

INTRODUCTION

STUDY SUMMARY

Statement of Purpose

The purpose of this Historic Structure Report is to provide an effective tool of preservation planning for the 1955 Santa Fe Station in Lawrence, Kansas. It documents existing conditions, chronicles property development, identifies appropriate treatment, evaluates significance of building features, outlines work recommendations, establishes priority for completion of work, and provides probable construction cost for recommended work.

Major Research Findings

The major research findings of the study include:

- The Santa Fe Station is an excellent example of Mid-Century Modern architecture
- Most original features & materials are intact; minor alterations were made around 1982
- Site features pre-dating the existing building remain
- Preservation is recommended treatment based on building conditions and potential uses
- Several critical issues need to be addressed to avoid significant building deterioration
- There is much public interest in the building and there are many potential building uses
- The building is not utilized extensively
- BNSF will continue to use a portion of the building in the near-term and will likely vacate only when the City provides comparable space in another location
- Amtrak is exploring expansion of passenger rail service from Kansas City to Oklahoma City, which may increase passenger rail stops in Lawrence from two daily to four daily
- Amtrak has been awarded 2009 ARRA (American Recovery and Reinvestment Act) funds and has allocated \$600,000 to replace the station's platform and make accessibility improvements; the exact extent of the project will be determined in the spring of 2010
- A Transportation Enhancement (TE) Grant, if awarded, can cover 80% of the project costs
- KS Preservation Tax Credits equal to 30% of non-grant qualified expenses can be earned

Key Issues Addressed

The Historic Structure Report identifies deficiencies in the building and site. It recommends work to be performed related to the following areas:

- Critical maintenance
- Important maintenance
- Regular maintenance
- Building code compliance
- Land use regulations (zoning)
- Accessibility (ADA)
- Energy usage
- Design enhancement
- Potential building uses

Summary of Work Recommendations

The following table summarizes recommended work by prioritized categories and location. It provides total probable cost for each category; the costs include construction, 10% contingency, and architecture/engineering fees. Detailed cost information is included in the "Probable Cost Projection" spreadsheets at the end of Part 2- Treatment and Work Recommendations. The projected probable cost of all recommended work is \$1,355,000.

	PRIORITY 1 - CRITICAL	PRIORITY 2 - IMPORTANT	PRIORITY 3 - MAINTENANCE	PRIORITY 4 - W/O BNSF	PRIORITY 5 - COMPLETE
SITE	Replace deteriorated concrete sidewalks around the building not replaced by AMTRAK project	Remove asphalt parking lot northwest of brick parking lot (temporary fill, grade, & seed)			Construct a landscaped garden in place of removed asphalt parking lot
	Provide sloped sidewalk to door at south side east end for ADA egress	Provide additional parking on southeast portion of site, incorporating bus stop and trail head			Encourage extension of the Burroughs Trail past this site (along east side of New Jersey Street and north side of 7 th Street)
	Preserve historic round fountain northwest of asphalt parking lot	Provide security fencing north of east property			Provide security fencing north of west property and provide fence and gate system at platform
BUILDING SHELL	Replace bottom portion of steel canopy columns	Replace spalled bricks at chimney	Patch & skim coat plaster canopy soffits and roof overhang soffits		Reconstruct brick planter box at south side and repair brick planter box at north side
	Replace low-slope roofing	Replace all joint sealants	Clean, repair, and/or replace portions of aluminum roof edge fascia		Repair two original "LAWRENCE" signs at platform canopy and install one new sign at canopy of south public entrance (by Amtrak)
	Repair and/or replace exterior door components and install door operators at north & south public entrances	Repair and/or replace door components of exterior metal doors	Replace spalled bricks at junction with surrounding pavement		
	Reverse door swing at east door south side for egress	Replace single-pane glass at alum storefronts and at wood windows with insulated glass	Seal skyward facing surfaces of stone window sills and trim		
		Install interior storm windows at all aluminum windows	Clean biological growth from masonry		
		Replace glazing compound at all aluminum windows	Install expansion joint through masonry wall north side east end		
			Paint metal wall panels		
INTERIOR	Install additional doors for ADA compliance & BNSF accommodation	Replace some doors for ADA compliance	Insulate in attic at top of exterior walls	Remove non-original wood framed walls	Install new curtains in similar style and pattern as original
	Construct temporary walls for BNSF accommodation	Replace door hardware for accessibility compliance	Clean, seal, and polish terrazzo flooring	Replace non-original vinyl tiled flooring with original color vinyl tile	Replace non-original vinyl tiled flooring with original color vinyl tile
	Reconfigure bathrooms for ADA compliance	Repair inoperable sliding closet doors	Replace non-original vinyl tile flooring with original color vinyl tile	Clean masonry and wood paneled walls	
	Reconfigure hallway to eliminate "dead end corridor"	Clean, service, and repair louver blinds	Paint masonry walls		
	Maintain original furniture and keep with building	Repair original furniture stored in the building that is damaged (not included in cost)	Patch and paint plaster walls	Patch and paint plaster walls	
	Maintain original luggage storage shelving in Baggage Room		Paint, reattach, and replace missing parts of metal wall base	Paint, reattach, and replace missing parts of metal wall base	
			Patch and paint plaster ceilings	Patch and paint plaster ceilings	
			Repair and paint original 12"x12" acoustical tile ceilings		
			Replace non-original 12"x12" and 2'x4' acoustical tile ceilings to match original ceilings	Replace non-original 2'x4' acoustical tile ceilings to match original ceilings	
			Clean and paint HVAC grills and registers		
MECHANICAL	Install high-low accessible drinking fountain	Replace obsolete electrical distribution panels; keep original cabinets in public spaces	Replace non-original light fixture lenses similar to original		
	Replace original obsolete heating and cooling systems with new geothermal heating and cooling system	Upgrade electrical distribution system and convenience receptacles			
	Replace sockets in pendant light fixtures at Waiting Room and install new efficient lamps	Replace sockets in light fixtures and install new efficient lamps			
	Preserve unused historically significant mechanical equipment and remove non-original mechanical equipment	Install photovoltaic panels at upper roof of Waiting Area (not visible from eye-level)			
	Install automatic fire suppression system throughout building				
	Install exit and emergency lighting				
PROBABLE COST	\$585,000	\$440,000	\$100,000	\$20,000	\$210,000

