. This parapet is capped by a single band of brick rowlocks. A narrow section of the building along its eastern elevation is slightly higher. The narrow north addition is also constructed of concrete blocks with brick facing. It has a parapet wall along the west elevation that is also capped by a single band of brick rowlocks.

The façade (south and west elevations) holds the main entry, which is located at the building's curved southwest corner. Set on an angle, the slightly recessed entry is occupied by a commercial slab door with a tiled threshold and wood-panel and masonry surrounds. Centered above the entry is a tall wall-mounted flagpole that projects above the roofline. A secondary entrance is located farther to the east near the building's southeast corner. This is also slightly recessed and holds a commercial slab door that is surrounded by a band of large glass blocks. The south elevation holds four large window spaces. These all have angled brick rowlock sills and have been closed with modern wood paneling. The west elevation holds no entries. Fenestration includes seven historic multi-light awning, casement and fixed windows. All of these have metal frames and angled brick rowlock sills.

The north elevation holds two oversize dock entries. One of these has been infilled with modern wood siding along with a commercial slab door with a single light. The other entry into the taller eastern portion of the building holds an eighteen panel overhead door. The east elevation abuts the adjacent commercial garage and is entirely obscured from view.

The northern addition faces toward the west and is both rectangular and narrow. Its north and south side elevations abut the main building and an adjacent commercial building, with no interior connections between them. The east rear elevation holds several high two-light windows with metal security bars. Along the façade are three entries, each of which contains a modern overhead door.

The interior of the building is separated into two sections, each with a unique use and finishes. The western area was completely remodeled in 1985 and holds restrooms, a hallway, and an exercise room that was installed for city employees. The eastern area contains a storage room with a concrete floor, exposed wood roof structure, and non-historic storage spaces separated with wood framing and wire meshes. The north addition's interior is formed by one long narrow space with a concrete floor, concrete block walls, and a dropped ceiling. The room is not deep enough for vehicles to be parked there and was probably constructed for use as shop or storage space. The building was vacated in 2007 when the police department moved into their new headquarters.

Architectural Integrity

This mid-20th century commercial building was constructed around 1933 and appears to have been largely unaltered for decades afterward. It is a minimalist example of the Art Moderne Style, built during the style's height of popularity. Elements of the style are found in features such as the curved corner entry, horizontal massing, blank wall surfaces, multi-light metal-framed windows, and flat roof with a narrow band of coping (brick rowlocks) along the parapet.

In recent years the building has experienced alterations to both the exterior and interior. The façade, particularly the south elevation, has been changed through closure of the four original windows with siding as the building shifted away from its original light industrial use. In addition, the south and southwest entries have been altered with non-historic doors and related features. The windows along the west elevation all appear to be original to the building. On the back of the building, the western overhead door has been infilled with a smaller door and non-historic siding.

On the interior, the western half of the building has been remodeled from a small foundry and machine shop into an exercise area. The eastern half is an open storage room. Both spaces hold few historic features other than the exterior concrete block walls and an exposed ceiling in the eastern space. In general, the building has been altered and exhibits a somewhat diminished degree of architectural integrity.

Historical Background

The history of the Lane Foundry property was assembled through a combination of archival sources. Primary among these was a Historic Building Inventory form produced by Jason Marmor in 1996. Also consulted were Sanborn Fire Insurance Maps, Larimer County Assessor records, Fort Collins building permits, photographic images, and records from the Colorado Historical Society.

According to these sources, the property was initially developed around 1933. The original owners were L. Clark Lane and Dent F. Stouffer, who operated a business known as L & S Foundry & Machine Company. The name was later changed to the Lane Foundry. Between the late 1940s and late 1950s, the building housed the Poudre Valley Bottling Works. During the early 1960s, this was replaced by the Royal Crown Bottling Company and E & J Company, which used the building as a beverage distribution warehouse. Over the following decades, the facility housed a series of service shops and it was eventually converted to an annex for the police department. This conversion from commercial to public use appears to have resulted in remodeling and alteration of the building, as described above.

Conclusions

Based upon the findings of this project, the following conclusions are made regarding the Lane Foundry property:

- Constructed around 1933 to house a foundry and machine shop, this property is historically associated with the evolution of small one- or two-man blacksmith shops into foundries and machine shops run by design engineers and skilled workers. With the development of modern technologies and equipment, these shops became important in the early decades of the 20th century to the design, fabrication and repair of a variety of types of parts and machinery. While some shops were set up to manufacture specific products, others were geared more toward repairs. The Lane Foundry & Machine Co. operated from around 1933 to 1940 (possibly a few years longer). It was replaced by a beverage distribution warehouse and a series of small repair shops. None of these uses appear to have been historically significant.

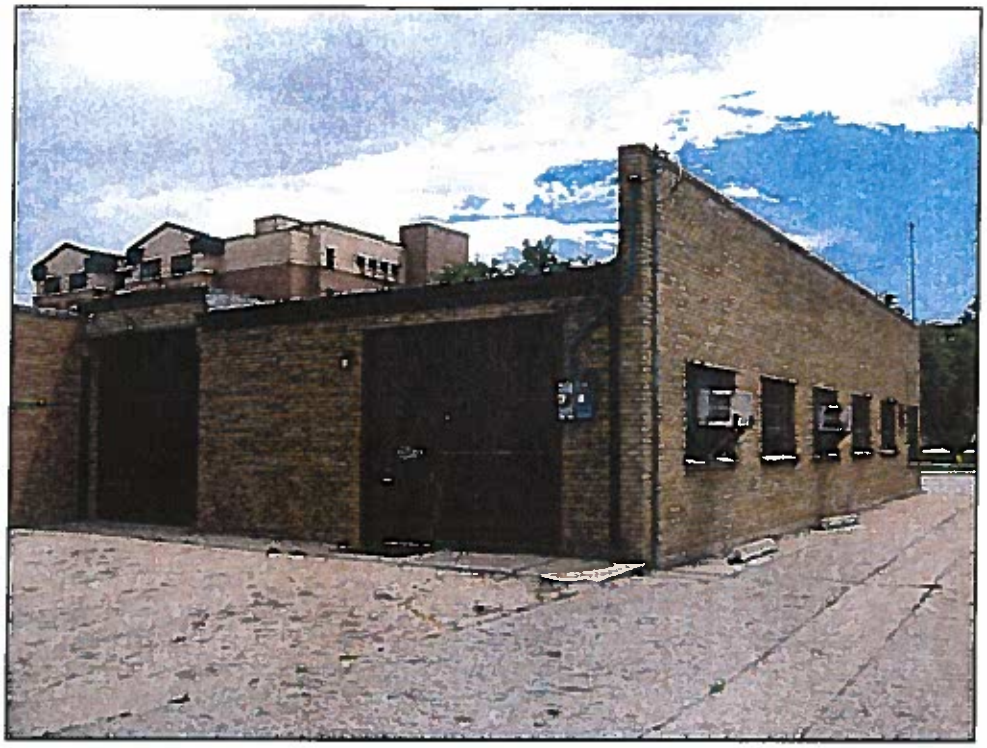
- The utilitarian building on this property exhibits minimal elements of the Art Moderne Style of architecture. Although it retains some of these features today, the building has suffered from alterations over the past two decades. Due to the extent of these changes, particularly to the entries and some windows, the property is probably not eligible for the State or National Registers of Historic Places. For the same reason, it does not appear to be eligible for local designation.

