



Historic Preservation Services

Community Development & Neighborhood Services

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OFFICIAL DETERMINATION: FORT COLLINS LANDMARK ELIGIBILITY

Resource Number: 5LR.13181 (State); B3347 (City)

Historic Building Name: Rustic Rail Cottage Camp, A&A Auto Camp and Service, K-Bar-D
Motel

Property Address: 1513 N. College Ave.

Determination: ELIGIBLE

Issued: October 29, 2025

Expiration: October 29, 2030

ATTN: Andy Smith, Redevelopment Manager
City of Fort Collins, Urban Renewal Authority
PO Box 580
Fort Collins, CO 80522

Dear Property Owner:

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

An intensive-level Colorado Cultural Resource Survey Form was completed by a City staff historian as part of a comprehensive research project for North College Avenue. This form serves as the basis for staff's evaluation of the property's historic and/or architectural significance and its integrity, both of which are required for landmark eligibility as per Article II, Section 14-22.

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

Significance

Historian's evaluation:

The site was reevaluated in 2025 under the City of Fort Collins Significance Standards. Under Significance Standard 1, the site is strongly associated with the transition of the North College corridor from residential to auto-centric commercial in the post-WWII period. As the automobile became more central to the lives of Americans and increased wages allowed more opportunities for recreation, the North College corridor, which connected Fort Collins to the recreational destinations of Red Feather Lakes, the Lincoln Highway, and Yellowstone National Park, began to support a larger variety of businesses, many in relationship to auto tourism. Between 1930-1965, eleven auto camps, motor courts, and motels were constructed to accommodate the

increasing tourist traffic along Highway 287. First established as a cottage court with a service station and café in 1946, this site has continued to provide overnight accommodations for travelers into the twenty-first century. As of 2025, this site is one of four extant motels from the post-WWII period and continues in its original use. Because this site is a strong reflection of this trend, it is recommended eligible for listing as a local landmark under Standard 1. The site is not associated with any individuals who have made a significant impact on Fort Collins history and is recommended not eligible for local landmarking under Standard 2.

Under Standard 3, the site embodies the character defining features of mid-century motel design. The site's organization, consisting of room blocks set around a central courtyard, exterior room entrances, parking spaces in front of each room, and a separate office building, reflect the desires of mid-century travelers who valued accommodations easily accessible by car along the route to their destination. Despite this important connection, alterations after the period of significance, specifically to Feature 1, the residence and office, have impacted the site's ability to convey its mid-century motel design and architecture. The site is recommended not eligible for listing as a local landmark under Standard 3 due to a lack of integrity.

The site is unlikely to yield information important to history or prehistory and is recommended not eligible for local landmarking under Standard 4.

Staff agrees with the historian's conclusions regarding the property's significance under Standard 1 based on the following findings.

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

Integrity

Historian's evaluation:

This site is significant for its association with mid-century commerce, the changing nature of transportation, and for its mid-century motel design. As such, the site's character defining features include its orientation and location along N. College Avenue, the organization of the buildings around a central courtyard, two-story room block, exterior room access, parking spaces near room entrances, and open balconies.

The site retains integrity of location and setting. The buildings remain where they were originally constructed, and the site retains its original orientation around a central courtyard. Although some modern buildings have been constructed to the east and some historic buildings to the north demolished, the N. College corridor retains its commercial character from the period of significance. Integrity of materials has been impacted by the replacement of original doors and windows in Features 3, 4, and 5, although the original opening size appears to be retained. Feature 1's original cladding has been replaced, windows along the north elevation removed, and several historic windows have been infilled along the north and east elevations. Other original material remains intact, including the exterior cladding of Features 2 and 5, and the paired angled support posts on Feature 2. Integrity of design has been diminished, particularly in Feature 1, where a two-story addition added in 1979 and many glass windows were covered

over. Although Features 3 and 4 have received new roof forms since their original construction, it appears that this change occurred during the period of significance, and does not impact integrity of design. The general design of the motel complex remains intact, including the exterior room access, open balcony, parking spaces in front of each room, and organization around the central courtyard. Integrity of workmanship is retained through the corbeled concrete block of Feature 5 and the paired angled supports and decorative rubble rock wall on Feature 2. The site retains integrity of feeling and association. The site is clearly associated with the car-centric nature of mid-century motels. The site retains sufficient integrity to convey its association with mid-century motels and auto-centric design under Significance Standard 1, but does not retain enough architectural and design integrity to convey its architectural significance under Standard 3.

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

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

Statement of Eligibility:

Staff concludes that the K-Bar-D Motel/Budget Host Inn at 1513 N. College Ave is eligible for designation as a Fort Collins Landmark and is an historic resource as defined in Municipal Code 14-3, or for the purposes of applying Land Use Code 5.8.1.

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

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

Sincerely,

Jim Bertolini
Senior Historic Preservation Planner

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

Resource Number: 5LR.13181 (State); B3347 (City)

Temporary Resource Number: [Click here to enter text.](#)

Address: 1513 N. College Ave.

OAHP1403
Rev. 9/98

COLORADO CULTURAL RESOURCE SURVEY

Architectural Inventory Form

Official eligibility determination
(OAHP use only)

Date _____ Initials _____

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



Field Evaluation of Fort Collins Landmark Eligibility

☒ Individually Eligible ☐ Contributing to District ☐ Not Eligible

☐ Likely Eligible for State/National Register

General Recommendations: The site is recommended eligible for listing as a local landmark under Significance Standard 1 for its association with mid-century auto-centric development along N. College. The site is recommended not eligible for listing on the National Register of Historic Places.

I. Identification

1. Resource number: 5LR.13181 (State); B3347 (City)
2. Temporary resource number: [Click here to enter text.](#)
3. County: Larimer
4. City: Fort Collins

Resource Number: 5LR.13181 (State); B3347 (City)

Temporary Resource Number: [Click here to enter text.](#)

Address: 1513 N. College Ave.

5. Historic building name: Rustic Rail Cottage Camp, A&A Auto Camp and Service, K-Bar-D Motel
6. Current building name: Budget Host Inn
7. Building address: 1513 N. College
8. Owner name and address: Barwood Holdings Limited LLC, 220 E. Mulberry Street, Fort Collins, CO 80524

II. Geographic Information

9. P.M. 6 Township 7 N Range 69 W
NE $\frac{1}{4}$ of SE $\frac{1}{4}$ of NE $\frac{1}{4}$ of section 2
10. UTM reference
Zone 13; 493494 mE 4495279 mN
11. USGS quad name: Fort Collins
Year: 2022 Map scale: 7.5' ☒ 15' ☐ Attach photo copy of appropriate map section.
12. Lot(s): 1 Block: #
Addition: K Bar D Year of Addition: 1973
13. Boundary Description and Justification:
The site does not exceed the legal property boundary, described by the Larimer County Tax Assessor as, "ALL, K BAR D, COM AT PT 766.52 FT S OF NE COR SEC 2-7-69, S 219 FT, W 198.9 FT, N 219 FT, E 198.9 FT TPOB; LESS E 40 FT FOR ROW; LESS ROW PER 20140018450".

III. Architectural Description

14. Building plan (footprint, shape): Rectangular
15. Dimensions in feet: Length 60 x Width 25
16. Number of stories: 1.5
17. Primary external wall material(s): Vertical Wood Siding, Horizontal Wood siding, Brick
18. Roof configuration: Flat
19. Primary external roof material: Asphalt
20. Special features:
Awning, Fence
21. General architectural description:
The site consists of five features constructed between 1946-1973. Feature 1 is a 1½ story residence and office building located near the north end of the site along the eastern property boundary. A second story rises above a portion at the west end of the building.

