

## **HISTORICAL DEVELOPMENT MAPS OF THE OLD FORT SITE, 1866-2002**

### **Introduction**

Geographic Information System (GIS) technology was employed to create a series of color-coded, same-scale historical development overlay maps of the Old Fort Site. These maps depict physical changes that occurred in this area in the approximately 136 period extending from 1866 to 2002. The initial date was chosen to show the military post at its most complete stage of development, and the terminal date of 2002 was chosen in order to show the present conditions and land uses, using current GIS data provided by the City of Fort Collins.

### **Methodology**

The layout of streets, blocks, and lots was created using a combination of current GIS coverage provided by the City of Fort Collins (for the Old Town area), and the detailed map of Fort Collins prepared in 1894 by civil engineer W.C. Willits. The Willits map clearly shows the delineation of lots and blocks of the original townsite, whereas the current City of Fort Collins GIS data reflects the numerous subdivisions and other changes to land ownership (e.g. vacation of streets and alleys) in the Old Fort Site that have resulted in alteration of the original layout. By utilizing the parcel coverage as shown on the Willits map, it was possible to match up building footprints from early maps in their proper places with reasonable accuracy.

The years chosen for the historical map sequence were based upon the availability and information value of early maps and aerial photographs of Fort Collins. Selection of other dates would have involved speculation and extensive property-specific research. The resulting sequence included the years 1866, 1886, 1891, 1895, 1901, 1906, 1909, 1917, 1925, 1948, 1963, 1981 and 2002. The time spans between these maps varies from 3 to 23 years, as shown below:

<u>Time span</u>	<u>Years between maps</u>
1866-1886	20
1886-1891	5
1891-1895	4
1895-1901	6
1901-1906	5
1906-1909	3
1909-1917	8
1917-1925	8
1925-1948	23
1948-1963	15
1963-1981	18
1981-2002	21

Three main objectives of the mapping effort were 1) to show changes over time to the built environment, including the appearance, alteration, and disappearance of man-made features such as buildings, structures (e.g. bridges and industrial facilities), railroads, and ditches; 2) to show changes in the pattern of land use; and 3) to show changes in natural features, in this case limited to the channel and islands of the Cache la Poudre River. Building footprints and other man-made features were added to the maps by a combination of methods, including using City-provided GIS footprint data for existing historic buildings, as well as manual digitization of footprints depicted on spliced Sanborn maps copied from microfilm.

Limited Sanborn map coverage of the study area prevented a complete depiction of changes to the built environment within the Old Fort Site. Areas generally excluded from historical map coverage include Blocks 1 and 8 as well as portions of Blocks 2 and 15. The only historical map to show the entire area, including man-made features, was the Willits map of 1894. The course of the original (1867) millrace built by Henry Peterson was obtained from the 1873 plat of the Fort Collins townsite. Numerous adjustments to the maps were made by supplemental archival research.

Land uses in the Old Fort Site are classified and color-coded separately as Residential, Commercial, Industrial, Railroad-related, School, and Religious. Outbuildings (mainly residential) are distinguished separately on the maps, as are bridges. The Industrial classification included a variety of property types, including grain elevators and mills, the illuminating gas plant, the Giddings foundry and machine shop, as well as the municipal power plant.

Another limitation affecting the accuracy of the GIS maps concerns historical map depictions of the Cache la Poudre River channel and islands. There are conflicting depictions on the 1873 townsite plat, the Sanborn fire insurance maps, and the Willits map which had to be carefully compared and evaluated. For example, in some cases the shape, location, and number of islands shifted unrealistically between maps. Early bird's-eye views were also studied in order to choose depictions that were consistent and made sense, although they must still be considered approximations.

## **Sources**

A wide variety of sources were utilized in the creation of the GIS map series. These sources, including maps, plats, aerial photographs, and bird's-eye views, are listed below:

### Maps

"Fort Collins Post in Old Town Fort Collins," prepared by John A. Popovich; in John S. Gray, *Cavalry and Coaches* (Fort Collins, Colorado: Old Army Press, 1978).

