

## **PART 2 - TREATMENT & WORK RECOMMENDATIONS**

### **HISTORIC PRESERVATION OBJECTIVES**

The historic preservation objectives and the treatment approach recommendations for this project are determined by adhering to information from the National Parks Service (NPS). That information is paraphrased below and the complete information is provided in the Appendix.

*The Secretary of Interior's **Standards for Preservation** and **Guidelines for Preserving Historic Buildings** identify four treatment approaches: Preservation, Rehabilitation, Restoration, and Reconstruction. The first treatment, **Preservation**, places a high premium on the retention of all historic fabric through conservation, maintenance and repair. It reflects a building's continuum over time, through successive occupancies, and the respectful changes and alterations that are made.*

***Preservation** is defined as the act or process of applying measures necessary to sustain the existing form, integrity, and materials of an historic property. Work, including preliminary measures to protect and stabilize the property, generally focuses upon the ongoing maintenance and repair of historic materials and features rather than extensive replacement and new construction. New exterior additions are not within the scope of this treatment; however, the limited and sensitive upgrading of mechanical, electrical, and plumbing systems and other code-required work to make properties functional is appropriate within a preservation project.*

*Preservation may be considered as a treatment when the property's distinctive materials, features, and spaces are essentially intact and thus convey the historic significance without extensive repair or replacement. Preservation is suitable when depiction at a particular period of time is not appropriate and when a continuing or new use does not require additions or extensive alterations.*

*In Preservation, the options for replacement are less extensive than in the other treatment methods. This is because it is assumed at the outset that building materials and character-defining features are essentially intact, i.e., that more historic fabric has survived, unchanged over time. The expressed goal of the **Standards for Preservation** and **Guidelines for Preserving Historic Buildings** is retention of the building's existing form, features and detailing. Protection, maintenance, and repair are emphasized while replacement is minimized.*

Based on the existing condition of the Santa Fe Station, **Preservation** is the treatment approach recommended for the building. Specific work recommendations are based upon this treatment approach.

### **REQUIREMENTS FOR WORK**

#### **Introduction**

This section provides an outline of the laws, regulations, and functional requirements applicable to the work recommendations for the Santa Fe Station. These are divided into: Preservation, Building Code, Land Use, and Accessibility.

#### **Preservation**

The basic outline of the Preservation treatment approach for a listed historic property is provided by the *Secretary of Interior's **Standards for Preservation** and **Guidelines for Preserving Historic***

**Buildings.** These documents are included in the appendix, as are additional National Park Service guidelines related to preservation of specific building components. These resources should be utilized when preparing detailed construction documents for work to be completed on the building and site.

### **Building Code**

New work on the building that requires obtaining a permit is required to meet current codes. Any changes in use, which increase the number of people occupying the building or which change the types of activities occurring in the building, require modifications to bring the building into compliance with current adopted codes. The current codes adopted by the City of Lawrence are:

- International Building Code, 2006 Edition, as Amended by Chapter V - Building And Construction, Article 2, Section 5-204, of The Code of The City of Lawrence, Kansas, September 25, 2007 Edition.
- National Electrical Code, 2008 Edition, with Section 5-403 Amendments
- International Plumbing Code, 2006 Edition, with Section 5-504 Amendments
- International Mechanical Code, 2006 Edition, with Section 5-604 Amendments
- International Fuel Gas Code, 2006 Edition, with Section 5-704 Amendments
- International Energy Conservation Code, 2006 Edition, with Section 5-804 Amendments
- International Existing Building Code, 2006 Edition, with Section 5-904 Amendments
- International Property Maintenance Code, 2006 Edition, with Section 5-1004 Amendments

### **Land Use**

Change in building use or site use requires compliance with current land use (zoning) regulations. The current land use code adopted by the City of Lawrence is:

- Land Development Code, Chapter 20 – Code of the City of Lawrence, Kansas, Effective July 1, 2006, Adopted by the Lawrence City Commission on April 4, 2006 [Ordinance No. 7985], Ordinance No. 8013, 8014, 8015, 8016, 8017, 8018 and 8019 adopted June 27, 2006.