The feature is generally rectangular in plan, with a rectangular addition to the east elevation that is narrower in width and length than the remainder of the building. The exterior is generally clad in horizontal wood siding with a narrow portion of brick on the east elevation; the small addition is clad in vertical wood siding. The roofs are flat and clad in asphalt; the overhanging eaves are closed with a metal soffit.

The façade faces south. At the east end, within the addition, is an internally lit plastic sign that reads “Budget Host Inn” and displays a message about weekly rates. To the west is the primary entry, which was open at the time of survey, and a one-by-one lite sliding window. The window and entry are sheltered under a fabric awning. Further to the west is a one-by-one lite sliding window, an entry, a single-lite window, and an additional entry at the west end. Above the west entry, in the second story, is a one-by-one lite sliding window.

The west elevation was not visible from the right-of-way.

The north elevation has a one-by-one lite sliding window in the second story at the west end. On the first story is a one-by-one lite sliding window and a pair of single-lite casement windows, both with exterior security bars. At the east end, within the rectangular addition, is an internally lit plastic sign reading “Budget Host Inn Entrance”.

The east elevation has a fixed single-lite vinyl window and an internally lit cabinet sign reading “Budget Host”. Above, the east elevation of the stepped back second story has a one-by-one lite sliding window.

22. Architectural style/building type:

Contemporary / Motel

23. Landscaping or special setting features:

The site is located along the west side of N. College Avenue. Features 2, 3, 4, and 5 are arranged in a square around the central paved parking area. Feature 1 is located at the east edge of the site, within the central courtyard. South of Feature 1 is a fenced seating area with picnic tables and benches sheltered under tall cottonwood trees.

24. Associated buildings, features, or objects:

Feature 2 is a two-story building at the southwest corner of the property that was constructed in 1973. The building is L-shape in plan, rests on a concrete foundation, and is clad in white-painted concrete block; a decorative panel of random rubble stone, painted black, extends vertically up the west elevation of the east-west L-plan arm. The roof is flat and clad in asphalt.

The interior elevations of the L-shape plan support paired room entries on both floors accessed by metal stairs at the east end of the east-west arm and the north end of the

north-south arm. A balcony with a simple metal railing extends along the second floor around the interior elevations and the balcony is supported by nine paired, metal, angled supports that connect the ground and balcony to the roof eaves. The first story and second story have the same fenestration pattern with a three-lite metal window, a pair of doors, and another three-lite window. Each window has an air conditioning unit below. The south elevation has no fenestration. The west elevation was not visible from the right of way.

Feature 3 is a single-story, gable-roofed building that directly abuts the north elevation of Feature 2. The building is clad in wood panels and topped with a gabled roof clad in asphalt shingles. The overhanging eaves extend out over the east elevation providing a sheltered walkway that is supported by four wood posts. This building supports four resident units, each with a entry door and a one-by-one lite sliding vinyl window with an air conditioning unit below. The north and west elevations were not visible from the right of way.

Feature 4 is a single-story shed-roofed building north of Feature 3 that supports four residential units. The east-facing façade is clad in wood panels and the north and south elevations are clad in stucco. The roof is flat or a shallowly sloped shed-style roof with a shed overhang on the east elevation providing shelter for a concrete walkway that extends along the front of the building. This feature was difficult to observe from the right of way, but each room supports a one-by-one lite sliding vinyl window, a door, and an air conditioning unit.

Feature 5 is a single-story shed-roofed building oriented east-west and located at the north boundary of the site. The building is composed of concrete block with a cross-shaped decorative relief along the lower half of the east and south elevations. The shed roof is clad in asphalt and the eaves over the south elevation overhang widely, sheltering the concrete walkway below. The six residential units are accessed from the south elevation. At the west end of the elevation is a three-lite window with a brick sill, a door, a small single-lite window with a brick sill, a door, and another three-lite window. This pattern repeats twice more extending to the east across the south elevation. The east elevation has no fenestration. The north elevation was partially obscured by a fence at the time of survey, but supports at least three, single-lite windows with brick sills. The west elevation was not visible from the right of way.

IV. Architectural History

25. Date of Construction: Estimate: ##### Actual: 1946-1973

Source of information:

Feature 1 – 1956, “Building Starts in Week Hit \$90,000.” *Coloradoan*, March 25, 1956, pg 2.

Feature 2 – 1973, “Announcing the completion of Fort Collin’s Newest Motel.” *Coloradoan*, November 11, 1973, pg 29.

Feature 3 – c. 1955, Larimer County Tax Assessor card. Document on-file with Fort Collins Museum of Discovery.

Feature 4 – 1946, “Walls Have New Auto Court North of Town.” *Coloradoan*, June 6, 1946, pg 17.

Feature 5 – 1959, “Month Sets New Record On Building.” *Coloradoan*, June 2, 1959, pg 1.

26. Architect: Unknown / Various

Source of information: N/A

27. Builder/Contractor:

Feature 2 – Poudre Valley Construction

Feature 5 – R. W. Sheller

Source of information:

Feature 2 - “Announcing the completion of Fort Collin’s Newest Motel.” *Coloradoan*, November 11, 1973, pg 29.

Feature 5 – Building Permit #2543, issued May 4, 1959. Document on-file with City of Fort Collins Public Records.

28. Original owner: Abraham and Alma Wall

Source of information: “Walls Have New Auto Court North of Town.” *Coloradoan*, June 6, 1946, pg 17.

29. Construction history (include description and dates of major additions, alterations, or demolitions):

Prior to the site’s use as a service station and auto camp/motel, the property was part of a larger parcel that was used for agricultural purposes and likely supported a residence that was removed in 1920.¹ In 1931, a service station was constructed on the site (see Figures 1-2). The site also supported a drive-in restaurant in the 1950s (see Figure 3). These buildings were demolished prior to 1956.

The site began to operate as an auto court in the 1946 and four cabins were constructed in that year. A 1956 building permit allowed for the remodel of an existing building, and it is likely that these separate cabins were converted into a single building, possibly **Feature 4**, which the County Tax Assessor dates to 1939.²

¹ “For Sale – Three room house...” *Courier*, November 18, 1920, pg 5.

² “Building Starts in Week Hit \$90,000.” *Coloradoan*, March 25, 1956, pg 2.

Feature 1, the office and residence, was also constructed in 1956 and remodeled in 1979 to add an addition and second story to the west elevation (see Figures 4 and 11).³

According to Larimer County Tax Assessor cards, **Feature 3** was constructed in 1955 and aerial images prove the building was in place by 1956. New vinyl windows have replaced the original windows in this feature.

Feature 5 was constructed in 1959 (see Figure 5) and appears to have been minimally altered since that time.

Feature 2 was constructed in 1973 and has been minimally altered (see Figures 8-10).⁴

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

V. Historical Associations

- 31. Original use(s): Domestic - Hotel
- 32. Intermediate use(s): [Click here to enter text.](#)
- 33. Current use(s): Domestic - Hotel
- 34. Site type(s): Cottage Camp, Motel
- 35. Historical background:

Context

North College Avenue

North College Avenue has served as the northern gateway to Fort Collins since the 1870s when the wagon trail became the first public road in Larimer County.⁵ Largely agricultural and rural in nature until the mid-1940s, the area along what is now North College supported the large farms of Peter Anderson, John Coy, and Peter Terry.⁶ A historic aerial image from 1937 depicts College Avenue as a tree-lined dirt road surrounded by open agricultural fields, orchards, and several residences along the west side of the road. A more industrial landscape existed closer to town; the Colorado and Southern and Union Pacific railroad tracks cut across the road while the city dump, gravel ponds, and a gas plant lined the 300 and 400 blocks of N. College. Starting with the Federal Aid Road Act in 1916, the federal government began to commit funds for state

³ Building Permit #63281, issued January 18, 1979. Document on-file with City of Fort Collins Public Records.