"Map of Camp Collins, Colorado Territory," probably drawn by Caspar Collins in November, 1864, Scale one inch = 50 feet. Original kept at Special Collections

Department, Colorado State University; reproduced in John S. Gray, *Cavalry and Coaches*.

“Map of Fort Collins, Larimer County, Colorado,” by W. C. Willits, Civil Engineer, Denver, Colorado, 1894. Scale one inch = 5 chains. On file at the Local History Archives, Fort Collins Public Library, and the City of Fort Collins Advance Planning Department.

“Map Showing Proposed Change in Alignment of Pine Street Storm Sewer, Being that Portion of the Sewer Lying on Property of the U.P.R.R. Co.,” Office of the City Engineer, Fort Collins, Colorado, April 15, 1918. On file at the Local History Archives, Fort Collins Public Library.

Sanborn Fire Insurance Maps of Fort Collins (1886, 1891, 1895, 1901, 1906, 1909, 1917, 1925, 1948, 1963). Microfilm [black and white images] curated at the Fort Collins Public Library (except for 1963 edition, which is available on microfilm at Colorado State University).

“The Denver and Interurban Railroad Company Map of Fort Collins, Colorado, showing the Location and Length of All Street Car Lines,” drafted by the Chief Engineer’s Office, Denver, Colorado, March 26, 1908, and corrected to May 1, 1914. Scale one inch = 300 feet. On file at the Local History Archives, Fort Collins Public Library.

“Fort Collins and Suburbs,” compiled and published by A.L. Marhoff, Civil Engineer, Fort Collins, Colorado, Scale one inch = 1,000 feet, March 1929.

United States Geological Survey, 15’ *Fort Collins, Colorado* topographic quadrangle (Surveyed in 1905-06, Edition of June 1908, reprinted 1947). Reproduced in *History of Larimer County, Colorado, Volume II*, Arlene Briggs Ahlbrandt and Kathryn “Kate” Stieben, eds., 1987, p. 46.

United States Geological Survey, 7.5’ *Fort Collins, Colorado* topographic quadrangle (1960; Photorevised 1984).

### Plats

“City Dump, Topographical and Boundaries,” map produced by the Office of the [Fort Collins] City Engineer, dated December, 1960. Scale one inch = 100 feet. On file at the City of Fort Collins Engineering Department (Technical Services Department), Fort Collins.

“Map of the Town of Fort Collins, Larimer County, Colorado, surveyed by Franklin Avery. Filed by the Larimer County Land Improvement Company, January 16, 1873. Scale one inch = 300 feet. On file at the Larimer County Recorder’s Office, Fort Collins.

“Old City Dump, Topographical and Boundaries,” map produced by the Office of the [Fort Collins] City Engineer, dated April 16, 1965. Scale one inch = 100 feet. On file at the City of Fort Collins Engineering Department (Technical Services Department), Fort Collins.

### Aerial Photographs

Vertical aerial photographs of the study area provided by the City of Fort Collins were also examined, and proved to be invaluable. The images included views captured on film in 1941, 1949, 1951, 1953, 1958, 1963, 1970, 1972, 1973, 1975, 1977, 1979, 1981, 1983, 1985, 1987, 1990, 1994, 1997, 2000. Provided by the City of Fort Collins Advance Planning Department.

### Other Sources

Bird’s-eye View Map of Fort Collins, produced in 1884 by Pierre Dastarac. Copy available at the Local History Archives, Fort Collins Public Library.

Bird’s-eye View Map of Fort Collins, produced in 1899 by Merritt Dana Houghton. Copy available at the Local History Archives, Fort Collins Public Library.