### **Accessibility**

Primary sources for determining accessibility compliance and requirements are:

- Americans with Disabilities Act and Architectural Barriers Act Accessibility Guidelines by the United States Access Board, 1331 F Street, N.W. Suite 1000, Washington, D.C. 20004
- The International Building Code, Section 3409, Accessibility for Existing Buildings

## **CONDITION ASSESSMENT & WORK RECOMMENDATIONS**

### **INTRODUCTION**

This section provides an analysis of materials, elements, systems, and spaces of the building and building site. It outlines specific work recommendations to achieve the following goals (the letter following in parentheses is used throughout to identify which category each item belongs):

- Preserve distinctive materials, features, finishes, and construction techniques **(P)**
- Provide necessary maintenance and repairs **(M)**
- Meet handicap accessibility requirements **(A)**
- Comply with current building codes **(C)**

- Promote energy conservation (**E**)
- Conform to current land use zoning regulations (**Z**)
- Provide design features to improve the character of the property (**D**)

The information is provided in four major groups:

- Site
- Building Shell
- Interiors
- Mechanical/Electrical Systems

## **SITE**

The building site is the location of a previous train depot, built around 1883, which was demolished for construction of the current station. The 1955 construction drawings for the current station include a "Location and Paving Plan" on Sheet 1 (see "Original Drawings" in appendix). This plan, included at a larger scale on sheet C1.1 of the "Concept Drawings", provides a record of existing and proposed items from the 1955 construction, which helps identify significant historic site features. Other significant site features are identified in historic photos of the previous depot and current station (see "Historic Photos" in appendix).

### **Brick Parking Lot**

The existing brick paved parking area directly northwest of the building is identified on the 1955 construction drawings as "Existing Brick Parking Area to Remain". It is also visible in several of the historic photos of the previous depot and current station. This is a significant historic site feature and should be retained and maintained for continued use into the future. The stormwater inlet at the northwest corner of brick paved area is a historic feature that should also be retained.

The brick paving is generally in good condition and serviceable for use as a parking area for passenger vehicles. The lot does not have parking spaces and drive lanes indicated with pavement markings and it is therefore underutilized in the number of cars that typically park in the area. The asphalt drive lane to the adjacent existing asphalt parking area to the northwest also reduces the utilization of this lot.

#### *Work Recommendations (P):*

Maintain the existing brick parking lot. Provide paint markings to indicate parking spaces and drive lanes. Fourteen parking spaces, including one "van accessible" space, can be provided as indicated in the "Concept Drawings" in the appendix.

### **Asphalt Parking Lot**

Directly northwest of the existing brick parking lot is an asphalt parking lot, which was added sometime after construction of the current building. This lot does not appear on the 1955 construction drawings and it is not a significant historic site feature. The northwest edge of the asphalt pavement passes very close by an existing round concrete planting bed, which was originally the basin of a fountain (see below). The proximity of the parking lot to the planting bed/fountain detracts from its historic character.

The asphalt pavement is generally in poor condition and the parking lot is not well lit at night. The lot does not have pavement markings to indicate parking spaces and it is therefore underutilized in the number of cars that typically park in the area.

#### *Work Recommendations (D):*

Demolish the asphalt parking lot and redevelop this portion of the site into a design feature that improves the character of the property (see below).

### **Round Planting Bed/Fountain**

Immediately northwest of the asphalt parking lot northwest of the building is a round raised concrete planting bed, which was originally the basin of a fountain. This feature can be seen in the historic photo from circa 1925. This is a significant historic site feature that should be preserved, and ideally be restored to its original use and design as a water fountain design feature.

#### *Work Recommendations (P):*

Keep the existing round fountain basin as a planting bed, remove the adjacent asphalt parking lot, and develop new site landscape features to highlight the planting bed.