PROJECT DATA

Address and Location

The Santa Fe Station is located at 413 East 7th Street in Lawrence, Kansas. (See map in appendix). It is four blocks east of Massachusetts Street, the main north-south commercial street of the historic downtown area, and it is at the east end of 7th Street where it turns southward connecting to New Jersey Street.

Ownership

The building and surrounding property is currently owned by Burlington Northern Santa Fe (BNSF) Railway. Ownership of the building is anticipated to transfer to the City of Lawrence early in 2010. The surrounding property will continue to be owned by BNSF and a long-term land lease is anticipated to be executed for the City's use of the surrounding property.

Landmark Status

The State Historic Preservation Officer (SHPO) for Kansas has determined that the Santa Fe Station is eligible to be placed on the National Register of Historic Places. The Santa Fe Station will be nominated to the State and National Registers of Historic Places after the City of Lawrence takes ownership of the building. The building will be nominated for its association with railroad-transportation history and for its architectural significance.

Study Methodology

Several methodologies have been utilized to prepare the Historic Structure Report. For items specifically associated with determination of historical significance the primary methodologies included:

- Building observation/inspection
- Historic photography review
- Historic construction drawing review

Additional reference documents were reviewed for potential impact and information related to the Station. These included:

- Amtrak's "Amtrak Station, Lawrence, KS (LRC)" report dated May 23, 2008
- BNSF asbestos report summary page
- "Reviving the Santa Fe Depot in Lawrence, Kansas" report by David Parks and Jennifer DeWitt, dated 2003
- East Lawrence Neighborhood Revitalization Plan dated November 2000
- City of Lawrence's Land Development Code
- Amtrak Expansion Feasibility Study
- National Parks Service, Secretary of Interior's [Standards for Preservation](#) and [Guidelines for Preserving Historic Buildings](#)
- Americans with Disabilities Act and Architectural Barriers Act, [Accessibility Guidelines](#), dated July 23, 2004
- 2006 International Building Code
- RS Means, [Repair & Remodeling Cost Data](#) and [Square Foot Costs](#)

Public Input

Public meetings were part of the study methodology and were used to present and gather information about the building. They were also a forum to generate ideas about potential uses of the building, in addition to the continued use as an Amtrak Station and as personnel space for the BNSF line crew. At the first meeting on September 27, 2009, a list of potential building uses

was created. At a second meeting on October 10, 2009, attendees voted on their preferred uses. Following are the use ideas, along with the vote tally for each use.