⁴ "Announcing the completion of Fort Collin's Newest Motel." *Coloradoan*, November 11, 1973, pg 29.

⁵ Robert Autobee, "Historic Resources Survey Report: North College Avenue Streetscape Improvements," (Colorado Department of Transportation) 2010, 6.

⁶ Carol Tunner, "North College Avenue Historical Research for the North College Avenue Study," (Planning Department, City of Fort Collins) 1993, 24-25.

highway construction, paving, and maintenance and in 1925, officially approved the Numbered Highway System that would dramatically impact the development of North College Ave., designated as U.S. Route 287. In 1933, Fort Collins city limits were extended from the 300 block of North College up to the 900 block and in the 1940s, North College Avenue's long association with automobiles and tourism began in earnest.⁷

As the automobile became more central to the lives of Americans and increased wages allowed more opportunities for recreation, the North College corridor, which connected Fort Collins to the recreational destinations of Red Feather Lakes, the Lincoln Highway, and Yellowstone National Park, began to support a larger variety of businesses, many in relationship to auto tourism. Motor courts, drive-in restaurants, auto repair shops, car dealerships, and gas stations proliferated in the 1950s and 1960s. Many of these small businesses were locally owned and established themselves in this opportunity zone near the edge or just outside of city limits. In some cases, new commercial enterprises demolished older buildings to make way for modern construction; more than fifteen businesses and residences were demolished along N. College in the 1950s and 1960s.

A significant increase in Fort Collins' population after World War II further spurred this commercial development and reinforced the need for additional residential accommodations. As motels and motor courts sprung up along N. College many rented single-occupancy rooms or allowed long term parking for motor homes and later mobile homes. This area was also home to lower income and Hispanic residents of Fort Collins, pushed to the margins by exclusionary housing practices in other areas of the city and pulled by the lower housing costs of motels and mobile homes.

By the mid-1970s, several of the larger, most successful auto dealerships had relocated to the south end of College Avenue, likely following increased residential development at the south end of town. Smaller used auto dealerships and auto repair services took their place on N. College. Once popular motels and motor courts also began to shift to the south and east towards Interstate 25 and seven N. College motels were demolished between 1980-early 2000s. Loss of area businesses by 1990 led to the development of the North College Avenue Business Association (now North Fort Collins Business Association). Although many businesses left the area in the late twentieth century, Carol Tunner notes in her historical study, "there is a certain pride and sense of loyalty" for those businesses that remain.⁸ Today, the North College corridor presents a

⁷ Tunner, "North College Avenue," 12.

⁸ Tunner, "North College Avenue," 14.

patchwork of 20th and 21st century residential, commercial, and industrial buildings, the majority of which date between 1940-1969.

Auto Camps, Motor Courts, and Motels

Low rise motels, located along highways at the edges of cities and frequently highlighted by large, lighted signs, are ubiquitous across the United States and are particularly prevalent in the West. Historically, this form of overnight accommodation is more closely associated with early automobile camping than multi-story downtown lodgings, known as hotels. Modern camping became popular as a recreational activity in the late nineteenth century. As the economy boomed in the 1920s, the middle class grew, leisure time increased, and many Americans began to travel for pleasure, often in their newly purchased automobiles.

This new type of traveler avoided traditional hotels; located in downtown areas near train stations and rail lines, hotels made few accommodations for automobiles. As Jakle, Sculle, and Rogers discuss in *The Motel in America*, hotels were, "difficult to reach, especially during the evening rush hour, when highway travelers, tired from a day's drive were least able to cope with traffic frustration. Constructed on expensive land in urban centers, hotels necessarily charged high prices for rooms kept deliberately small in order to reduce construction and operating costs."⁹ In addition, formal spaces like lobbies, dining rooms, and ballrooms required certain social codes of conduct and dress enforced by hotel management.¹⁰ Those who had spent the day driving through dusty or muddy and bumpy roads may not have met, or wanted to meet, those standards.

Instead of staying at hotels, early automobile travelers camped beside their vehicles at night, in road ditches or empty fields, and would prepare their own food. The money saved by not renting a room or paying for meals and tips could be put towards gasoline and a longer trip. Known as "tin can" tourists, these travelers often left debris behind and frequently camped on private property without permission.¹¹ To control the tourists, municipalities began to construct and offer free camping spaces, "partly out of civic pride and partly in order to protect themselves against uncivil campers".¹² City campgrounds contained auto travelers in one designated area and provided amenities not found on the open road, like restrooms, water, and firewood. Fort Collins' first campground opened in

⁹ John A. Jakle, Keith A. Sculle, Jefferson S. Rogers, *The Motel in America*, (Baltimore, Johns Hopkins University Press, 1996), 26.

¹⁰ Jakle, Sculle, Rogers, *The Motel in America*, 19.

¹¹ *Ibid.*, 31.

¹² *Ibid.*, 33.

City Park in 1919.¹³ The campground originally supported twenty-six tent sites, each with access to running water and a fireplace.¹⁴

Auto camps attracted both seasonal tourists who would stay for a few days and transitory workers or unemployed folks who expected to stay for a longer amount of time. Class-based fear and prejudice began to show as middle-class auto tourists would shun municipal campgrounds where “they were never sure with whom they might be spending the night.”¹⁵ To keep those campers deemed undesirable out of campgrounds, municipalities started to charge fees, require visitor registration, and imposed strict limitations on lengths of stay. By 1924, a night’s stay in Fort Collins’ City Campground cost \$.50 and an additional charge was incurred to pay for laundry and cooking facilities in the Community House.¹⁶ These municipal fees not only imposed class-based restrictions, they also opened the door for private entrepreneurs and thousands of new privately-owned campgrounds sprang up alongside highways in the mid-1920s.

Stiff competition among private campgrounds led to the innovation of renting cabins as an alternative to tent sites. Early cabins were simple, rectangular, one-room affairs with just enough room for a bed, table, and chair; campers would provide their own bedding and shared access to shower and restroom facilities. Some of these cabin camps, as they were known, combined with other businesses to provide additional on-site amenities like service stations or cafés. Camp owners soon recognized that adding insulation, heating, and other extras like closets, rugs, bathrooms, and kitchenettes allowed cabins to be rented out year-round, creating additional profit. As tourist cabins and auto camps began to incorporate more amenities, they were increasingly referred to as “cottages” or “courts” instead of “cabins” and “camps.” Different combinations of these words appeared in city directories and signs across the country including cottage court, auto camp, tourist court, and cottage camp.

Although cottage camps were far from standardized, most were arranged in rows or U- or L-shaped configurations around a central courtyard. This organization was dictated by the requirement of providing adequate automobile parking adjacent to or in front of each cabin, which was sometimes sheltered under a carport. The need to attract

¹³ “Rules and Regulations Governing the Use and Operation of City Park and Prospect Park.” *Fort Collins Courier*, June 28, 1921.

¹⁴ “Rules and Regulations Governing the Use and Operation of City Park and Prospect Park.” *Courier*, June 28, 1921.

¹⁵ Chester H. Liebs, *Main Street to Miracle Mile: American Roadside Architecture*, (Boston: Little, Brown, and Company, 1985), 172.