### **Proposed Landscape Garden**

The portion of the site northwest of the brick parking area is a key location for site development improvements to enhance utilization of the property and provide potential linkage to off-site features. New York Street, which passes along the west side of this area, crosses the railroad track to the north and provides access to a parking lot that serves the River Front Plaza (a hotel and office development originally constructed as a multistory retail shopping mall). This portion of the site is furthest to the west, only four short blocks from Massachusetts Street and less than 150' from the River Front Plaza parking lot.

#### *Work Recommendations (D):*

Develop a new landscape garden area on the northwest portion of the site which highlights the original round fountain basin and provides an attractive and appealing site feature for Santa Fe Station patrons, Amtrak passengers, passing pedestrians/cyclists, and neighborhood residents.

### **Proposed Parking**

The triangular portion of the site southeast of the building is partially utilized for parking and some storage of BNSF equipment. The area is not paved and has some graveled portion.

With potential expanded uses of the building, additional on-site parking is needed to meet requirements of the Land Development Code of the City of Lawrence. Based on a total building floor area of 4,324 s.f. the following number of parking spaces would be required:

Office use @ 1 space per 300 s.f. = 15 spaces

Cultural Center/Civic Assembly use @ 1 space per 500 s.f. = 9 spaces

Restaurant use @ 1 space per 100 s.f. customer area + employees = 44 spaces

Assembly use @ 1 space per 4 seats = 38 to 72 spaces (depending on type of seating)

Besides parking required for people using the building there is also a need to provide parking for Amtrak passengers and pedestrian/bicycle trail users, if that develops (see below). It is anticipated that the number of required on-site parking spaces will be determined as part of a Special Use approval process, which would likely be needed if uses for the building and site are expanded. Based on information gathered to date, approximately 50 parking spaces will be required, depending on actual uses proposed as part of a Special Use application.

#### *Work Recommendations (Z):*

Develop a new parking lot on the southeast portion of the site to accommodate additional on-site parking needs. A preliminary design layout of this area is included in the "Concept Drawings" in the appendix.

### **Pedestrian/Bicycle Trail**

The City of Lawrence is currently constructing a pedestrian/bicycle trail (Burroughs Creek Trail), which follows the route of an abandoned railroad line. The south end of the trail terminates at

11<sup>th</sup> Street, near the southeast corner of Hobbs Park, four blocks south and three blocks east of the Santa Fe Station. The current bikeway system map for the City of Lawrence indicates a future extension of this trail northward where it would cross the Kansas River on a new pedestrian/bikeway bridge and connect to the Levee Trail in North Lawrence.

Work Recommendations (D):

Encourage consideration of expanding the Burroughs Creek Trail northward within existing street right-of-way and on existing City owned property. Potential alignment could locate the trail in the 700 block of New Jersey Street on the east side where it could then pass in front of the Santa Fe Station and continue on westward on the north side of 7<sup>th</sup> Street. A diagram of a potential route is shown on the partial bikeway system map included in the appendix.

**Foundation of "Express Building"**

On the original construction drawings, sheet 1 of 18, a building is noted to the southeast of the Station as "Exist. Express Building". This building has been demolished at some time in the past, but the concrete foundation of that building still exists on the site.

Work Recommendations (P):

Photograph and graphically record the location of this site feature prior to its removal if new site feature construction is executed.

**Sidewalk/Platform - north side**

The original concrete platform on the north side of the building has been overlaid with asphalt at some time in the past. The asphalt is deteriorated and does not drain surface run-off stormwater effectively. Moisture has become trapped around the steel canopy columns and these have been seriously rusted and corroded at their bases.

Work Recommendations (P):

Remove the asphalt pavement and replace the original concrete pavement. Repair steel column bases while concrete is removed (see below). Amtrak ARRA funds may cover some of the cost for this work.

**Sidewalk - west side**

There is no sidewalk curb ramp from the parking area west of the building to the sidewalk around the building. Two areas of concrete pavement adjacent to the building are spalled and cracked where the cast-iron interior roof drains turn out of the exterior building wall and below the concrete sidewalk. The bases of the steel canopy posts are rusted and corroded.