Photographs

Lane Foundry Building. West & south elevations. View to the northeast.

Detail of the southwest corner, main entry. View to the northeast.

Photographs



North and west elevations. View to the southeast.

North Addition. West elevation. View to the northeast.

L O R I S

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Mastering the Art of
Engineering Structures and Infrastructures

August 11, 2009

Mr. David Lingle
Aller Lingle Massey Architects, P.C.
712 Whalers Way, Suite B-100
Fort Collins, CO 80525

Reference: **Block 32/42 Master Plan Project**
Police Annex Building
LORIS Project #001-09121

Dear Mr. Lingle,

LORIS performed a Structural Condition Assessment Observation of the above referenced building and is providing a structural analysis to assess the existing structure for modern code compliance.

Building Specifics

The building is a 75' x 50' single story structure. The roof is single-sloped from south to north. The roof pops up slightly on the north side of the building above the garage overhead door. The exterior of the building is brick and has a tar roof. There appears to be an interior double wythe brick wall running north and south dividing the building into two spaces east and west.

The west side roof structure is framed with single span wood joists (spanning north-south) over single span steel wide flange beams (spanning east-west). Due to the single-sloped roof, there are either multiple wood top plates or pony walls on top of the steel beam to support the roof joists. The joists measured 1½" x 5½" and are spaced at 16" oc. The steel beams run east-west at 12' on center (oc) and are supported by 12" x 13" brick pilasters. Only one steel beam was able to be measured and it appears comparable to a W14x26. Although the floor was carpeted, it is assumed that it is a slab on grade. (The east side was verified as a slab on grade.)

The east side roof structure is also framed with single span wood joists, but they are supported on either a steel beam or wood beams with steel columns at approximately midspan. The joists bear directly on the wood beams with a notched bearing support. The joists measured 1½" x 7" and are spaced at 24" oc. There are five beam lines that support roof joists. The first (northernmost) beam line consists of a steel beam similar to the west side and is comparable to a W14x26. The next two lines have (4) 1½" x 7" wood beams with an additional 5½" x 5½" wood beam below the center 8'. Both members are supported by a 3½" OD column located approximately at midspan. The fourth line has (5) 1¾" x 14" wood beams spanning from interior wall to exterior wall. The beams are similar in size to modern LVLs. The southernmost beam line is (4) 1½" x 7" wood members, with the same additional wood beam as indicated above,

supported by a 3½" OD steel column at approximately midspan. The southernmost steel column is about 13'-8" tall.

The entire building has a concrete foundation and the floor is a concrete on grade. LORIS was unable to measure any foundation elements. The thickness of the slab on grade was not able to be verified.

Site Observation

A site observation of the above referenced building was performed on May 5, 2009. LORIS observed the wood roof joists, steel beams, and the brick load-bearing walls and columns.

It was difficult to view the joists and connections to assess their condition on the west side of the building due to a fixed ceiling in that space, although LORIS was able to take several pictures of the west roof framing through a small access hole in a mechanical closet. The increasingly tall pony walls on the west side of the building did not seem to be braced at the steel beam.

The joists on the east side of the building were primarily painted, and so they appeared to be in good condition. It was observed that several joists were badly weathered. The connections of the joists to the steel beams were made through multiple wood member transfers. The roof planks on top of the joists also appeared weathered and would probably need to be replaced.

The steel beams that were observed exhibited surface rusting, but not a significant amount which would compromise the member's strength. There was an access hole cut in the web of the east beam at about 1/3 span.

There were no cracks in the brick columns on the interior of the building, nor the interior brick wall. There were no apparent cracks in the majority of the brick around the exterior of the building. There were shear cracks in the brick on each side of the northern garage door. The cracks started at the end of the steel lintel and extended diagonally up for two or three brick courses. The lintel was a steel member, but the shape could not be verified.

It appears that the pipe columns on the east side of the building were placed on top of the slab and anchored.

Code Compliance

The analysis was performed according to the following 2006 IBC and City of Fort Collins requirements. The City of Fort Collins requires the structure to be able to support a snow load of 30 psf. The following assumptions were made in determining code compliance for the Police Annex Building: roof dead load = 15 psf; steel material = A36; wood species = Doug-Fir No. 2.

Using the above assumptions, the wood joists on the east and west sides of the building were over-stressed 11% and 15%, respectively. The east side connections of the wood joists to the steel beam are questionable because they do not appear to tie the members together adequately.

Even though the (4) 1½" x 7" wood beams, on the east side, are built up within the middle eight feet, they are not structurally sufficient when resisting the roof loads outside of that middle portion.

The (5) 1¾" x 14" LVL beam on the east side is sufficient to support the roof loading. The connections of the joists to the LVL beam were made with joist hangars, which are also sufficient structurally.

The 3½" OD standard pipe columns used as an interior support of the east side wood beams are also sufficient in supporting the roof loads.

Based on the measured dimensions of the steel beams, it was determined they were comparable to a W14x26, which is adequate to resisting the imposed dead and live loads.

Recommendations

In order for the Police Annex building to be compliant with current codes, it is recommended that additional joists be installed to allow the roof to carry a minimum dead load of 15 psf and a snow load of 30 psf and to limit the total deflection, under full load, to span/240 or less.

The connections for the joists to the steel beam, on the east side, are inadequate and need to be modified with either joist hangars or by another structurally sound means. The joist connections to the wood beams would also need to be modified to a joist hangar.

The wood beams on the east side of the building supported by an interior column would need to be strengthened or replaced.

The steel lintel over the garage door may need to be stiffened to limit the deflection of the brick to span/600.

It is recommended to isolate the interior steel columns from the slab on grade, and to verify that an adequate foundation is supporting the columns.

Please call if you have any questions or comments regarding the above findings.

Sincerely,

The Office of
Loris and Associates, Inc.