¹⁶ “Fort Collins has a Superior Camp.” *Express-Courier*, July 19, 1925.

passing motorists was also reflected in cottage court design. Stretching a row of cabins along a narrow road frontage created maximum visual impact for those speeding past on the highway. The addition of window boxes, shutters, and picket fences with landscaped public areas emphasized the home-like and cozy atmosphere of the cottages. Court owners also employed a huge range of domestic and regional architectural styles to attract attention and stand out from their competitors; roadside cabins might resemble teepees, adobe huts, or log cabins. The largest building in the complex was the main office that doubled as a residence for the site manager and their family. Usually located nearest the road, the office and a well-marked driveway off the highway guided motorists into the cottage court.

Fort Collins was no exception to this national trend. The first site to support tourist cabins was the municipal auto camp at City Park where sixteen rental cabins had been constructed in 1927; twenty-six more cabins were added the following year.¹⁷ The 1929 city directory lists three other "Tourist Camps" and research has uncovered another not listed in the directory. By 1940, the city boasted at least eight cottage camps; six of those establishments were located near the edges of the city along College Avenue/Highway 287, the main thoroughfare for travelers and tourists heading south to Denver or north into the mountains. Half of the city's cottage camps were located on the North College Avenue corridor and all four of those camps embraced typical elements of the building type.

Charles Thompson erected the first cottages on North College in 1928 at 1023 N. College. All States Cottage Camp supported seven tourist cottages and a filling station. Due to high demand for the cabins, Thompson planned to construct an additional ten cabins and add a sewer system that would allow for showers and toilets.¹⁸ Although it is not listed in the city directory, Riverside Cottage Camp at 620 N. College also opened in 1929. Luke Marshall and L. G. Neeley had previously operated a filling station on the site in 1925; after their partnership dissolved, Marshall continued to operate the station, adding a grocery store and tourist cabins to the property by 1929.¹⁹ Two additional cottage camps came to North College in the 1930s: Gaston's Service and Cottage Court, later Stonecrest Court, was constructed in 1939 at 1303 N. College and the Mountain View Cottage Court

¹⁷ City of Fort Collins, "An Anecdotal History of the Parks and Recreation Department, Fort Collins, Colorado," compiled by Jean Helburg, 2009, 12. Document on-file with City of Fort Collins.

¹⁸ "All-States Camp Prepares for Next Season's Tourists." *Express-Courier*, November 18, 1928, pg 15.

¹⁹ "Notice of Dissolution of Partnership." *Express-Courier*, May 20, 1926, pg 8. "The New Red Gasoline." *Express-Courier*, January 10, 1926, pg 8.

"Marshall Store and Cabins are Leased." *Express-Courier*, April 16, 1929.

at 740 N. College was erected c. 1938. Similar to All States and Riverside, Gaston's Cottage Camp supported a Texaco filling station; their Tudor-Revival style cabins were organized in an L-plan around a central driveway and linked under a single roof, with the units divided by open carports.

From cottage courts, it was short leap to arrange cabins under a single roofline forming "motor courts" that retained the individual exterior entrances and front parking spaces of the cottages and the organization around a central courtyard. The term motel (from motor hotel) came into common usage after World War II and the construction of these buildings boomed alongside the post-war expansion and decentralization of cities, the increase in automobile ownership, and the subsequent rise in tourism.²⁰ As before with cottage courts, motels used a variety of techniques to attract tourists and paying guests. Architectural style or theming invited interest and many motor courts employed stereotypical "western" themes to attract tourists. Built low to the ground in a single-story, many also used tall, flashing, or neon signs to direct guests to their doors. Some signs highlighted on-site amenities like pools or restaurants while others focused on brand name products available in each room like Crosley air conditioners or RCA televisions.²¹

The North College Avenue corridor served as the primary transportation route on the north end of the city and connected Fort Collins to the recreational destinations of Red Feather Lakes, the Lincoln Highway, and Yellowstone National Park. In the 1950s, this strip of highway began to support a larger number and variety of businesses, many of which were associated with the booming auto tourism industry. Newly constructed drive-in restaurants, auto repair shops, car dealerships, and gas stations sprang up along the highway. Most of these small businesses were locally owned and established themselves in this opportunity zone near the edge or just outside of city limits. Motels were no exception to this boom in construction and within five years of the war's end, three new motels were constructed along the corridor. The Rustic Rail Cottage Camp (later K-Bar-D), Casa Linda Motel, and the El Palomino Motel all applied western theming to their names and the El Palomino and Casa Linda extended those themes to their architecture and design.

The 1950s brought three new overnight accommodations to the North College corridor. Continuing the western theming embraced by the three motels constructed in the 1940s, the Plainsman at 1310 N. College Ave. opened in 1955. Two rows of room blocks

²⁰ Jakle, Sculle, Rogers, *The Motel in America*, 45.

²¹ *Ibid.*, 47-49.

faced each other with a central courtyard between. A bright yellow awning and a tall neon sign depicting a cowboy attracted passing motorists while decorative wagon wheels emphasized the western aesthetic. A few blocks to the north, the four-unit Sweet Dreams Motel also launched in 1955. This small motel had a single row of rooms oriented perpendicular to College Avenue and shared its narrow lot with a residence. In 1959, Montclair Lodge opened on North College, across the street from the Plainsman at 1405 N. College.

Finally, in 1964, the last motel was built on the North College corridor. The Lamplighter Inn at 1809 N. College brought the total number of operating motels on this 1½ mile stretch of road to eleven. Local contractors John Rostek and Virgil Fitzgerald constructed and operated the motel as part of the Lamplighter Motel Corporation; the chain held franchises for more than a dozen other Lamplighter Motels with locations in fourteen states and Tikal, Guatemala.²² A Coloradoan article noted that upon its opening, the Lamplighter was the largest motel in northern Colorado with 42 units.²³

The motels along North College began to suffer a slow decline in the 1970s, likely due to shifts in commerce and transportation. In the 1960s, construction of the interstate highway system authorized by the Interstate Highway Act of 1956, bypassed many existing highways. As a result, many businesses moved to more favorable locations near interstate interchanges. At the same time, national chains and corporate motels began to standardize the industry and out-compete local motel owners who could not relocate their businesses closer to the Interstate or afford the services of professional management, design, or marketing staff.²⁴ As Chester Liebs notes in *Main Street to Miracle Mile*, “Being bypassed had been the nemesis of the family-run motels. For the chains, new roads spelled opportunity.”²⁵ Segments of Interstate 25 north and south of Fort Collins had been completed by 1966 and the portion between Harmony Road and Wellington connected the previously completed sections in 1968. Fort Collins also saw a commercial shift towards South College Avenue in the 1960s, nearer to new residential developments. Between 1964 and 1966, seven new motels were constructed in Fort Collins, two on South College Avenue and four near the future intersection of Mulberry Street and Interstate 25. Two of those six new motels were part of national chains: Travelodge at 2610 S. College and the Holiday Inn at 3836 E Mulberry.

²² “Fort Collins couple killed in crash.” *Coloradoan*, January 1, 1970, pg 1.

²³ “\$325,000 Motel Completed, Sold.” *Coloradoan*, May 14, 1961, pg 3.

²⁴ Liebs, *Main Street to Miracle Mile*, 186.

²⁵ *Ibid.*, 186.