Work Recommendations (A):

Replace the concrete sidewalk on the west side of the building and install a curb ramp to the brick parking area adjacent to the handicap parking space as indicated on the site plan in the "Concept Drawings" section. Amtrak ARRA funds may cover some of the cost for this work.

**Sidewalks - south side**

There is a step in the sidewalk leading to the exterior door at Vestibule (14), which makes this entrance/exit not on an accessible route. The floor plan is recommended to be modified to eliminate the "dead-end corridor" condition (see below) and this door would need to be on an accessible route.

Work Recommendations (A):

Construct a new concrete sidewalk that connects to the existing landing at the door, extends eastward along the south side of the adjacent planter, and connects to the existing sidewalk at the street. This is shown on sheet C1.1 of the "Concept Drawings" in the appendix.

### **Sidewalk/Loading Dock - east side**

The concrete pavement at the loading dock at the east end of the building is deteriorated. This is a significant original design feature that should be maintained even if building use changes.

#### **Work Recommendations (P):**

Replace the concrete pavement and maintain the loading dock feature.

## **BUILDING SHELL**

### **GENERAL**

The exterior finishes of the building are very high quality and durable. They are typical of Mid-Century Modern style institutional buildings and almost all are original, except as noted specifically below in the detailed descriptions, and should be considered historically significant.

### **WALLS**

#### **Brick**

The primary exterior building material is face brick installed over concrete masonry unit backup. The brick color is a mix of blond, tan, and brown standard modular size units with a vertical raked face finish. A detailed masonry inspection report is provided in the appendix. There are three primary issues to address regarding brick masonry deficiencies.

#### **Work Recommendations (P):**

Replace bricks with spalled faces at the junction with pavement around the building and at the chimney above the roof.

#### **Work Recommendations (P):**

Install through-wall expansion joint in north wall of the building.

#### **Work Recommendations (P):**

Replace cracked bricks and point cracked joints in north wall, at southeast corner, at north planter box, at window sills, and around steel beam bearing locations.

#### **Stone**

There is a small amount of face limestone accent on the south exterior wall and the north exterior wall between the aluminum windows in the middle portion of the building. There is cut limestone sill and surround trim at these windows. There is a limestone wing-wall at the east side of the south public entrance Vestibule (3). A few of the mortar joints are cracked from wall movement.

#### **Work Recommendations (P):**

Cut out mortar and point cracked joints in the limestone accent at the south wall and at the wing-wall adjacent to Vestibule (3).

#### **Work Recommendations (P):**

Caulk head joints in stone sills and seal skyward facing surfaces of sills.

#### **Metal Siding**

There is fluted metal siding above the aluminum window walls of the Waiting Room portion of the building. The finish of the metal panels is original color but is faded and worn. There is lead-based paint on the panels.

*Work Recommendations (M):*

Prep and paint the metal siding in color to match original color, following recommendations in the Lead-based Paint Report.

## **CANOPIES**

### **Columns**

The canopies around the building are steel structures supported by connection to load bearing masonry walls on the building side and by pairs of steel pipe columns on the open side. The bases of the columns are rusted and deteriorated from moisture infiltration at the juncture with the pavement. The deterioration is most pronounced at the north side where asphalt has been overlaid on the original concrete pavement and it is critically important that these columns be repaired soon. (For additional information see Structural and Masonry Report in appendix.)

*Work Recommendations (P):*

Cut off and replace bottom 4' portion of steel columns and install new galvanized section of steel columns. This work should be done at the same time as concrete pavement replace around the building. Prep and paint all columns with high-performance paint, following recommendations in Lead-based Paint Report (lead-base paint is present at some columns).