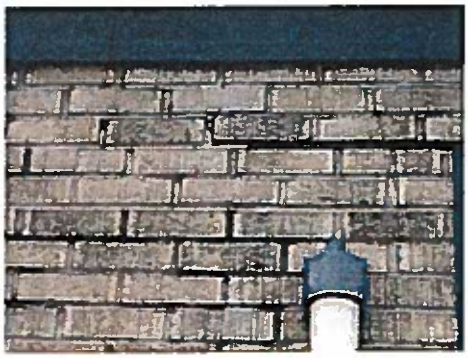
Kim Cronin, P.E.

Reviewed by,

Peter J. Loris, P.E.
Principal

Southwest Building Corner

Northwest Building Corner



Shear Crack at Overhead Door Lintel

Northern-most Steel Beam Line (West Side of Building)

Rafters to Steel Beam Connections (East Side of Building)

East Side of Building (Looking South)

ABRAXIS

Historic Preservation Analysis

HANNA TURKEY STORE
212 Laporte Ave.

Fort Collins, Colorado

completed by

Tatanka Historical Associates, Inc.

612 S. College Ave., Suite 21
Fort Collins, CO 80524
tatanka@verinet.com
970.221.1095

for the

City of Fort Collins

300 Laporte Ave.
Fort Collins, CO 80521

20 July 2009

Tatanka Historical Associates, Inc.

612 S. College Ave., P.O. Box 1909
Fort Collins, Colorado 80524
tatanka@verinet.com
970.221.1095

20 July 2009

City of Fort Collins
300 Laporte Ave.
Fort Collins, CO 80521

Subject: Historic Preservation Analysis
Hanna Turkey Store

Dear Client,

Tatanka Historical Associates Inc. has completed its preservation analysis of the Hanna Turkey Store property in downtown Fort Collins. This report presents the results of this study.

Following your review of the information in this report, please let me know if you have any questions or would like to discuss any changes to the document.

Sincerely,

Ron Sladek
President

Hanna Turkey Store
212 Laporte Ave.
Fort Collins, Colorado

Description of the Resource

Location & Grounds: The Hanna Turkey Store property is located in the northwest area of Fort Collins' downtown commercial district. It is specifically found on the north side of Laporte Ave. halfway between Mason St. and Howes St. (Block 32, Lots 44-45). The property is bordered on the north by a city parking lot, on the south by Laporte Ave., on the east by an alleyway and city office building, and on the west by a commercial building and parking lot. Most of the site is occupied by a rectangular commercial building. Behind this building to the north is a paved parking and dock area.

The Building: The building on this property faces toward the south and is one story in height. It rests upon a raised concrete foundation and the exterior walls are constructed of poured concrete. The façade is finished with a modern synthetic stucco wall that rises a short distance above the roofline. This plasterwork also extends a short distance along the east elevation near the front of the building. The roof is gabled with a very low slope and appears to be finished with rolled asphalt. The building's rear wall also extends a short distance above the roofline.

The façade (south elevation) holds the main entry, which is located at the building's southeast corner and occupied by a commercial door with a single light. To the west of the entry a central band of three large arched single-light showroom windows, flanked by large single-light windows. Three large decorative stars are centered on the wall above the windows. In front of the building is a concrete handicap ramp with metal pipe handrails. All of these façade features appear to be of recent vintage.

The west elevation holds two dock door spaces that have been infilled with modern wood paneling and single-light windows. Fenestration consists of a combination of historic and modern windows. Two historic windows are located toward the front of the building and both consist of multi-light awning windows with metal frames. Modern multi-light windows now occupy three large historic window spaces farther north along this elevation.

The north elevation holds a dock entry with an overhead garage door. A modern window occupies a large historic window space to the east of the door. Outside the entire width of the building is a dock constructed of wood planks and framing supported by a concrete foundation. This is accessed from the rear parking lot by way of a set of wood stairs.

The east elevation holds a side entrance to the building. This is reached by way of a modern wood stoop and holds a non-historic commercial door with a single light, flanked by large sidelights. The entire entry is set into plastered and arched surrounds. The exterior wall of the building is plastered from this entrance to the southeast corner, with the remaining wall of exposed concrete. A dock entry with a non-historic overhead door is found toward the rear of the building. One large modern single-light window with plaster surrounds is found near the southeast corner of the building. Three sets of modern windows and two historic six-light windows with metal frames are found on the remainder of the elevation.

The interior of the building is constructed on two levels. The smaller front portion of the building is level with the sidewalk along Laporte Ave. This was presumably an office area and now holds a retail showroom and sales counter. An interior concrete stairway rises to the much larger rear portion of the building. This area was most likely used as a warehouse and for shipping and receiving. It has a concrete floor that is built over a crawlspace. An access hatch to the crawlspace is found in a lower level storage closet. The crawlspace was noted to contain numerous boxes of old corporate records that have been abandoned there for decades. Much of the building's interior has been remodeled for retail showroom and storage space. Exposed historic features include the concrete floor and walls, ceiling joists supported by a central north-south I-beam, and a few old wall-mounted radiators near the back of the building.

Architectural Integrity

This mid-20th century commercial building was constructed in 1939 and appears to have been largely intact for decades afterward. In recent decades it has experienced substantial alterations.

The façade has been heavily altered in recent decades as the building shifted from warehouse to retail use. This involved replacement of an original band of multi-light windows with the storefront windows found there today (these can be seen in historic photos), along with replacement and remodeling of the front entry. The façade and a portion of the east sidewall were stuccoed (or finished with Dryvit). In addition to these changes, most of the remaining windows and doors on the building have been replaced with non-historic features and a few of the dock doors have been infilled. The current east entrance is located within an altered original dock door space. A small number of original multi-light windows with metal frames remain on the building's sidewalls.

On the interior, the front area of the building has been heavily remodeled and no longer contains any historic features. The rear warehouse retains a few historic features that are limited to those described above. In general, the building has been heavily altered and exhibits a substantially diminished degree of architectural integrity.

Historical Background

The history of the Hanna Turkey Store property was assembled through a combination of archival sources. However, the primary of these was a Historic Building Inventory form produced by Jason Marmor in 1996. Also consulted were Sanborn Fire Insurance Maps, Larimer County Assessor records, Fort Collins building permits, photographic images, and records from the Colorado Historical Society.