Potential Building Use Ideas

- 22 -Transit Connector
 - National bus stop (Greyhound)
 - Local bus stop-Lawrence Transit System-"T", Taxi Stand
 - Commuter/Light Rail/Regional Transit Station
 - Bus/Transport for KU/Haskell at Start/End of Semesters/Holidays
- 13 -Trail Head
 - Linking East Lawrence and North Levy Walking Trail with pedestrian bridge over tracks
 - Linking to Downtown with improved Sidewalks
 - Beginning of trail through nature preserve/riverfront.
- 10 -Farmers Market Site (Winter)
- 10 -Food
 - café
 - coffee shop
 - 24-hour diner
- 8 -Small Museum
 - Cultural Center for Lawrence Minority Groups (ex. Native American / African American)
 - Model Train Museum
 - Railway Museum
- 7 -Nature & Eagle Observation Site
- 6 -City Department
 - Transit
 - Utility Payment
- 6 -Office / Meeting Space
 - for the East Lawrence Neighborhood Association
- 4 -Rent for Special Events
 - weddings
 - performances
 - political receptions
 - graduation parties
- 3 -Visitor's Center
- 2 -Arts studio
 - Visual Art gallery
 - Music & Performing Arts performances
 - Films
- 2 -Location for local festivals
- 2 -Historic Display of Current Station and Previous Depot
- 2 -Train-viewing Park
- 1 -Satellite Police Station
- 1 -Encourage Marriot Hotel/Conference Internat'l/Usage of Rail Transport
- 1 -Develop Area North of Track
- 1 -Office/Mtg. Space for Barker Residents
- 0 -Art Gallery
 - With "Gallery Night" trolley linking other local galleries

Project Participants

Preparation of the Historic Structure Report was a group effort and the City of Lawrence engaged the services of a prime consultant to lead the process.

Steering Committee

The City of Lawrence established a Steering Committee to assist with the development of the Historic Structure Report. This group consisted of City staff, Depot Redux group members (a grassroots community based organization), and community stakeholders (nearby business owners and residents). Group members were:

Santa Fe Station Project Steering Committee

Name	Representing	Contact Information
Carey Maynard-Moody	Depot Redux	careymm@sunflower.com
Lynne Braddock Zollner	City of Lawrence/historic planning	6 E. 6 th Street lzellner@ci.lawrence.ks.us
Diane Stoddard	City of Lawrence	6 E. 6 th Street dstoddard@ci.lawrence.ks.us 832-3413
Dennis Domer	Community	domer@ku.edu
Phil Collison	East Lawrence Neighborhood	phil@collison.com 933 Pennsylvania 66044 766-0711 (cell) 843-8098 (home) (just in case you need that).
Hank Booth	Lawrence Chamber of Commerce	hbooth@lawrencechamber.com
Pat Kehde	Lawrence Preservation Alliance	pkehde@sunflower.com
Todd Girdler	Transportation planning	tgirdler@ci.lawrence.ks.us

Consultant Team

The City of Lawrence engaged Hernly Associates, Inc. as the prime consultant to prepare the Historic Structure Report. Hernly staff was responsible for gathering information and overseeing production of the report. Members of the consultant team included:

Hernly Associates, Inc.

Lawrence, Kansas

Preservation Architecture and Environmental Consulting

Stan Hernly, Principal Project Architect and Project Manager

Mike Myers, Assistant Project Architect

Shelli Ulmer, Assistant Project Architect

Steve Bagwell, Intern Architect

Michelle Nelson, Environmental Testing Specialist (Lead-based paint)

DGM Consultants, PA

Overland Park, Kansas

Structural Engineering & Masonry Consultant

Don McMican

Hughes Consulting Engineering, PA

Lawrence, Kansas

Mechanical Engineering Consultant

Steve Hughes

Davis Preservation, LLC

Topeka, Kansas

Preservation Consultant

Christy Davis

Mark Corriston, Evan Stair, and Deborah Fischer-Stout

Passenger Rail and Transportation Consultants w/ the Northern Flyer Alliance

Bartlett & West Engineers

Lawrence, Kansas

Land Planning Consultant

Darren Ammann