### **Soffit**

The soffits of the canopies are portland cement plaster on metal lathe. The canopy soffits are at the same height as the interior ceilings at Vestibules (2 & 3) and the plaster soffit/ceilings in the Waiting Room; this configuration makes the interior ceiling planes visually extend from inside to outside, a common feature of modernist style design. Some water staining is present from previous canopy roof leaks and there is a portion at the west end of the building that has had a support angle added to hold damaged plaster in place.

*Work Recommendations (P):*

Patch damaged areas of plaster and skim-coat entire soffit area.

## **WINDOWS**

### **Wood (at south wall Freight Office)**

The windows at the south wall of the Freight Office are single-pane glass in wood frames with five operable awning sashes under three larger fixed lites. There is a small overhang of the canopy at this area and a tinted film has been added to these windows to block sunlight from entering; the film is bubbled and peeling.

*Work Recommendations (E):*

Replace the single-pane glass with tinted insulated glass (this can be accommodated in the existing depth of the sash and frames). Install new weatherstripping at the awning sashes. Prime and paint the frames and sashes.

### **Aluminum - all other locations**

The windows at the Waiting Room are single-pane glass in aluminum storefront-type frames. The glass has a slightly visible regular wavy appearance created by the manufacturing process. The vertical framing members are the primary structural members resisting wind load and are an "I" shape, rather than a tube shape like current storefront framing systems. There is a 10" tall brick bulkhead below the windows and the tops of the windows extend to the interior plaster soffit/ceiling which is at approximately 9'-4" above the floor, the same height as the exterior soffits of the surrounding canopies. The window frame pattern creates a subdivision of window lites approximately 3'-4" wide by 2'-2" tall, very close to the 1.618 classical golden ratio, and the

second row from the bottom are operable awning sashes. The operable sashes are very unique with rounded corners that simulate windows of 1950's "modern" style passenger train cars.

The windows at all other locations not mentioned above are double-hung aluminum with single-pane glass. Each window unit is approximately 3'-0" wide by either 5'-0" tall or 2'-6" tall. The sashes in the taller units have a two-over-two horizontal lite pattern, and all windows have a horizontal emphasis in their patterning.

The aluminum windows all utilize exterior glazing clips or tracks and glazing compound. The glazing compound is mostly original and should be replaced.

Work Recommendations (E):

To improve the thermal performance of the original windows, install interior mounted aluminum storm windows with operable sashes that align with the existing operable sashes. At the Waiting Room windows, install the storm windows behind the inside flange of the "I" shaped vertical members so as not to conceal that significant design feature.

Work Recommendations (M):

Replace all exterior glazing compound.

## **DOORS**

### **Aluminum (Vestibule 2 & 3)**

The exterior doors at Vestibules 2 & 3 are aluminum doors in aluminum storefront frames. The doors, sidelights, and transom panels all have single-pane clear glass and the aluminum frames have a "bright" clear anodized finish, more similar in appearance to stainless steel than to contemporary clear anodized finished aluminum which has a flat sheen rather than a glossy sheen. The doors have multiple holes at various locations from previous attached hardware and locks.

The doors have a combination of original and non-original hardware components. Original components include: in-floor closers which are deteriorated and do not function, overhead rod-type door holders (only one original exists), exterior pulls, and interior push-bars. Non-original components include: overhead door closers and keyed locks.

The doors do not meet current building code for egress requirements. "Panic" type operating hardware that permits emergency egress in any circumstance is required for "assembly" type occupancies and locks which require the use of a key to open from the inside when locked are not permitted.

The arrangement of the interior and exterior doors does not meet handicap accessibility requirements. When the interior doors are open completely only 3' of clearance beyond the end of the door and the exterior doors is provided, rather than the required 4' of distance.

Work Recommendations (E):

Replace the single-pane glass in the sidelites and transoms with insulated glass. The depth of the aluminum framing allows for this with minimal modifications.

Work Recommendations (P):

Replace the aluminum door leafs with new bright finished anodized aluminum door leafs with the same perimeter style dimensions and clear insulated glass.