According to these sources, the property was initially developed in 1939 for use as a turkey feed and supply shop that operated under the name Hanna Turkey Store. This firm operated at this location from 1939 through around 1950. The building was then occupied by Blakeslee Brothers, a roofing and insulation contractor. The company appears to have shared the site after 1954 with candy distributor J. H. Griffith & Co. Rickers Inc. appears to have bought out the Griffith Company and occupied the building together with Blakeslee after 1957. During the 1960s, wholesale candy and tobacco distributor Ricker Brothers occupied the property. Since that time, the building housed contractors' shops and then retail stores in the past two decades. The alterations noted above have been completed since the mid-1990s, when the building shifted to retail use.

Conclusions

Based upon the findings of this project, the following conclusions are made regarding the Hanna Turkey Store property:

- Constructed in 1939 to house a turkey feed and supply warehouse with a showroom and sales office in front, this property is historically related to Fort Collins' role as a supply center for the surrounding agricultural region. Many farmers surrounding the town raised turkeys, among other livestock, and the Hanna Turkey Store supplied their need for feed and supplies. The store closed around 1950 and was replaced by candy and tobacco distributors and a series of contractors' shops, all of which were simply related to a growing mid-20th century economy.

- The building on the property was constructed in 1939 and although its footprint and some architectural features are intact, it has suffered from substantial alterations over the past two decades. Due to the extent of these alterations, especially to the façade, entries and windows, the property is not eligible for the State or National Registers of Historic Places. In addition, it is probably not eligible for local designation for the same reasons.

Photographs

Hanna Turkey Store Building. West & south elevations. View to the northeast.

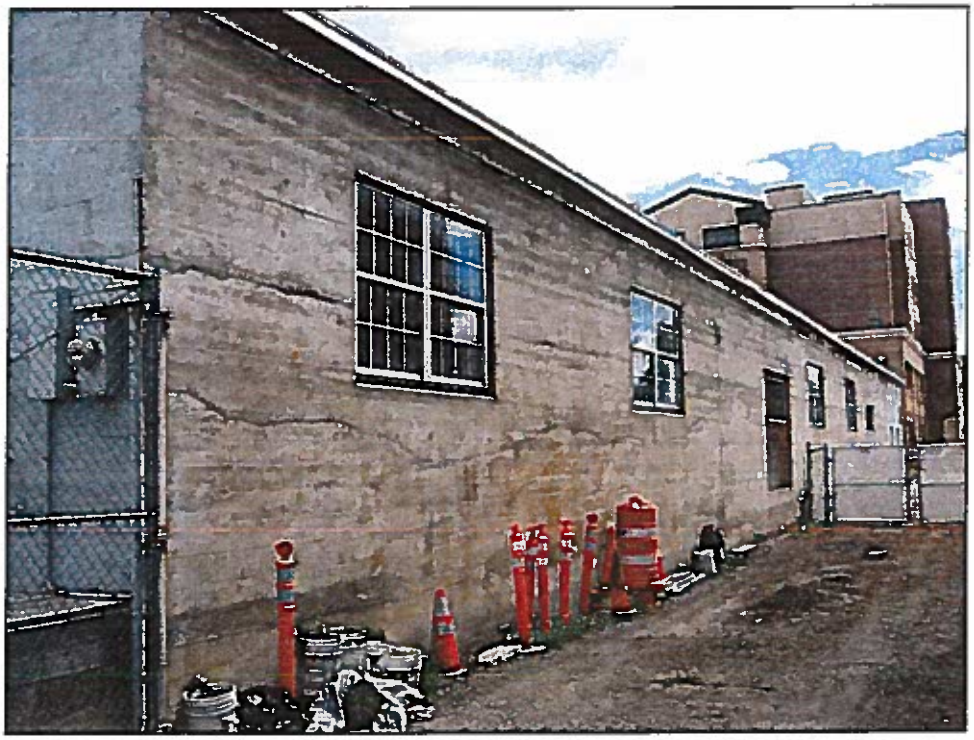
South & east elevations. View to the northwest.

Photographs

East elevation. View to the northwest.

Rear of the Building. North & west elevations. View to the southeast.

Photographs



West elevation. View to the southeast.

L O R I S

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Lafayette, Colorado 80026

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F:303-444-0611

lorisandassociates.com

Mastering the Art of
Engineering Structures
and Infrastructures

August 11, 2009

Mr. David Lingle
Aller Lingle Massey Architects, P.C.
712 Whalers Way, Suite B-100
Fort Collins, CO 80525

Reference: **Block 32/42 Master Plan Project**
Abraxis Building
LORIS Project #001-09121

Dear Mr. Lingle,

LORIS performed a Structural Condition Assessment Observation of the above referenced building and is providing a structural analysis to assess the existing structure for modern code compliance.

Building Specifics

The building is a 41' x 152.5' single-story structure. The ridge of the roof runs north-south and slopes east-west on each side of the ridge. The exterior walls consist of 8"-thick concrete. The front portion of the building, approximately 23' north-south, is a slab on grade space, and the remainder of the building is a raised wood floor system with a 3"-inch thick topping slab. The front of the building is comprised mostly of storefront windows with a stucco finish, and the sides and rear of the building are painted concrete.

The wood floor joists run east-west and measure 2½" x 13" and are spaced 12" on center (oc). LORIS was unable to verify the interior bearing condition along the main beam line supporting the floor system, and therefore, member specifics were unable to be measured. After reviewing pictures that were taken of the crawl space, it appeared that a concrete foundation wall ran north-south at the center of the building.

Along the center ridge of the building, a series of single span steel beams support the roof wood rafters (spanning east-west measuring 1¾" x 11" and are spaced 18" oc). The steel beams span about 21'-6" from steel column to steel column. The measured steel beams are comparable to a W14x22. At about each 21'-6" interval along the east and west side walls, the concrete bumps out with an 8" x 24" concrete pilaster. Between the pilasters there is either a large window or a single bay garage door. The W14 steel beams are supported by steel wide flange columns, which were measured to be comparable to a W6x20, with a ½" x 10" x 10" thick steel base plate supported on a 12" x 12" concrete pedestal that is assumed to extend down thru the floor system.

Site Observation

A site observation of the above referenced building was performed on June 23, 2009. LORIS observed the wood roof and floor joists, steel beams and columns, and the exterior concrete wall.

It was difficult to view the majority of the wood floor joists, although from what was observed, the joists appeared to be in good condition. LORIS was unable to assess the condition of the joists connections to either the side walls or along the main support line in the center of the building.

Batt insulation was installed in each bay between the roof rafters, so the rafters were only partially observed. The insulation did not appear to be water damaged. A skylight, which was installed above the rafters, did appear to have minor water damage around the framing members.

The steel beams and columns were painted and the presence of rust is minimal. The connections of the column to steel beam and beam to beam all appear to be structurally sound. The steel columns are anchored to the concrete pedestal with two anchor bolts, and the edges of the concrete pedestal did have some pieces that had broken off.