## **Map-by-Map Summaries**

A summary of key features and land use patterns on each map is provided in the following sections. The relevant historic sub-context associated with each map is identified. The only sub-context for which mapping was not adequate to prepare a GIS historical development map was “Initial Post-Abandonment Activity in the Old Fort Site Area, 1867-1871.” Significant changes to the cultural and natural landscape visible in each successive map are also summarized. Following the individual map summaries is a list of noteworthy buildings and features in the Old Fort Site, designated by alphabetic symbols keyed to the historical development maps.

### 1866 Map (entire study area)

This map is associated with the historic sub-context titled “Camp Collins and the Fort Collins Military Reservation, 1864-1867.” The military post of Fort Collins is shown at its terminal stage of development, consisting of a maximum of 25 buildings and a square parade ground. The “Denver Road” or Overland Trail followed the approximate trajectory of present-day Riverside Avenue and Jefferson Street. As shown on the map, the fort buildings were placed perpendicular and parallel to the northwest-southeast trending Denver Road, establishing the “tilted” pattern followed later by the civilian settlement of “Old Town.” No other substantial man-made features are known to have existed within the Old Fort Site in 1866.

The configuration of the river course and islands is based mainly upon the January 1873 townsite plat created by Franklin Avery, as well as the November 1864 map of the military post drawn by Caspar Collins. The latter map only shows a small portion of the river.

#### 1866 (military post features)

The layout of Fort Collins military post is based upon the building locations plotted by John S. Gray, author of the definitive work on the history of the post, *Cavalry and Coaches*. Gray's meticulous research included the critical evaluation of a variety of information sources, both graphic and textual (See Appendix A, "Locating the Fort Collins Post and Buildings" in *Cavalry and Coaches*). His reconstruction of the post layout with respect to the present street pattern appears to be the most accurate depiction possible, unless new discoveries of contemporary information sources are made that shed light on questionable details. The footprints of a number of buildings on the map are identified as approximate, based on Gray's study; documentation is lacking for the exact locations of the laundress' quarters, guard house, magazine, blacksmith shop, bakery, stables, original sutler's store (replaced by Old Grout in 1865), as well as the sutler's boarding house. Included on the map are two buildings built by civilians and used after the post's closure in 1866, including Old Grout and the Officers' Mess, also known as "Auntie Stone's cabin."

#### 1886 Map

This map is associated with the historic sub-context titled "The Fort Collins Town Site and Early Community Development in the Old Fort Site Area, 1872-1902." The depiction of the study area twenty years after closure of the military post, and thirteen years after the founding of the town, reveals a substantial amount and diversity of development. The tracks of the Greeley, Salt Lake, and Pacific Railroad (GSL&P) traverse the Old Fort Site along Willow Street. The Lindell Mills buildings, located near the corner of Willow and Lincoln Avenue, are the only industrial structures within the area. The millrace serving the Lindell Mills runs along Willow Street, and represents the channel re-alignment made to accommodate the GSL&P railroad tracks. Spanning the river near the Lindell Mills is the first Lincoln Avenue bridge constructed in 1881-82 by L.S. Springer.

Commercial development is concentrated along Jefferson Street between Chestnut and Pine, and along Linden Street in Old Town. The large commercial buildings depicted include the two-story brick mercantile building erected by William Stover on the northeast corner of Jefferson and Linden and the brick Tedmon House and wood frame Cottage House hotels on the northwest side of Linden Street. Among the row of attached commercial buildings on the southeast side of the intersection is the stone masonry Collins House hotel. The map also reflects the temporary use of a two story commercial

building on the southeast corner of Jefferson and Pine as a school, containing classrooms for kindergarten through high school.

Approximately 30 dwellings are scattered throughout the area, including several houses located along the Jefferson Street commercial “strip”, and one on the Old Firehouse Alley. Numerous residential outbuildings appear as well, including barns, chicken coops, and sheds. The lack of buildings on the north/east side of Willow Street (in Blocks 1, 2, 3, and 15) reflects the limited early Sanborn Map coverage of this portion of the Old Fort Site. The former log-walled Headquarters Building reportedly was still standing when the 1886 Sanborn map was issued, and its location corresponds with a wood frame dwelling shown at the rear of Lot 1 in Block 7, adjacent to the alley. However, this identification appears to be erroneous, since the building was reportedly torn down in December of 1886, while the above-mentioned wood frame dwelling appears on subsequent Sanborn maps prior to construction of the Union Pacific Railroad through the area.