While South College Avenue and East Mulberry Street gained new motels and investment, North College motels began a period of decline, disinvestment, and demolition. The first motel to go was Mountain View Court at an unknown date between 1973-1978. The Golden Horseshoe (formerly Casa Linda) and Cozy Court Motel (formerly All States Auto Camp) were removed in the 1980s. The Stonecrest Apartments, formerly Gaston's Cottage Court and Stonecrest Motel, served as an affordable housing complex under non-profit management in the 1980s. By the 1990s, the complex was in poor condition, and the city issued several notices of substandard building. Two wings of motel rooms were demolished in 1998; the motel office, a small building with two units, and several mobile homes remain on the property. The Plainsman at 1310 N. College was found to be in violation of building and fire codes in the early 2000s and a Notice to Vacate was issued. The vacant building caught fire in 2002 and the motel was demolished in 2003. Finally in 2009, the small Sweet Dreams Motel, which had been converted to an apartment building in the 1960s, was demolished. Several of these properties have been redeveloped while others, like the Plainsman and Riverside Cottages, remain empty lots.

Site History

Prior to the construction of an auto camp and motel in the 1940s, this site was part of a larger parcel that supported agricultural land, possibly a residence, and later a service station. The first known property owner is James C. Spanner, who purchased the site prior to 1915. Spanner was born in Denmark in 1857 and was likely related to the Spanner's who resided in Fossil Creek, although no direct connection could be found. He married Sophia Creer in 1886 and according to the 1900 census records, lived along North College Avenue, where he farmed.²⁶ Spanner passed in 1914 or 1915 and his estate passed the land to A. L. Thompson.

A. L. was born in Missouri and his future wife, Minnie, in Iowa. The pair married in 1902 at Greeley and lived their entire married life in Larimer and Weld Counties. In 1907, they came to Fort Collins and lived on a farm along N. College until 1942.²⁷ The Thompson's also owned a larger parcel of land to the north, along College Avenue, near the present intersection with Willox Lane and it possible they resided at either location. In 1920, Thompson sold this site to F. J. Dietz.

²⁶ "Married." *Express*, March 27, 1886, pg 1.

²⁷ "Thompsons, Resident Here Since 1907, to Mark 50th Anniversary." *Coloradoan*, August 24, 1952, pg 8.

Frederick Jacob Dietz was born Kansas in 1887 and came to Fort Collins in 1919 to farm.²⁸ After he purchased this site, he advertised a three-room home in the *Courier* to be moved off a site one mile north of town on College Avenue, possibly from this location.²⁹ Dietz owned the site for ten years, likely farming the land, but did not reside on site; the 1930 census records his home in Windsor. By June 1930, the property had passed to Thomas Graham.

Graham constructed a filling station on this site in 1931 (see Figures 1-2).³⁰ The station was constructed and designed by local contractor H. H. Hale in a Mission-Revival architectural style (see Figure 2).³¹ In October 1931, Graham's became Scott Service Station although Graham continued to own the site through 1937.³² That year, he sold the property to William J. and W. E. Bowen. It seems the Bowen's continued to operate the site as a service station into the early part of the 1940s. The Bowen's sold a portion of their parcel to Abraham and Alma Wall in 1945; this smaller parcel corresponds to the current site boundaries.

The site began operating as an auto court in 1946, when Alma and Abe (Abraham) Wall added several cabins to their property that already supported a Standard Oil gasoline station known as "Wall's Service".³³ The *Coloradoan* noted the place opened, "in time to help out in the housing shortage for permanent residents without home as well as for transients".³⁴

Abraham C. Wall was born in London, England c. 1905 and came to the United States with his family at the age of four.³⁵ He grew up in the Seattle, Washington area and by 1930 was living in Kansas with his wife Evelyn and their two children. Evelyn and Abe divorced in 1937. It is unclear when Wall came to Colorado, but 1946, he was operating the motor court and service station at this site with his second wife, Alma Ricketts, whom he had married in 1940. Alma sold her share in the property back to Abe in 1948 and Abe sold the site to Theodore and Helen Larson later that year. The Wall's divorced in 1950.³⁶

²⁸ "Messrs. J. H. and E. M. Nebergall..." *Courier*, March 12, 1919, pg 4.

²⁹ "For Sale - Three room house..." *Courier*, November 18, 1920, pg 5.

³⁰ "Express-ing." *Express-Courier*, May 21, 1931, pg 10.

³¹ "Formal Opening Graham's Service Station." *Express-Courier*, June 26, 1931, pg 2.

³² "We Have This New Gas." *Express-Courier*, October 15, 1931, pg 3.

"Free Grease Rack." *Express-Courier*, November 1, 1931, pg 5.

³³ "Walls Have New Auto Court North of Town." *Coloradoan*, June 6, 1946, pg 17.

³⁴ *Ibid.*, 17.

³⁵ "Abraham C. Wall." *Statesman Journal*, October 12, 1989, pg 14.

³⁶ "Two Win Divorces." *Coloradoan*, February 19, 1950, pg 4.

The site changed hands quickly in the late 1940s and 1950s and was variously known as the A & A Motel and the Rustic Rail Motel and Trailer Court.³⁷ The Larson's owned the site for less than a year before they sold to Earl and Elsie Cox. In addition to the auto court, the Cox's opened a gift and pottery shop on the site.³⁸ The site again transferred ownership quickly to Edward and Hazel Slagle in January 1950 and then to Wilbur and Nathea Tryon in July 1950. It seems that the Slagle's added a restaurant or drive-in to the site as advertisements in 1950 described the site as including a trailer park, service station, modern cabins, and a drive-in.³⁹ The 1951 *Fort Collins Guide Published for the Out-of-Town Visitor* listed 1513 N. College as the location of the Rustic Café (see Figure 3) and several advertisements in the *Coloradoan* note this location as "Hoot's Hut" Drive In operated by H. F. "Hoot" Bailey and later Mrs. W. A. Luce.⁴⁰

When the Tryon's sold the site in 1951, the mortgage inventoried the furniture and fixtures at the A & A Motel and Service; the listing included two metal beds and gas stoves in each of the four cabins, one electric gas pump and neon signs at the service station, counter and stools in the café, and an electric stove in a house, likely the property owner's residence. After the Tryon's, the site was owned by George and Zeatina Paul from 1951-1953 and Peter and Doris Tribelhorn from 1953-1960. During the Tribelhorn's ownership, the property became known as the K-Bar-D Motel, the site retained this name until 1976. In 1956, a new office was constructed, and an existing building was remodeled, possibly converting original separated cabins into a single building; in 1959, six additional rental units were added.⁴¹ By 1960, the site advertised rooms for rent by the day, week, or month with seven mobile home spaces available for rent.⁴²

Robert and Beverly Layland owned the property in the 1960s and appear to have subdivided the site, selling off the southern 75 feet to developer and owner of Poudre Valley Construction, Harold Miller, in 1961. Miller purchased the other portion of the site from the Silver State Savings and Loan Association in 1970 and in 1973 constructed a two-story building at the south end of the site that added eighteen "deluxe" units (see Figures 8-10).⁴³ Miller sold the property to John and Mary Maher and the site was

³⁷ "Trailer space for rent." *Coloradoan*, November 22, 1951, pg 9.

³⁸ "Opening Sunday." *Coloradoan*, December 11, 1949, pg 19.

³⁹ "Apartments for Rent." *Coloradoan*, January 22, 1950, pg 8.

"For Sale." *Coloradoan*, June 16, 1950, pg 10.

⁴⁰ "Hoot's Hut." *Coloradoan*, June 29, 1951, pg 2.

"Welcome to All." *Coloradoan*, May 18, 1951, pg 2.

⁴¹ "Building Starts in Week Hit \$90,000." *Coloradoan*, March 25, 1956, pg 2.