Work Recommendations (C):

Install panic hardware exit devices on all doors. Make every effort to re-use the original push-bar and pull-handle hardware, if at all possible, in conjunction with the new panic hardware.



*Work Recommendations (P):*

Remove the non-original overhead door closers and replace the original in-floor door closers with new in-floor door closers.

*Work Recommendations (P):*

Install overhead rod-style door holders to match original holders.

*Work Recommendations (A):*

Install new overhead automatic door operators with exterior push-button actuators at one door in each pair of doors (push-button actuates both interior and exterior doors in series). In-floor operators are available but approximately twice as expensive as overhead operators; if budget allows, utilize in-floor operators.

**Wood (Vestibule 14)**

The exterior door in the south wall at Vestibule (14) is a wood door in a wood frame, which opens inward. In order to eliminate an interior "dead-end corridor" condition, this door should open outward (see below).

*Work Recommendations (C):*

Rehang door to open outward, install panic hardware, and install weatherstripping.

**Metal (Boiler Room 6 and Baggage Room 12)**

The exterior metal doors and frames on the north side of the building are deteriorated at their bottoms and the single door to the Boiler Room is damaged by vandalism/break-in.

*Work Recommendations (P):*

Clean and paint deteriorated frames and doors. Replace damaged door leaf.

**Overhead (Baggage Room 12)**

There are two overhead doors at the Baggage Room. The door at the north wall was originally used as access to load and unload baggage and freight onto trains. The door at the south wall was originally used as access to the loading dock at the southeast corner of the building. The north door is wood and is original with original hardware; it has lead-based paint on the door and trim. The south door is an insulated metal door and is not original.

*Work Recommendations (P):*

Prep and paint the north door and trim, following recommendations in the Lead-based Paint Report. Replace the south door with a new door to match the original wood door or, if the use of this portion of the building changes, the south door opening may be used as a new access point or window.

**Hatch at Gas Meter Pit**

There is a steel hatch door to the gas meter pit at the south side of the building adjacent to the Vestibule (14) door. The paint is deteriorated and not the original color.

*Work Recommendations (M):*

Clean and paint deteriorated frame and hatch.

**ROOF**

**Fascia**

The roof edge fascia is anodized aluminum sheetmetal approximately 12" tall at the canopy perimeter and 10" tall at the roof perimeter. The fascias are installed with an outward tilt at the top and with a three-part horizontal reinforcing fold pattern that emphasizes the horizontal line of the fascia and building. Several locations have been damaged by impact forces (ladders,

equipment?) and many areas are stained by roofing asphalt or adhesive type roof edge sealants.

Work Recommendations (P):

Replace damaged sections of fascia to match original. Clean fascia with mildest method possible to remove asphalt and adhesive.

**Roofing**

The roofing on the canopies and building consists of two layers. There is the original built-up-asphalt roofing with stone ballast, and an overlay of single-ply asphalt roofing most likely installed in 1982. There are many areas of large blisters and other obvious indications of moisture within the roofing system. The existing roofing has exceeded its useful life and needs to be replaced very soon in order to avoid damage to interior components and structure.

Work Recommendations (M):

Remove all roofing and rigid roof insulation. Install new insulation and new light colored single-ply roofing.

**Roof Openings**

There is an existing skylight at the east end of the interior hallway (Passage 5). This is a double-shell acrylic "bubble" type unit. Moisture has gotten between the acrylic shells and moisture also condenses on the interior of the interior panel.

Work Recommendations (M):

Replace the skylight unit with a new unit of the same size.

**Soffits**

The soffits of the roof overhangs are portland cement plaster on metal lathe. Some water staining is present from previous roof leaks.

Work Recommendations (P):

Skim-coat all soffit areas.

**Miscellaneous**

**Joint Sealants**

Joint sealants at all junctions of differing exterior building materials are deteriorated or missing.

Work Recommendations (M):

Remove deteriorated sealants and install new sealants at all junctions of differing materials.