The Cache la Poudre river and its islands are shown unchanged from the 1866 map, since no reliable historical map of the waterway is available prior to 1894.

### 1891 Map

This map is associated with the historic sub-context titled “The Fort Collins Town Site and Early Community Development in the Old Fort Site Area, 1872-1902.” Depicting the area only five years after the 1886 view, relatively little change is apparent in the overall number of buildings or the pattern of land use. Notable changes include the addition of two new industrial buildings in Block 9 along Lincoln Avenue, including the Harmony Mill (built c. 1886-87), and an “ice house” located closer to Jefferson Street. Commercial development was relatively limited. A livery stable on the southwest corner of Jefferson and Chestnut shown on the 1886 map was remodeled into the stables of the Stericker Brother Horse Importers. By 1891 the school that formerly occupied the commercial building on the corner of Jefferson and Pine in 1886 had apparently relocated to new quarters outside the Old Fort Site, and the building was occupied by several businesses. The former Collins House hotel, on the west side of Jefferson Avenue, is now known as the “City Hotel.” No significant expansion or shrinkage of residential use is evident. The lack of buildings on the north/east side of Willow Street (in Blocks 1, 2, 3, and 15) reflects the limited early Sanborn Map coverage of this portion of the Old Fort Site.

The Cache la Poudre River and its islands are shown unchanged from the 1866 map, since no reliable historical map of the waterway is available prior to 1894.

### 1895 Map

This map is associated with the historic sub-context titled “The Fort Collins Town Site and Early Community Development in the Old Fort Site Area, 1872-1902.” The number

of buildings and land use pattern in the study area is similar to the 1891 depiction. Industrial uses include the Lindell Mills, the Harmony Mill, and the enlarged ice house on Lincoln Avenue. Commercial and residential development had experienced little change in the four year period since 1891. Brick commercial blocks established in the 1870s and 1880s remained in use on Jefferson and Linden, as did the Tedmon House and Cottage House hotels. One new feature that appeared on the 1895 Sanborn map was a coal shed located adjacent to the GSL&P tracks near the corner of Willow and Pine Street. The latter building is interpreted to be railroad-related.

The course of the Cache la Poudre and the configuration of its three major islands (Grand, Gravel, and Mill) are plotted from the Willits map of 1894. The general configuration of the river's main channel and the locations and sizes of the islands remain relatively consistent with the 1873 townsite plat. Changes include the creation of what appears to be another very large, unnamed ephemeral island northeast of Blocks 1 and 15 (between Linden Street and Lincoln Avenue), due to the establishment of a new, narrow subsidiary channel. Another narrow, apparently artificial channel (ditch or millrace?) is depicted by Willits extending from the Lindell Mills millrace to the river across Block 3. The function of this apparent manmade channel is unknown.

### 1901 Map

This map is associated with the historic sub-context titled "The Fort Collins Town Site and Early Community Development in the Old Fort Site Area, 1872-1902." The land use pattern and number of buildings is only slightly changed from 1895. No new industrial features appear, and this land use is limited to the Lindell Mills, Harmony Mill, and ice house building on Lincoln Avenue. No areal expansion of the commercial district within the Old Fort Site is evident, although two new small commercial buildings appear on the north side of Jefferson Street (one each in Blocks 7 and 8). The only other noteworthy commercial development is the addition of a long, narrow hay warehouse onto the back of a feed store on Jefferson Street in Lot 7 of Block 13. Major commercial enterprises on the north side of Jefferson Street include the Tedmon House and Cottage House hotels, as well as "John Gault's Livery", occupying the former Stover mercantile building on the corner of Linden and Jefferson (Block 8). On the opposite (south) side of Jefferson Street, the Strericker Brothers Livery is a major feature of Block 12.