The concrete walls appeared to be in good condition, although there was vertical and diagonal shear cracking in the concrete walls above several of the windows and garage doors.

The mezzanine in the rear of the building appeared to be an added feature to the original structure. The framing of the mezzanine is supported by the floor joists.

Code Compliance

The analysis was performed according to the following 2006 IBC and City of Fort Collins requirements. The City of Fort Collins requires the structure to be able to support a snow load of 30 psf. The following assumptions were made in determining code compliance for the Abraxis Building: roof dead load = 15 psf; steel material = A36; wood species = Doug-Fir No. 2; floor dead load = 15 psf + 37.5 psf (3" normal weight concrete); store live load = 100 psf; office live load = 50 psf + 15 psf partition loading.

Using the above assumptions, the wood floor joists were overstressed by 47% under a store live load of 100 psf and were overstressed by 15% under total office live load (including a movable partition load) of 65 psf. Using an office live load of 50 psf, the joists were at 100% capacity.

The roof rafters were over-stressed by 6% under a snow live load of 30 psf. The steel beams were compared at a W14x22 capacity, which was stressed in bending to 90% of the beams capacity. The steel columns assumed to be W6x20 and about 15 feet in height were determined to have a capacity of about 60 kips, which is much greater than the actual load of about 20 kips.

Because the reinforcing in the concrete walls and foundation elements could not be verified, the capacity and code compliance was not performed at this time.

Recommendations

Although the roof rafters are 6% over-stressed, it is with engineering judgment that this overstress is within engineering tolerances of the assumed dead load. By reducing the assumed dead load of 15 psf to 12 psf, the rafters would be at 99% capacity, and would be code-compliant. The rafters should be blocked at the ridge and wall lines to prevent the members from rotating. Wood members around the skylight that are damaged due to water should be replaced.

The steel beams and columns are sufficient in resisting the dead and live loads and no additional strengthening is needed.

The floor joists are sufficient in supporting an office live loading of 50 psf, although the additional partition load would overstress the members beyond code limits. The floor dead load was based on a continuous 3" thick concrete topping slab. Verifying the topping slab assembly as either a continuous slab or possibly a varying thickness slab may help reduce the floor dead weight and could increase the live load potential of the joists. The floor joists should also be confirmed to be braced from rotation at the walls and along the support line at the center of the building.

It appears there was no additional strengthening of the floor system for the added mezzanine. If a mezzanine structure is needed, the floor system would require strengthening, or the mezzanine should be supported by the concrete wall and steel columns.

The shear cracks at the corners of the openings in the concrete wall are not significant. They should be patched with epoxy, and if they continue to increase in length or width, additional reinforcing would be required.

Foundation elements were not measured, so their assessment of structural capacity was not performed.

Please call if you have any questions or comments regarding the above findings.

Sincerely,

The Office of
Loris and Associates, Inc.

Kim Cronin, P.E.

Reviewed by,

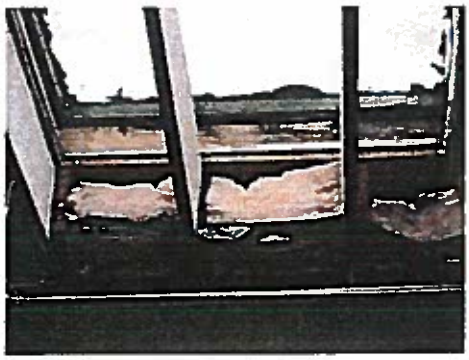
Peter J. Loris, P.E.
Principal

Southwest Building Corner

Northeast Building Corner

Steel Beam and Concrete Pilaster
(North Wall of Building)

Steel Beam and Column Connection



Water Damage at Skylight

Vertical Shear Cracks at Window Opening
(Midspan and Corner)

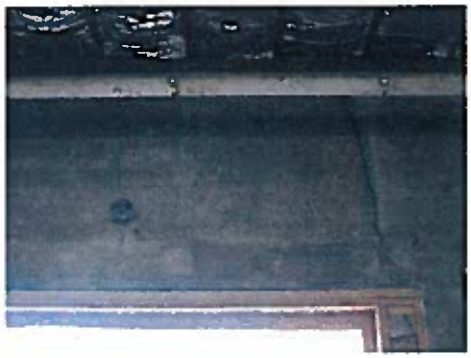
Southwest Building Corner

Northeast Building Corner

Steel Beam and Concrete Pilaster (North Wall of Building)

Steel Beam and Column Connection

Water Damage at Skylight



Vertical Shear Cracks at Window Opening (Midspan and Corner)

Community Development and Neighborhood Services
281 North College Avenue
PO Box 580
Fort Collins, CO 80522

970.221.6750
970.224.6134 - fax
fcgov.com

November 15, 2013

Brian Hergott
City of Fort Collins
300 Laporte Avenue, Bldg. B
Fort Collins, CO 80521

Re: Fort Collins Blocks 32 & 42
Description of project: This is a request to explore options for the future of Blocks 32 and 42 (bounded by Mason Street, Meldrum Street, Maple Street and Laporte Avenue). The two potential long-range options presented include new or redeveloped community facilities / municipal buildings, private development opportunities, structured parking and parks. Blocks 32 & 42 are located in the Downtown (Civic Center) Zone District.

Please see the following summary of comments regarding the project request referrenced above. The comments offered informally by staff during the Conceptual Review will assist you in preparing the detailed components of the project application. Modifications and additions to these comments may be made at the time of formal review of this project. If you have any questions regarding these comments or the next steps in the review process, you may contact the individual commenter or direct your questions through the Project Planner, Seth Lorson, at 970-224-6189 or slorson@fcgov.com.

Comment Summary:

Department: Zoning
Contact: Peter Barnes, 970-416-2355, pbarnes@fcgov.com

1. All of the property is located in the Civic Center Subdistrict of the D- Downtown Zone District. The uses are classified as Community Facilities. Since some of the buildings are larger than 25,000 square feet, a Type 2 Planning & Zoning Board review is required.
2. The standards in Sec. 4.16 of the LUC apply. The applicable standards in Sections 3.2.1 (landscaping), 3.2.2 (site planning and design), and 3.5 (building standards will also apply).

Department: Water-Wastewater Engineering
Contact: Roger Buffington, 970-221-6854, rbuffington@fcgov.com

1. Existing water mains and sanitary sewers in this area include a 16-inch water main and a 12-inch sewer in Maple, an 8-inch water main in Mason, a 12-inch water main in Laporte, a 4-inch water main and a 6-inch sewer in Meldrum and a 4-inch water main and a 6-inch sewer in in Howes.
2. Option B would necessitate the re-routing of the water main and sanitary sewer in Howes.