"Month Sets New Record On Building." *Coloradoan*, June 2, 1959, pg 1.

⁴² "For Rent." *Coloradoan*, September 11, 1960, pg 24.

⁴³ "Announcing the completion of Fort Collin's Newest Motel." *Coloradoan*,

renamed the Town & Country Motel.⁴⁴ That same year, the property was re-platted as the K-Bar-D Subdivision.

Maher sold to Russell and Juanita Smith and Gregg and Peggy Bauridl in 1974 and they sold the site to Thomas and Karen Weitkunat in 1976. Karen continued to operate the motel through 1994, renamed the Budget Host Inn, and later served as the president of the North College Business Association.⁴⁵

36. Sources of information:

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Coloradoan

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"Announcing the completion of Fort Collin's Newest Motel." *Coloradoan*, November 11, 1973, pg 29.

"Apartments for Rent." *Coloradoan*, January 22, 1950, pg 8.

"Building Starts in Week Hit \$90,000." *Coloradoan*, March 25, 1956, pg 2.

"City looks to lighten its wallet." *Coloradoan*, November 15, 1994, pg 1.

"For Rent." *Coloradoan*, September 11, 1960, pg 24.

"For Sale." *Coloradoan*, June 16, 1950, pg 10.

"Fort Collins couple killed in crash." *Coloradoan*, January 1, 1970, pg 1.

"Hoot's Hut." *Coloradoan*, June 29, 1951, pg 2.

"K-D Motel Wishes to Announce Our New Name." *Coloradoan*, March 2, 1973, pg 14.

"Month Sets New Record On Building." *Coloradoan*, June 2, 1959, pg 1.

"Opening Sunday." *Coloradoan*, December 11, 1949, pg 19.

"Thompsons, Resident Here Since 1907, to Mark 50th Anniversary." *Coloradoan*, August 24, 1952, pg 8.

"Trailer space for rent." *Coloradoan*, November 22, 1951, pg 9.

"Two Win Divorces." *Coloradoan*, February 19, 1950, pg 4.

"Walls Have New Auto Court North of Town." *Coloradoan*, June 6, 1946, pg 17.

"Welcome to All." *Coloradoan*, May 18, 1951, pg 2.

November 11, 1973, pg 29.

⁴⁴ "K-D Motel Wishes to Announce Our New Name." *Coloradoan*, March 2, 1973, pg 14.

⁴⁵ "City looks to lighten its wallet." *Coloradoan*, November 15, 1994, pg 1.

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Historic Context by Cindy Harris and Adam Thomas, Historitecture, LLC, 2011.

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Courier, June 28, 1921.

Express

"Married." *Express*, March 27, 1886, pg 1.

Express-Courier

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Services.

VI. Significance

37. Local landmark designation: Yes ☐ No ☒ Date of designation: #####

Designating authority: N/A

38. Applicable Eligibility Criteria:

National Register	Fort Collins Register
----------------------	--------------------------

- | | | |
|-----------------------------|--|--|
| ☐ A. | ☒ 1. | Associated with events that have made a significant contribution to the broad pattern of our history; |
| ☐ B. | ☐ 2. | Associated with the lives of persons significant in our past; |
| ☐ C. | ☒ 3. | Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or |
| ☐ D. | ☐ 4. | Has yielded, or may be likely to yield, information important in history or prehistory. |

☐ Qualifies under Criteria Considerations A through G (see Manual)

☐ Does not meet any of the above criteria

Needs additional research under standards: ☐ A/1 ☐ B/2 ☐ C/3 ☐ D/4

39. Area(s) of significance:
Commerce, Transportation, Architecture

40. Period of significance: Commerce/Transportation - 1946-1973
Architecture – 1946-1973

41. Level of significance: National ☐ State ☐ Local ☒

42. Statement of significance:

This site was previously documented by Jennifer Wahlers of Pinyon Environmental in 2012. Wahlers noted the site was significant under NRHP Criterion A for its association with automobile tourism in Fort Collins but recommended the site not eligible for listing due to a lack of integrity. She stated:

Because two of the buildings from the period of significance
have been heavily altered with additions and changes in materials,
and two buildings that were constructed in the 1970s detract from

the original design and feel of the property, the resource lacks integrity necessary of eligibility to the National Register. The property no longer possesses integrity of design, materials, feeling, or workmanship...

The site was reevaluated in 2025 under the City of Fort Collins Significance Standards. Under Significance Standard 1, the site is strongly associated with the transition of the North College corridor from residential to auto-centric commercial in the post-WWII period. As the automobile became more central to the lives of Americans and increased wages allowed more opportunities for recreation, the North College corridor, which connected Fort Collins to the recreational destinations of Red Feather Lakes, the Lincoln Highway, and Yellowstone National Park, began to support a larger variety of businesses, many in relationship to auto tourism. Between 1930-1965, eleven auto camps, motor courts, and motels were constructed to accommodate the increasing tourist traffic along Highway 287. First established as a cottage court with a service station and café in 1946, this site has continued to provide overnight accommodations for travelers into the twenty-first century. As of 2025, this site is one of four extant motels from the post-WWII period and continues in its original use. Because this site is a strong reflection of this trend, it is recommended eligible for listing as a local landmark under Standard 1. The site is not associated with any individuals who have made a significant impact on Fort Collins history and is recommended not eligible for local landmarking under Standard 2.

Under Standard 3, the site embodies the character defining features of mid-century motel design. The site's organization, consisting of room blocks set around a central courtyard, exterior room entrances, parking spaces in front of each room, and a separate office building, reflect the desires of mid-century travelers who valued accommodations easily accessible by car along the route to their destination. Despite this important connection, alterations after the period of significance, specifically to Feature 1, the residence and office, have impacted the site's ability to convey its mid-century motel design and architecture. The site is recommended not eligible for listing as a local landmark under Standard 3 due to a lack of integrity.

The site is unlikely to yield information important to history or prehistory and is recommended not eligible for local landmarking under Standard 4.

This site has also been evaluated for eligibility against the National Register of Historic Places (NRHP) Criteria. Requirements for listing properties on the NRHP are set by the

National Park Service and differ from those used to evaluate significance and eligibility at the local level; a property may be eligible under one set of criteria and not the other. Under Criterion A, the site is representative of the changing nature of recreation, tourism, and commerce in the post-WWII period. Despite this association, the site does not retain as high of a degree of integrity as other nearby sites associated with this context (as compared to the El Palomino, 1220 N. College or El Gallito Tire Shop, 1304 N. College) and is not the best example of this association along the corridor. The site is recommended not eligible for listing on the NRHP under Criterion A. The site is not associated with any historically significant individuals under Criterion B. Under Criterion C, the site embodies the elements of motel design in the mid-century period. As described above, this site is one of four motels along the North College corridor that remains extant from the mid-century period (1809 N. College, 5LR.12738; 1220 N. College, 5LR.12237; and 1405 N. College, 5LR.13176). An additional three other mid-century motels remain in Fort Collins outside the N. College corridor, two of which have been extensively modified (112 E. Stuart, 914 S. College, 6138 E. Mulberry). This site does not retain as high of a level of integrity as 1405 N. College or 1220 N. College. As such, those sites better represent motel design during the mid-century period and the site is recommended not eligible for listing on the National Register of Historic Places under Criterion C. The site is unlikely to yield information important to history or prehistory under Criterion D. The site is recommended not eligible for listing on the NRHP.

43. Assessment of historic physical integrity related to significance:

This site is significant for its association with mid-century commerce, the changing nature of transportation, and for its mid-century motel design. As such, the site's character defining features include its orientation and location along N. College Avenue, the organization of the buildings around a central courtyard, two-story room block, exterior room access, parking spaces near room entrances, and open balconies.