Limited residential development evident since 1895 include one new dwelling in each of Blocks 7, 8, 9, and 12. A total of ten dwellings are located along the north side of Jefferson Street, in and near the commercial "strip", and five dwellings stand on the south side of Jefferson, between Linden Street and Lincoln Avenue. Although Sanborn map coverage is still lacking for Blocks 1, 2, 3, and 15, several houses are plotted based on assessor's construction dates. The coal shed near the GSL&P tracks at Pine and Willow is the only railroad-related building known to be standing within the Old Fort Site in 1901.

For lack of an accurate map from this date, the 1894 (Willits) depiction of the river course and islands is repeated here.

### 1906 Map

This map is associated with the historic sub-context titled “The Sugar Beet Industry Stimulates Development and Urban Growth, 1902-1910.” This map reveals significant new development resulting from the economic boom during this decade. The number of buildings shown also reflects expanded Sanborn Map coverage of the area, especially on the north side of the GSL&P tracks in Blocks 2, 4 and 6. New industrial development is evident in Block 6, including the new Poudre Valley Gas Company plant built in 1904 (with its distinctive cylindrical “gasometer”), the Anderson Mercantile warehouse adjacent to the railroad tracks, and a foundry and “pop factory” on Jefferson Street. The former ice house building on Lincoln Avenue was occupied in 1906 by the H.C. Casrud Exchange & Breeding Barns. The Fort Collins Milling & Elevator Company (Lindell Mills) remained in operation at this time, although the nearby Harmony Mill building sat vacant.

New commercial development extended the Jefferson Street commercial strip northwestward in Block 6, and additional new construction occurred in blocks 7, 8, 12, and 13. Significant additions include the new Brown’s Palace and Blaine hotels on Pine Street (Block 13), and enlargement of the hay warehouse in the same block into a larger wagon and implement warehouse. The former Stericker livery stables in Block 12 had been acquired by Stoud & Jackson and enlarged for use as their livery and sale barns. The Cottage House hotel, located adjacent to the Tedmon House, had also been substantially expanded by construction of a large rear addition.

A significant increase in residential use of the Old Fort Site area is evident. Numerous new dwellings were erected, while some older houses were apparently enlarged, and it appears that some former outbuildings were even adapted for residential use, probably to accommodate an influx of workers employed by the new sugar factory. Six new houses appear along Lincoln and Riverside avenues in Block 10. Four new dwellings sprang up in Block 9, and four more each in Blocks 7 and 8. Numerous other dwellings are depicted in Blocks 1, 2, 3, 4, and 6. These new dwellings include a number of tiny wood frame shanties erected on the north side of Willow Street, adjacent to the millrace.

By 1906, the rail-related coal shed located along the GSL&P tracks near the intersection of Pine and Willow Streets has been removed.

The 1906 map depicts the new Linden Street bridges built to provide access to the sugar factory located on the opposite side of the Cache la Poudre. These bridges spanned two major channels separated by Grand Island.

The river course and islands are taken from the 1894 Willits map, although the accuracy of this depiction is questionable due to major flooding of the river in 1904.



### 1909 Map

This map is associated with the historic sub-context titled “The Beet Sugar Industry Stimulates Development and Urban Growth, 1902-1910.” In the three years that have elapsed since 1906, limited industrial, commercial, and residential development has occurred. Additionally, the map depicts the construction, in 1908, of the Denver & Interurban Railroad streetcar line on Linden Street. This trolley line extended from Old Town through the Old Fort Site and across the river via the Linden Street bridges to the sugar factory and beyond.