3. The water conservation standards for landscape and irrigation will apply. Information on these requirements can be found at: http://www.fcgov.com/standards
4. Development fees and water rights will be due at building permit.

Department: Stormwater Engineering

Contact: Wes Lamarque, 970-416-2418, wlamarque@fcgov.com

1. It is important to document the existing impervious area since drainage requirements and fees are based on new impervious area. An exhibit showing the existing and proposed impervious areas with a table summarizing the areas is required prior to the time fees are calculated for each building permit.
2. A drainage and erosion control report and construction plans are required and they must be prepared by a Professional Engineer registered in Colorado. The drainage report must address the four-step process for selecting structural BMPs. Standard operating procedures (SOPs) for all onsite drainage facilities need to be prepared by the drainage engineer.
3. Also when a site is redeveloped the standard requirement is to provide onsite detention with a 2 year historic release rate for water quantity. Parking lot detention for water quantity is allowed as long as it is not deeper than one foot. A variance to the 2 year historic release rate may be justified if the site has been paying fees for a higher imperviousness. Please contact Jean Pakech at 221- 6375 to determine the present Stormwater fees and runoff coefficient category.
4. The Howes Street Outfall storm sewer runs north-south in the middle of block 32. This outfall may be used and quantity detention may not be required if it is shown the flows generated on this block can beat the peak flows in the system and safely be routed.
5. The outfall for these blocks can be the storm sewers in the area and the streets. There is storm sewer all along Maple St., Mason St. and Howes St. with storm sewer in portions of Meldrun St. and Laporte Ave.
6. Fifty percent of the site runoff is required to be treated using the standard water quality treatment as described in the Fort Collins Stormwater Manual, Volume 3 ¿ Best Management Practices (BMPs). (http://www.fcgov.com/utilities/business/builders-and-developers/development-forms-guidelines-regulations/stormwater-criteria) Extended detention is the usual method selected for water quality treatment; however the use of any of the BMPs is encouraged.
7. Low Impact Development (LID) requirements went into effect March 11, 2013. These require a higher degree of water quality treatment for 50% of the new impervious area and 25% of new paved areas must be pervious. Please contact Basil Hamdan at 224-6035 or bhamdan@fcgov.com for more information. There is also more information on the EPA web site at: http://water.epa.gov/polwaste/green/bbfs.cfm?goback=.gde_4605732_member_219392996.
   LID design information can be found on the City¿s web site at:
   http://www.fcgov.com/utilities/business/builders-and-developers/development-forms-guidelines-regulations/stormwater-criteria.
8. The city wide Stormwater development fee (PIF) is $6,390.00/acre ($0.1467/sq.-ft.) for new impervious area over 350 sq.-ft., and there is a $1,045.00/acre ($0.024/sq.-ft.) review fee. No fee is charged for existing impervious area. These fees are to be paid at the time each building permit is issued. Information on fees can be found on the City¿s web site at
   http://www.fcgov.com/utilities/business/builders-and-developers/plant-investment-development-fees or contact Jean Pakech at 221- 6375 for questions on fees. There is also an erosion control escrow required before the Development Construction permit is issued. The amount of the escrow is determined by the

design engineer, and is based on the site disturbance area, cost of the measures, or a minimum amount in accordance with the Fort Collins Stormwater Manual.

9. The design of this site must conform to the drainage basin design of the Old Town Master Drainage Plan as well the Fort Collins Stormwater Manual.

10. Floodplain Comments:
1. Portions of this property are located in the City-regulatory 100-Year Old Town floodway, and high-risk and moderate-risk flood fringes, and must comply with the safety requirements of Chapter 10 of City Municipal Code. A City Flood Risk Map is attached.
2. Any and all construction activities in the 100-year high risk flood fringe---sidewalk, curb & gutter, utility installation or relocation, landscaping, etc.---must be preceded by an approved floodplain use permit, all applicable fees, and a set of approved plans. In addition to the floodplain use permit, any construction activities in the floodway must be preceded by a No-Rise Certification. The No-Rise Certification must be prepared by a professional engineer licensed in the State of Colorado. The permit and certification forms can be obtained at http://www.fcgov.com/utilities/what-we-do/stormwater/flooding/forms-documents.
3. A large portion of this property is located in the moderate risk flood fringe. Although there are no floodplain construction standards for development in the moderate risk area, we recommend that the lowest finished floor along with all duct work, heating, ventilation and air-conditioning systems, hot water heaters, boilers, electrical, etc. is elevated a minimum of 18-inches above the Base Flood Elevation (BFE).
4. Although there appear to be no plans to construct a building in the high risk flood fringe at this time, if plans change and a building is proposed in the high risk area, please be advised that the lowest finished floor along with all duct work, heating, ventilation and air-conditioning systems, hot water heaters, boilers, electrical, etc. must be elevated or floodproofed a minimum of 18-inches above the Base Flood Elevation (BFE). That elevation is known as the Regulatory Flood Protection Elevation (RFPE). (RFPE = BFE + 18-inches.)
4. Development review checklists for floodplain requirements can be obtained at http://www.fcgov.com/utilities/what-we-do/stormwater/flooding/forms-documents. Please utilize these documents when preparing your plans for submittal. You can contact Shane Boyle of Stormwater Master Planning at sboyle@fcgov.com for floodplain CAD line work, as required per the floodplain development review check list..
5. The Floodplain Administrator for the Old Town Basin is Brian Varrella; 970.416.2217, bvarrella@fcgov.com. Please contact Brian or Mark Taylor; 970.416.2494, mtaylor@fcgov.com with any questions or comments.

11. Stormwater Master Planning comment:
There is a proposed storm sewer in Laporte Ave. This will connect to the Howes St Outfall but is years away from being constructed. It doesn't look like this development will impact our ability to build this system in the future, but their floodplain concerns would be alleviated by the construction of this system along their frontage.