The site retains integrity of location and setting. The buildings remain where they were originally constructed, and the site retains its original orientation around a central courtyard. Although some modern buildings have been constructed to the east and some historic buildings to the north demolished, the N. College corridor retains its commercial character from the period of significance. Integrity of materials has been impacted by the replacement of original doors and windows in Features 3, 4, and 5, although the original opening size appears to be retained. Feature 1's original cladding has been replaced, windows along the north elevation removed, and several historic windows have been

infilled along the north and east elevations. Other original material remains intact, including the exterior cladding of Features 2 and 5, and the paired angled support posts on Feature 2. Integrity of design has been diminished, particularly in Feature 1, where a two-story addition added in 1979 and many glass windows were covered over. Although Features 3 and 4 have received new roof forms since their original construction, it appears that this change occurred during the period of significance, and does not impact integrity of design. The general design of the motel complex remains intact, including the exterior room access, open balcony, parking spaces in front of each room, and organization around the central courtyard. Integrity of workmanship is retained through the corbeled concrete block of Feature 5 and the paired angled supports and decorative rubble rock wall on Feature 2. The site retains integrity of feeling and association. The site is clearly associated with the car-centric nature of mid-century motels. The site retains sufficient integrity to convey its association with mid-century motels and auto-centric design under Significance Standard 1, but does not retain enough architectural and design integrity to convey its architectural significance under Standard 3.

VII. National and Fort Collins Register Eligibility Assessment

44. Eligibility field assessment:

National:

Eligible ☐

Not Eligible ☒

Need Data ☐

Fort Collins:

Eligible ☒

Not Eligible ☐

Need Data ☐

45. Is there district potential? Yes ☐ No ☒

Discuss: The surrounding properties represent a range of construction dates and designs ranging from the 1940s through the 1990s. There is no sense of historic or aesthetic cohesion that would support a historic district.

If there is district potential, is this building:

Contributing ☐

Non-contributing ☐

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

VIII. Recording Information

47. Photograph numbers: 7483-7499

Negatives filed at: City of Fort Collins – Historic Preservation Services

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

49. Date(s): November 2023

50. Recorder(s): Rebekah Schields, Historic Preservation Specialist

Resource Number: 5LR.13181 (State); B3347 (City)

Temporary Resource Number: [Click here to enter text.](#)

Address: 1513 N. College Ave.

- 51. Organization: City of Fort Collins – Historic Preservation Services
- 52. Address: 281 N. College, Fort Collins, CO 80524
- 53. Phone number(s): 970-224-6137

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

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

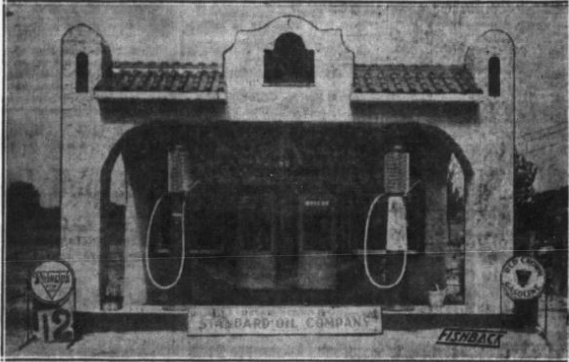
Site Photos and Maps



Figure 1: 1937 aerial image. Current property boundary of 1513 N. College indicated.

Formal Opening
Graham's Service Station
Sunday, June 28th

North
College
Avenue
 $\frac{1}{2}$ Mile North
Of Bridge on
New Pavement



FREE!
Soda Water
for the
Grown Ups
Candy for the
Kids All Day
Sunday

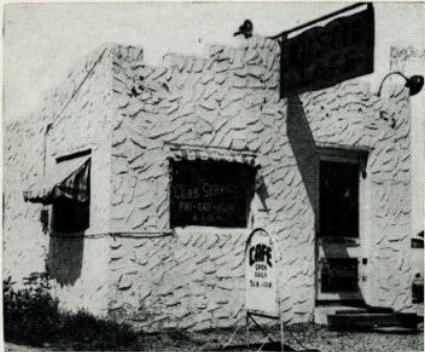
Red Crown
Gas
Red Crown
Ethyl
Iso Vis Oil
Polarine Oil

Drive in to the best equipped station on the road. . . .
Strictly modern, clean rest rooms, newest gas equip-
ment. Prompt, courteous service. Your patronage will
be appreciated.

Tom Graham, Prop.

Vegetables
In Season
Fresh Eggs
Candy
Cigars
Soft Drinks

Figure 2: Image clipped from *Coloradoan*, June 26, 1931, pg 2.



**RUSTIC
CAFÉ**
The Home of
Good Coffee and
Heavenly Hamburgers
Malts and Cold Drinks

Open 7 a.m. to 11 p.m. 7 days a week

Curb Service Friday, Saturday and Sunday only Ask for Our Week-End Specialties

Owned and Operated by Mrs. W. A. (BILL) Luce

Phone 963 — On Highway 87, 287 and 14 North — Near Speedway Park

1513 NORTH COLLEGE FORT COLLINS

Figure 3: Advertisement for "Rustic Café" at 1513 N. College in *Fort Collins Guide* — Published for the *Out-Of-Town Visitor Newcomer*, Fort Collins Chamber of Commerce, 1951-1952. Fort Collins Museum of Discovery, <https://fchc.contentdm.oclc.org/digital/collection/rb/id/8755/rec/2>.

Resource Number: 5LR.13181 (State); B3347 (City)

Temporary Resource Number: [Click here to enter text.](#)

Address: 1513 N. College Ave.



Figure 4: Feature 1, Larimer County Tax Assessor photograph, 1956. Image on-file with Fort Collins Museum of Discovery.



Figure 5: Feature 5, Larimer County Tax Assessor photograph, 1959. Image on-file with Fort Collins Museum of Discovery.

Resource Number: 5LR.13181 (State); B3347 (City)

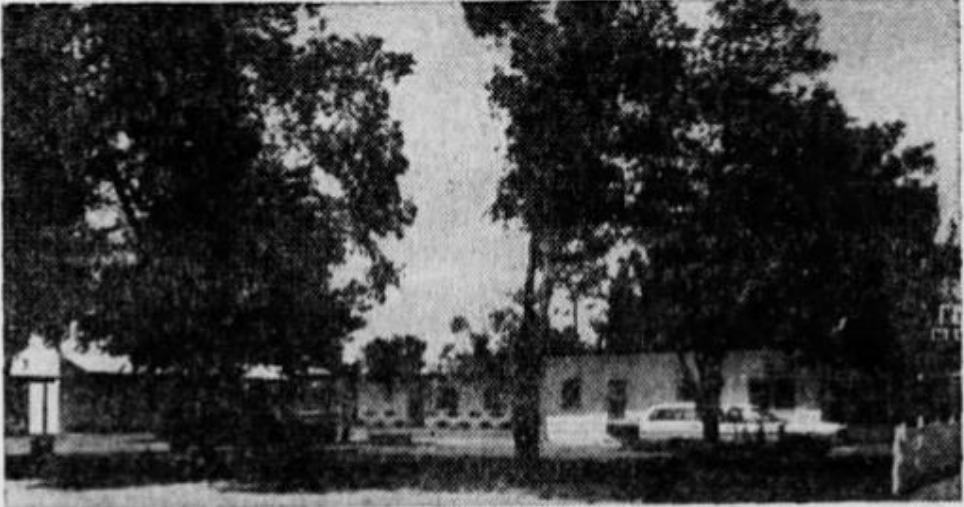
Temporary Resource Number: [Click here to enter text.](#)

Address: 1513 N. College Ave.