New industrial development includes the Poudre Valley Supply Company feed mill, located near the GSL&P tracks at the junction of Willow and College Avenue, and the expansion of the large livestock sale barn on the west side of Lincoln Avenue. By 1909, the Harmony Mill was being used as a warehouse by the Fort Collins Wholesale Grocery Company.

Very little new commercial development is evident, and the number of dwellings interspersed with commercial buildings on both sides of Jefferson Street is diminishing. A notable addition is the Stewart sign painting shop, erected in 1907 at 326 Willow Street. Little residential construction occurred between 1906 and 1909. One exception was the construction of a handsome brick house for dairyman George H. Wilcox on Linden Street in Block 1.

For lack of an accurate map from this date, the 1894 (Willits) depiction of the river course and islands is repeated here.

### 1917 Map

This map is associated with the historic sub-context titled “The Union Pacific Railroad Transforms the Old Fort Site Area, 1910-20.” This map dramatically shows the effect that railroad construction in 1910-11 had on the built environment of the Old Fort Site. With the exception of the Harmony Mill and the Poudre Valley Gas Company plant, all commercial industrial, and residential buildings have been removed from Blocks 6, 7, 8, 9, and 10. A series of new railroad tracks and sidings appear in the Old Fort Site, running parallel to Jefferson Street, and the new Union Pacific passenger and freight depots are standing on Jefferson and Linden Streets, respectively. Portions of Pine and all of Spruce Street are permanently vacated as a result of the new rail line.

New industrial facilities located within the rail corridor include two new grain elevators: the Poudre Valley Elevator Company complex at 359 Linden Street, and the Rocky Mountain Grain & Coal Company elevator and feed mill at 119 E. Lincoln Avenue. The Poudre Valley Supply Company feed mill, formerly located near the intersection of College and Willow, was removed by the Union Pacific. The only other significant industrial developments were the construction of the Frank Giddings’ Western Steel Headgate Factory on the northwest corner of Pine and Willow Streets, and the

construction of a second, larger gasometer at the Poudre Valley Gas Company Plant on Willow Street.

Residential development is concentrated mainly in Block 2, on Linden, Willow, Pine, and Poudre Streets, although several other dwellings are known to have existed at this time in Blocks 1, 3, and 4. Most dwellings are wood frame, although two new identical brick duplexes appear side by side on Pine Street (Block 2, Lot 16). Commercial development within the Old Fort Site is limited to the south side of Jefferson Street, between Pine and Chestnut Streets.

For lack of an accurate map from this date, the 1894 (Willits) depiction of the river course and islands is repeated here.

### 1925 Map

This map is associated with the historic sub-context titled “Mixed Uses, 1920-1945.” Residential and commercial development is minimal during this period. A significant change evident by 1925 is the abandonment of the Linden Street trolley line. Another major change was the abandonment of the millrace in 1919, after the Lindell Mills was converted to electric power.

Other noteworthy changes in the Old Fort Site include the construction of a large wooden platform to the rear of the UP freight depot; the construction of a small sheet metal-clad warehouse on Chestnut Street near the depot; erection of a coal warehouse adjacent to the old GSL&P tracks on the east side of Lincoln Avenue (Block 10); and the construction of warehouses for the Mawson Lumber Company along Riverside Avenue, near Lincoln. Other major changes include the construction, in 1920, of the distinctive rounded elevator towers of the Lindell Mills, and the construction of the Libby, McNeil and Libby pickle manufacturing plant behind the grain elevator on Linden Street. A long rear warehouse addition was also placed on the Rocky Mountain Grain & Coal Company elevator (119 E. Lincoln Avenue).

The depiction of the river course and islands is based on a 1929 map of “Fort Collins and Suburbs,” prepared in March 1929 by Fort Collins-based civil engineer A.L. Marhoff. This depiction is presumably more accurate for 1925 than the river alignment drafted 31 years earlier by W.C. Willits.