Department: Park Planning

Contact: Craig Foreman, 970-221-6618, cforeman@fcgov.com

1. 1. 11/05/2013: No comments

Department: Historical Preservation

Contact: Karen McWilliams, 970-224-6078, kmcwilliams@fcgov.com

1. Blocks 32 and 42 contain four historic resources identified numerous times over the past decade as being individually eligible for Fort Collins Landmark designation: the historic Police Services/Operation Services building at 300 Laporte; the Laboratory or Butterfly Building at 222 Laporte Avenue; and the Continental Oil/Haiston Oil Building and Historic Garage at 225 Maple. Therefore, the project would be reviewed for compliance with LUC Section 3.4.7, Historic and Cultural Resources.
2. The City has documented the significance of these historical buildings and structures in several reports, including the 1996 Central Business District Survey; the 2001 plans prepared by the firm Winter Kramer Jessup (WKJ) for reuse of the property as a library; and in the 2009 report for the Block 32/42 Master Plan Project, prepared by Aller-Lingle-Massey Architects and Tatanka Historical Associates. Most recently, in November 2012, the eligibility of these resources was confirmed in a formal determination of eligibility, requested by Operation Services.
3. Both of the plans for Blocks 32/42 fail to comply with LUC Section 3.4.7, as the plans fail to retain the historic resources and incorporate them into the new development or show why, to the maximum extent feasible, this cannot be done.

   LUC 3.4.7(A) Purpose, states: This section is intended to ensure that, to the maximum extent feasible: (1) historic sites, structures or objects are preserved and incorporated into the proposed development and any undertaking that may potentially alter the characteristics of the historic property is done in a way that does not adversely affect the integrity of the historic property; and (2) new construction is designed to respect the historic character of the site and any historic properties in the surrounding neighborhood.

   LUC 3.4.7(B) General Standard, states: If the project contains a site, structure or object that is [designated or individually eligible for designation] then to the maximum extent feasible, the development plan and building design shall provide for the preservation and adaptive use of the historic structure. The development plan and building design shall protect and enhance the historical and architectural value of any historic property that is: (a) preserved and adaptively used on the development site; or (b) is located on property adjacent to the development site…. New structures must be compatible with the historic character of any such historic property, whether on the development site or adjacent thereto.

   LUC Division 5.1, Definitions, provides the definition of Maximum Extent Feasible: Maximum extent feasible shall mean that no feasible and prudent alternative exists, and all possible efforts to comply with the regulation or minimize potential harm or adverse impacts have been undertaken.
4. Additionally, as a FYI, several historical elements of the creamery building were saved at the time of its deconstruction for reuse in the new Block 32/42 buildings, including the brick facade of the creamery office building, the elevator, signage, and many additional items.
5. Historic buildings and structures that are designated as Fort Collins Landmarks qualify for financial incentives for both interior and exterior work. These include 20% State Tax Credits, $7,500 yearly no-interest loans, $15,000 Historic Structure Assessment grants, and more. To qualify, work needs to protects or promotes the building's historic character by meeting the Secretary of the Interior's Standards - http://www.cr.nps.gov/hps/tps/standguide/index.htm
6. The applicant is encouraged to take advantage of the expertise in compatible historic design offered by the members of the Landmark Preservation Commission and through the City's Design Assistance Program (DAP). Historic Preservation Staff and the Landmark Preservation Commission Design Review Subcommittee are always available to assist with complimentary project reviews.

Department: Fire Authority

Contact: Jim Lynxwiler, 970-416-2869, jlynxwiler@poudre-fire.org

1. EMERGENCY ACCESS
   The International Fire Code requires that emergency access be provided to within 150' of all portions of all proposed buildings. All future long-range planning for blocks 32 & 42 should be sensitive to this code requirement and design to this standard.

   As fire access is concerned, neither site plan option (#3 or #9) is favored over the other option; rather, both options appear to have access challenges to overcome. Perimeter roads and access roads through the campus do not appear to be located within 150' of all portions of all buildings. When roads are not sufficient, strategically locating drive aisles, also serving as pedestrian pathways through the site may be an acceptable method of achieving full access. It is highly recommended the fire department be involved in the early stages of the planning process. Feel free to contact me at any time to discuss this further.

   06IFC 503.1.1: Fire Lanes shall be provided to within 150' of all portions of the building, as measured by an approved route around the exterior of the building. When fire lanes cannot be provided, the fire code official is authorized to increase the dimension of 150 feet if the building is equipped throughout with an approved, automatic fire-sprinkler system.
2. STRUCTURES EXCEEDING 30' IN HEIGHT
   Emergency access adjacent to buildings in excess of 30 feet, is to meet minimum width standards as detailed below. This requirement is also applicable to buildings placed perpendicular to access roads or to buildings placed internal to the site. At this time, it appears either site plan contains certain buildings requiring further discussion and access mitigation.

   06IFC Appendix D; Poudre Fire Authority Administrative Policy 85-5: In order to accommodate the access requirements for aerial fire apparatus (ladder trucks), required fire lanes shall be 30 foot wide minimum on at least one long side of the building*. At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet and a maximum of 30 feet from the building, and shall be positioned parallel to one entire side of the building.

   *It is expected that the adoption of the 2012 fire code will reduce the 30' width requirement to 26'. The proximity of the fire lane to the building shall remain unchanged. Please contact me if you need more information.
3. WATER SUPPLY
   06IFC 508.1 and Appendix B: Hydrant spacing and flow must meet minimum requirements based on type of occupancy. Commercial hydrants to be spaced not further than 300 feet to the building, on 600-foot centers thereafter.

Department: Environmental Planning

Contact: Lindsay Ex, 970-224-6143, lex@fcgov.com

1. The applicant should make note of Article 3.2.1(C) that requires developments to submit plans that "...(4) protects significant trees, natural systems, and habitat". Note that a significant tree is defined as a tree having DBH (Diameter at Breast Height) of six inches or more. As several of the trees within this site may have a DBH of greater than six inches, a review of the trees shall be conducted with Tim Buchanan, City Forester

(221 6361) to determine the status of the existing trees and any mitigation requirements that could result from the proposed development.

2. With respect to landscaping and design, the City of Fort Collins Land Use Code, in Article 3.2.1 (E)(2)(3), requires that you use native plants and grasses in your landscaping or re landscaping and reduce bluegrass lawns as much as possible.

Department: Engineering Development Review

Contact: Marc Virata, 970-221-6567, mvirata@fcgov.com

1. Larimer County Road Impact Fees and Street Oversizing Fees are due at the time of building permit. Please contact Matt Baker at 224-6108 if you have any questions.
2. The City's Transportation Development Review Fee (TDRF) is due at the time of submittal. For additional information on these fees, please see: http://www.fcgov.com/engineering/dev-review.php
3. Any damaged curb, gutter and sidewalk existing prior to construction, as well as streets, sidewalks, curbs and gutters, destroyed, damaged or removed due to construction of this project, shall be replaced or restored to City of Fort Collins standards at the Developer's expense prior to the acceptance of completed improvements and/or prior to the issuance of the first Certificate of Occupancy.
4. Please contact the City's Traffic Engineer, Joe Olson (224-6062) to schedule a scoping meeting and determine if a traffic study is needed for this project. In addition, please contact Transportation Planning for their requirements as well.
5. Any public improvements must be designed and built in accordance with the Larimer County Urban Area Street Standards (LCUASS). They are available online at: http://www.larimer.org/engineering/GMARdStds/UrbanSt.htm
6. This project is responsible for dedicating any right-of-way and easements that are necessary for this project and vacating any right-of-way and easements no longer necessary. The reconfiguration of Howes Street would theoretically require vacation and dedication of right-of-way to match the reconfigured roadway, which perhaps may then be provided for through area/alignments under the premise that the City cannot be both grantor and grantee.
7. The reconfigured Howes Street with the median in the middle appears to cause some lane alignment concerns on either side and in general, the road alignment doesn't appear to match the existing road at both ends.
8. Utility plans will be required.
9. A Development Construction Permit (DCP) will need to be obtained prior to starting any work on the site.