**Insulation**

Wall section drawings in the original set of construction drawings indicate that the insulated exterior wall panels above the aluminum windows at the Waiting Room portion of the building do not extend to the roof deck and that there is an approximately 12" tall gap which leaves the above-ceiling area open to the un-insulated soffit overhang area.

Work Recommendations (E):

Verify that the un-insulated above-ceiling condition exists at the Waiting Room and if so, provide insulation to separate the above-ceiling area from the soffit area. (This is required for installation of the fire sprinkler system in the above ceiling area, see below).

## **INTERIORS**

### **GENERAL**

The interior finishes throughout the building are very high quality and durable. They are typical of institutional buildings of this time period and almost all are original, except as noted specifically below in the detailed descriptions of each space, and should be considered historically significant.

### **BUILDING CODE RELATED ITEMS**

The interior spaces of the building are not arranged in a manner which meets current building code requirements for egress and life safety. With possible changes in use of the building, it will be necessary to bring the building into compliance with current code requirements. Per 2006 IBC, Section 3406.1, "No change shall be made in the use or occupancy of any building that would place the building in a different division of the same group of occupancy or in a different group of occupancies, unless such building is made to comply with the requirements of this code for such division or group of occupancy."

#### **Dead-end Corridor:**

Per 2006 IBC, Section 1017.3, "Where more than one exit or exit access doorway is required, the exit access shall be arranged such that there are no dead ends in corridors more than 20 feet (6096 mm) in length." Two exits are required from Waiting Room (1) because the occupant load of that space exceeds 50 and Passage (5) creates a dead end corridor in excess of 20' because there is no exit from the east end without passing through an occupied space or through interior doors which can be locked.

#### **Work Recommendations (C):**

Reconfigure the space at the east end of Passage (5) to provide an exit through Vestibule (14) to the south exterior door. See sheet A1.2 and A1.3 of the "Concept Drawings" for a diagrammatic layout of the recommended configuration. The recommended plan accommodates BNSF continued usage of the Freight Office (13) and Baggage Room (12).

#### **Corridor Fire-Resistance Rating:**

Per 2006 IBC, Table 1017.1 a corridor in occupancy types A, B, E, F, M, S, and U serving an occupant load greater than 30 and not protected by a fire sprinkler system is required to be 1-hour fire resistance rated. The same corridor with a fire sprinkler system is not required to be fire resistance rated. The occupancy types of the Santa Fe Station building are assembly "A", office "B", and storage "S"; the corridor (Passage (5)) serves an occupant load greater than 30 and is not fire resistance rated; and the building does not have a fire sprinkler system.

#### **Work Recommendations (C):**

Since Passage (5) can not easily be modified to be 1-hour fire resistance rated without adversely affecting the historic character of the building, provide a fire sprinkler system throughout the building so that Passage (5) is not required to be fire resistance rated.

#### **Exit Spacing:**

Per the 2006 IBC, 1015.2.1, "Where two exits .... are required ... (they) ... shall be placed a distance apart equal to not less than one-half of the length of the maximum overall diagonal dimension of the ..... area to be served ..... Exceptions: 2. Where a building is equipped throughout with an automatic sprinkler system ..... the separation distance of the (exits) .... shall not be less than one-third of the length of the maximum overall diagonal dimension of the area served."

Waiting Room (1) has an occupant load in excess of 50 and two exits are required. The two exits provided are greater than one-half the diagonal dimension of the space apart but less than one-third the diagonal dimension of the space apart.

Work Recommendations (C):

Since the building is required to be fire sprinkled due to a non-fire resistance rated corridor situation (see above) no additional work is required to be code compliant.

## **ACCESSIBILITY RELATED ITEMS**

### **Entrances**

The public building entrances at Vestibule (1) and Vestibule (2) do not meet ADA Accessibility Guidelines. The doors in series at both locations do not provide 4' of space between the latch-end of the interior door leafs when open and the exterior door leafs.