### 1948 Map

This map is associated with the historic sub-context titled “Post-World War II Land Use in the Old Fort Site Area.” New commercial development evident in this 23 year span include construction in the 1930s of the Carl Trostel lumber yard on the north side of Linden Street, and the McMillen Transfer and Storage warehouse at 300 N. College

Avenue. Another new commercial facility was Sam's Place, a tavern and store located at 400 Linden Street (Block 1).

New industrial development includes the municipal power plant, erected in 1935-36 along North College Avenue, close to the Poudre river. The Libby, McNeil & Libby pickle plant at 355 Linden Street was also greatly expanded by 1948, and contained a total of 36 cylindrical pickling vats. Another new industrial facility erected during this period is the Forney Manufacturing Company plant, erected in the early 1940s at the corner of Pine and Jefferson streets in Block 14 for the production of welding equipment. This industrial facility was later occupied by the Poudre Valley Dairy and used as a bottling plant.<sup>116</sup> Residential use remains relatively unchanged from 1925.

Another feature shown on the map is the old City Dump, which was in use at least from the 1930s until 1963. The boundaries of the dump are derived from maps curated in the City of Fort Collins Engineering Department.

The course of the Cache la Poudre River depicted on this map was derived from a 1949 aerial photograph, and reveals major changes including the disappearance of Grand, Gravel, and Mill Islands, and the replacement of the braided channel with a wide loop between Linden Street and Lincoln Avenue. The aerial photograph reveals the existence of several small water bodies that constitute remnants of an earlier channel.

### 1963 Map

This map is associated with the historic sub-context titled "Post-World War II Land Use in the Old Fort Site Area." Changes evident by 1963 include the enlargement of the former Lindell Mills, after its acquisition by Ranch-Way Feeds and conversion to a livestock feed mill and packaging plant. The pickling plant on Linden Street has been abandoned, and the adjacent grain elevator has been converted to commercial use as a livestock feed store. Another new commercial venture is the El Burrito café on Linden Street near Willow, started in 1960.

By 1963, industrial uses have expanded within the Old Fort Site. These include the conversion of the McMillan warehouse at 300 N. College Avenue to a plastics factory, and the conversion of the Union Pacific passenger depot – abandoned in the mid-1950s – to a woodworking shop. Another major industrial addition was the large Woodward Governor Company factory on Jefferson Street in Block 12. An associated warehouse was located directly across the Street in Block 8. Finally, a series of small new commercial and industrial buildings appears on the north side of Jefferson Street between Linden Street and Lincoln Avenue. These included three war surplus Quonset huts (360, 400, and 410 Jefferson Street).

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<sup>116</sup> Letter from Jack Forney to Loren Maxey, February 7, 2002.

The map reveals the total realignment and straightening of the Cache la Poudre River channel in the 1950s. This realignment required the replacement of at least the Linden Street Bridge.

### 1981 Map

This map is associated with the historic sub-context titled “Post-World War II Land Use in the Old Fort Site Area.” Significant changes to the cultural landscape during the 18-year period since 1963 include the removal of the Poudre Valley Gas Company plant on Willow Street. The large building on Lots 2-10 of Block 1, was originally built as a manufacturing facility for Columbine Floral Products, but by 1970 was being used as offices for the nearby Ranch-Way Feeds mill at 546 Willow Street. Expanded commercial uses are evident including new buildings as well as the commercial re-use of existing, non-commercial buildings. New commercial buildings include two in Block 2: a large building erected c. 1975-76 at 300 Willow Street (on the corner of Willow and Pine), and originally occupied by Briarwood Home Furnishings, and a smaller commercial building erected on Lot 8. Other new commercial buildings appear in Blocks 4 and 6. Buildings converted to commercial use include the former Seder Plastics Company building at 300 N. College Avenue, which became a lawnmower repair shop in the mid-1960s and by 1981 housed a motorcycle shop. The Union Pacific freight depot at 350 Linden Street was abandoned in the mid-1970s, and by 1981 was being used as a print shop. The Anderson Implement & Coal Company building, at 119 E. Lincoln Avenue, was occupied in 1981 by a furniture repair business. An exception to this trend of commercialization occurred at 401 Linden Street. This older commercial building, which originally housed the Linden Wet Wash Laundry, had been converted by 1981 to a new, social service function as the Volunteers Clearing House.