Department: Electric Engineering

Contact: Rob Irish, 970-224-6167, rirish@fcgov.com

1. Light & Power has existing electric facilities running through and adjacent to blocks 32 & 42. These facilities would need to be field located and shown on the construction drawings. Any relocation or modification to the existing facilities would incur system modification charges.
2. Option B would be the most problematic as far as electric facilities. Light & Power has an existing large electric duct bank running North & South along the East side of Howes St. With Option B this duct bank would need to be relocated at a fairly high cost.

3. Owner will need to submit C-1 forms and One-line diagrams for each of the proposed buildings. Also transformer locations within 10' of a paved surface, accessible with a line truck, will need to be coordinated.
4. Owner will be responsible for Electric Capacity Fee and Building Site charges for the new development. Credit will be given for existing services.
   Contact Light & Power Engineering @ 970-221-6700 to coordinate electric facilities.

Department: Advance Planning

Contact: Pete Wray, 970-221-6754, pwray@fcgov.com

1. 2013 - City Hall on Bock 32: Proposed concept needs to comply with the Civic Center Master Plan that describes a primary pedestrian "spine" (north/south - mid block) between Laporte Ave and Cherry Street. This pedestrian connection has been planned since 1995 and presently connects the County Administration building on W. Mountain through the Courthouse block and across Laporte St. - and north through a portion of Block 33.
2. Civic Center Pedestrian Spine: This mid block connection shall incorporate extensive pedestrian amenities such as special paving, seat walls, plaza, fountains, art, landscaping, lighting, furniture etc. Open areas shown west of proposed City Hall and at intersection of mid-block crossings should allow for plaza design opportunities.
3. Block 42 - Proposed Civic Park: this block should have parallel parking along Howes St. and Maple St. vs. diagonal parking spaces to accommodate outdoor vendor staging during special events.
4. Proposed super block 42/32: For block 32 Civic Center pedestrian spine not accounted for, see note above.
5. Proposed super block 42/32: Proposed City Hall location is not pedestrian oriented. Block 42 removes historic Washington Park area. West proposed parking structure not compatible with existing residential uses.
6. Traffic Operations Comment: Traffic Operations staff believes that Option 3 is the better alternative when considering the Transportation needs in the area. Howes is an arterial street that carries about 3,000 vehicles per day. With the advent of the MAX BRT and associated changes on Mason Street, Howes may become even more important as a north-south transportation route in the future.

   That said, if the other option is selected Traffic staff would recommend vacating the right-of-way for Howes and developing the circulation patterns solely to accommodate site access. We do not believe that Howes should be maintained for through traffic as such movement through the area would be inefficient as well as detrimental to safety in the vicinity of the new Civic Center. We would like to be included in future discussions as site design goes forward.

Current Planning

Contact: Seth Lorson, 970-224-6189, slorson@fcgov.com

1. Block 32 and 42 are in the Downtown Zone District - Civic Center Subdistrict. Community Facilities in this district are permitted via an administrative hearing (Type 1).
2. The permitted height limits are as follows:
   Block 32: 7 - 9 stories or +/- 115 feet.
   Block 42: 5 - 6 stories or +/- 85 feet.

Any building greater than 25,000 s.f. per floor or over 6 stories or 85 feet is required to go to the Planning and Zoning Board for approval (Type 2).

3. The Downtown Zone District has design standards as they relate to site plan, building height, massing, character, and materials in Section 4.16 (D & E).
4. Important Special Provisions for the Civic Center Subdistrict, specifically for government and civic buildings:

   (F) Special Provisions – Civic Center Subdistrict. The Civic Center Subdistrict will serve as an important element of the Downtown District and as the primary location for new civic uses and buildings. The following criteria shall apply to all development in the Civic Center Subdistrict:

   (1) Civic spine. All development shall incorporate the concept of the "Civic Spine" as described in the Downtown Civic Center Master Plan, allowing for continuous north-south and east-west pedestrian connections. The civic spine will serve to connect various buildings in order to unify parks and plazas.

   (2) Building materials. The use of local sandstone is required in all civic buildings to establish a visual continuity and a local sense of place.

   (3) Civic buildings. New major civic buildings, such as a library, government offices, courthouses, performing arts facilities and transit centers, shall be located within the Civic Center Subdistrict and placed in central locations as highly visible focal points. To the extent reasonably feasible, they shall be close to a transit stop.

   (4) Incorporation of new buildings. New buildings shall be designed in a manner that establishes continuity and a visual connection between new and existing buildings within and adjacent to the Civic Center Subdistrict. The height, mass and materials of major public buildings shall convey a sense of permanence and importance.
5. Project Compatibility (Sec. 3.5.1) will be an important element, especially along the west edge of Block 42 that has single-family houses across the street. Considerations such as building height, uses and activities, traffic, light and noise should be accounted for.
6. Buildings are required to be located no more than 15 feet from the ROW on streets smaller than arterial, and 10' - 25' from arterials (Laporte). (Sec. 3.5.3(C)
7. Landscaping is required to be provided per Section 3.2.1; specifically street trees shall be provided at 30' - 40' spacing in the planting strip along detached sidewalks.
8. Traffic Operations Comment: Traffic Operations staff believes that Option 3 is the better alternative when considering the Transportation needs in the area. Howes is an arterial street that carries about 3,000 vehicles per day. With the advent of the MAX BRT and associated changes on Mason Street, Howes may become even more important as a north-south transportation route in the future.

   That said, if the other option is selected Traffic staff would recommend vacating the right-of-way for Howes and developing the circulation patterns solely to accommodate site access. We do not believe that Howes should be maintained for through traffic as such movement through the area would be inefficient as well as detrimental to safety in the vicinity of the new Civic Center. We would like to be included in future discussions as site design goes forward.