Figure 6: 1969 Aerial image. Current property boundaries indicated.

INVESTMENT OPPORTUNITY



K-D MOTEL APARTMENTS
1513 N. COLLEGE AVE.

● Thirteen efficiency units plus a nice two bedroom home (all in good condition).
For further information please call
Lee Cooper 484-3798.
"WE SELL—LIST WITH LINDELL"



Lindell
REAL ESTATE



PHONE 493-0345

ACROSS FROM THE UNIVERSITY NATIONAL BANK

Figure 7: Image clipped from *Coloradoan*, June 19, 1972.



Figure 8: Image clipped from *Coloradoan*, November 11, 1973.



Figure 9: Feature 2, Larimer County Tax Assessor photograph, 1974. Image on-file with Fort Collins Museum of Discovery.

Resource Number: 5LR.13181 (State); B3347 (City)

Temporary Resource Number: [Click here to enter text.](#)

Address: 1513 N. College Ave.



Figure 10: Feature 2, Larimer County Tax Assessor photograph, 1976. Image on-file with Fort Collins Museum of Discovery.



Figure 11: Feature 1, Larimer County Tax Assessor photograph, 1980. Image on-file with Fort Collins Museum of Discovery.

Resource Number: 5LR.13181 (State); B3347 (City)

Temporary Resource Number: [Click here to enter text.](#)

Address: 1513 N. College Ave.



Figure 12: Feature 1, south and east elevations, view northwest (Image #7490, R. Schields, 11/2/2023).



Figure 13: Feature 1, west and north elevations, view southwest (Image #7495, R. Schields, 11/2/2023).



Figure 14: Feature 2, east and north elevations, view southwest (Image #7492, R. Shields, 11/2/2023).



Figure 15: Feature 2, east elevations, view west (Image #7487, R. Shields, 11/2/2023).

Resource Number: 5LR.13181 (State); B3347 (City)

Temporary Resource Number: [Click here to enter text.](#)

Address: 1513 N. College Ave.



Figure 16: Feature 2, south and east elevations, view northwest. Note Feature 3 in background at right. (Image #7485, R. Shields, 11/2/2023).



Figure 17: Feature 3 at center, east elevation, view northwest. Note Feature 2 at left, Feature 4 at center right, and Feature 1 at right. (Image #7491, R. Shields, 11/2/2023).

Resource Number: 5LR.13181 (State); B3347 (City)

Temporary Resource Number: [Click here to enter text.](#)

Address: 1513 N. College Ave.



Figure 18: Feature 4 at center right, east elevation, view northwest. Note Features 2 and 3 at left and Feature 1 at right. (Image #7488, R. Shields, 11/2/2023).



Figure 20: Feature 5, south and east elevations, view northwest. Note Feature 4 in background at left. (Image #7494, R. Shields, 11/2/2023).

Resource Number: 5LR.13181 (State); B3347 (City)

Temporary Resource Number: [Click here to enter text.](#)

Address: 1513 N. College Ave.



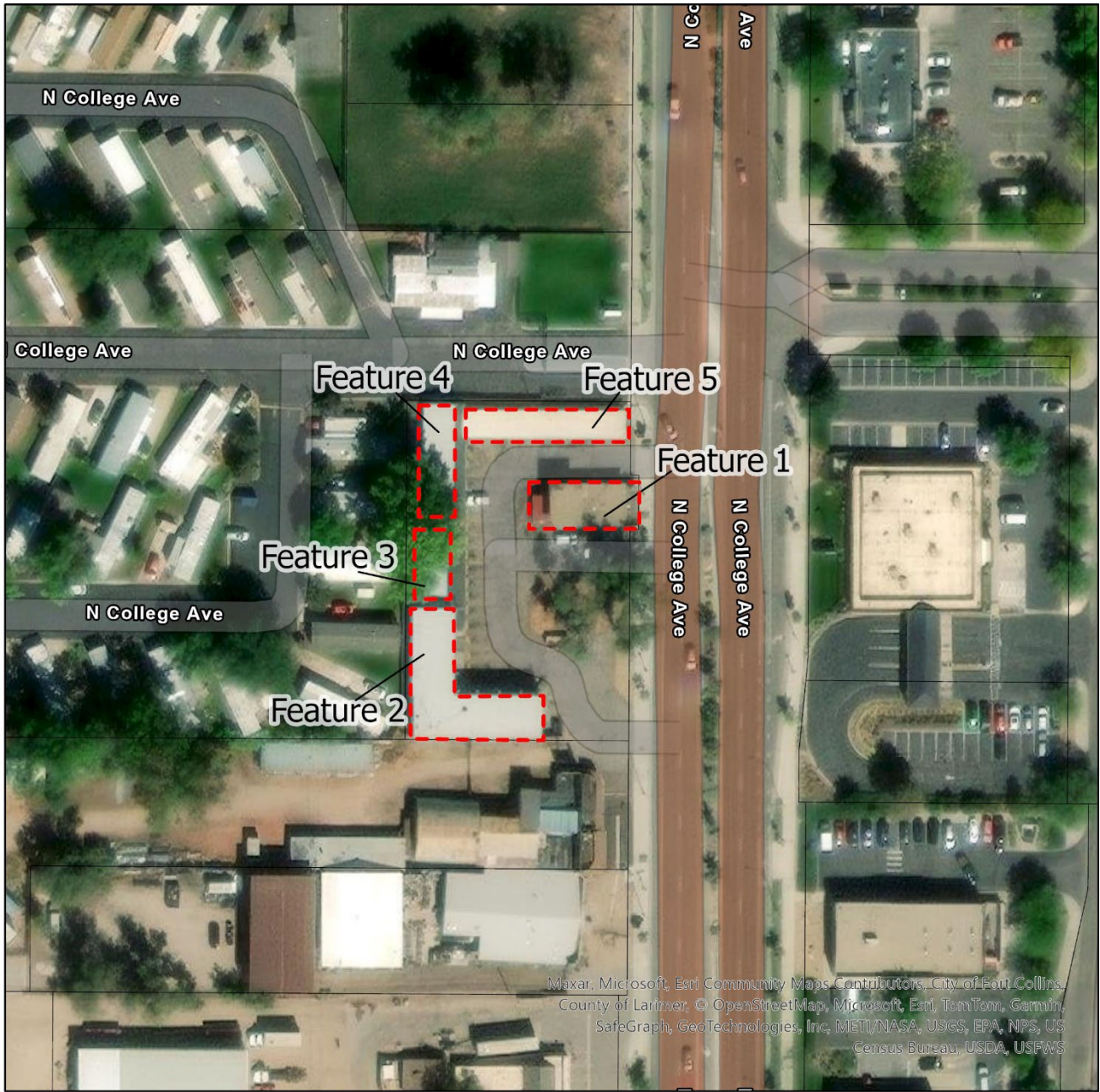
Figure 21: Feature 5, north elevation, view southwest. Note Feature 4 at right. (Image #7499, R. Shields, 11/2/2023).

Resource Number: 5LR.13181 (State); B3347 (City)

Temporary Resource Number: [Click here to enter text.](#)

Address: 1513 N. College Ave.





1513 N. College - 5LR.13181
NAD 1983 - State Plane Northern Colorado
September 25, 2024



Parcel Boundary
Feature Boundary

0 25 50 100 Feet