Other noteworthy changes in the Old Fort Site by 1981 include the abandonment of the municipal power plant at 430 N. College Avenue, abandonment of the old city dump, and the construction of a new municipal recreation facility – the Northside Aztlan Center – at the former dump site. A reduction in residential use also occurred between 1963 and 1981, particularly in Block 2, where the number of dwellings shrank from 14 to nine, mainly due to displacement by new commercial development. One other residential building on the south side of Lincoln Avenue was also razed during this time period.

### 2002 Map

This map is associated with the historic sub-context titled “Post-World War II Land Use in the Old Fort Site Area.” Trends apparent during this 21-year span include the further shrinkage of residential use, and the expansion of commercial uses and social services. Several houses were razed on Block 2, including a brick house on Poudre Street, another wood frame house on Willow Street, and a brick duplex on Pine Street. A wood frame house at 220 Willow Street (in Block 8) was also razed during this time span. Commercial growth in the Old Fort Site includes the substantial enlargement of the Sears

Trostel lumber yard on Linden Street, the erection of new lumber warehouses and Kiefer Concrete facilities between Lincoln Avenue and Linden Street, and construction of a large commercial building on Lot 10 in Block 2. A noteworthy addition is the large United Way building on Pine Street, which was one of three social service facilities operating in the Old Fort Site by 2002 (the others are the Open Door Mission/ homeless shelter at 316 Jefferson Street, and the Education and Life Training Center at 401 Linden Street). The former municipal power plant at 430 N. College Avenue is now being leased by Colorado State University as a mechanical engineering education facility. The former GSL&P railroad tracks along Willow Street were removed by 2002, leaving only the Union Pacific mainline and a spur serving Ranch-Way Feeds. Two municipally operated parks were established in the Old Fort Site by 2002, including the Old Fort Collins Heritage Park on the site of the old city dump, and the small Jefferson Street Park, located southeast of the former UP passenger depot.

## **KEY BUILDINGS AND FEATURES IN THE OLD FORT SITE**

The following list of buildings and other manmade features is keyed to the Historical Development maps that follow. The list includes many of the important features discussed in the narrative historic contexts for the Old Fort Site.

A	Lindell Mills/Fort Collins Flour Mills/Ranch-Way Feeds
B	Henry Peterson house – first brick house in Fort Collins
C	Stover and Matthews mercantile building
D	Tedmon House hotel
E	Cottage House hotel (formerly the Blake House hotel)
F	Collins House hotel (formerly the City Hotel)
G	Frank Stover house
H	James Brown house
I	Harmony Mill
J	Stericker Brothers stables (later the Stoud & Jackson livery stable)
K	Poudre Valley Gas Company plant
L	Brown's Palace Hotel
M	Blaine Hotel
N	Anderson Mercantile warehouse
O	Stewart sign painting shop
P	George Wilcox house
Q	Union Pacific passenger depot
R	Union Pacific freight depot
S	Poudre Valley Elevator Company mill/elevator
T	Rocky Mountain Grain & Coal Company elevator
U	Western Steel Headgate factory (Giddings foundry and machine shop)
V	Libby, McNeil & Libby pickle plant
W	Mawson Lumber Company warehouse
X	Carl Trostel lumber yard (later Sears Trostel Lumber & Hardwoods)
Y	McMillan Transfer & Storage warehouse
Z	Linden Wet Wash Laundry
AA	Municipal Power Plant
BB	Sam's Place
CC	Woodward Governor Company (original location)
DD	El Burrito restaurant
EE	Kiefer Concrete
FF	Northside Aztlan Recreation Center
GG	United Way
HH	New Belgian Brewery

