Work Recommendations (A):

Install new overhead automatic door operators with interior and exterior push-button actuators at one door in each pair of doors (4 total). In-floor operators are available but approximately twice as expensive as overhead operators; if budget allows, utilize in-floor operators.

### **Bathrooms**

The doors into the two bathrooms, Women (8) and Men (9), do not provide sufficient clear width. There is not sufficient clear space for ADA compliant access to a toilet in any stall in either bathroom. There is not sufficient space in Women (8) to provide two toilet stalls (one ADA compliant and one standard).

Work Recommendations(A):

Reassign fixtures and gender use so that room number 8 will be for men and room number 9 will be for women. At Women (9) provide two toilet stalls (one ADA compliant and one standard), ADA compliant controls at one existing lavatory, and one new lavatory. At Men (8) provide one ADA compliant toilet stall, two ADA compliant urinals (one new and one relocated), and ADA compliant controls at two relocated lavatories.

Provide wider doors into each room. Provide door frames and leafs that match original materials as closely as possible and provide ADA compliant hardware. Reinstall original door mounted signage. In the proposed configuration, there is not sufficient space for the door of the new Women (9) bathroom to have the required clear floor space on the bathroom side of the door; provide an automatic push-button door operator for this door.

Maintain all original finishes in both bathrooms to the greatest extent possible. Where new finishes are necessary, (on new vision-screening wall and plumbing fur-outs for example) incorporate durable materials complementary to original materials.

### **Accessible Route – Baggage Room and Freight Office**

The doors from Passage (5) into Baggage Room (12) and Freight Office (13) do not have sufficient clear width to provide an interior accessible route between those spaces. There is not adequate room to provide wider doors at the same locations as the existing original doors.

Work Recommendations:

Leave the existing original doors in place without any modifications. The space at the east end of Passage (5) is required to be reconfigured to eliminate a dead-end corridor situation (see Code section above). Provide a new 3'0 wide door in the proposed new temporary wall indicated on sheets A1.2 and A1.3 of the "Concept Drawings" to separate the Freight Office

(13) from Vestibule (14). The recommended plan accommodates BNSF continued usage of the Freight Office (13) and Baggage Room (12).

Provide a new wider door between the Freight Office (13) and the Baggage Room (12), through their east-west common wall. Provide door frame and door that matches original materials as closely as possible and provide ADA compliant hardware.

### **Accessible Route – Agent's Office**

The door into Agent's Office (9) does not have sufficient width to provide an accessible route into that room.

#### **Work Recommendations:**

Enlarge the opening in the masonry wall and provide a wider door frame and door that matches original materials as closely as possible and provide ADA compliant hardware.

### **Drinking Fountain**

An existing drinking fountain is located at the west end of Passage (5) on the south wall adjacent to Vestibule (3). This is a floor mount style drinking fountain and is possibly the original drinking fountain installed in the Freight Office (13) adjacent to Vestibule (14), where a drinking fountain is no longer in place. The original drinking fountain at Passage (5) was a white ceramic wall hung style with a water chiller located in the adjacent Janitor (9) closet; the fountain is visible in original interior photographs. Neither the existing drinking fountain or the original drinking fountain meet handicap accessibility requirements.

#### **Work Recommendations:**

Provide a high and a low mounted drinking fountain per accessibility requirements at the original location of the drinking fountain in Passage (5). Provide a recessed cabinet style fountain if it can be installed without having a detrimental visual effect to the limestone masonry at that location.

### **Public Telephone**

The original interior location of a public pay-telephone is at the east wall of the northeast corner of the Waiting Room. The original "Telephone Shelf" is still at this location, but there is no phone. There is an exterior pay-telephone that has been added adjacent to the south entrance doors of Vestibule (3) on the limestone wingwall.

There is no TTY/TDD phone or Amtrak emergency phone provided.

#### **Work Recommendations:**

Installation of a TTY/TDD phone and an Amtrak emergency phone is anticipated to be completed by Amtrak as part of the 2009 ARRA project. Incorporate the original telephone shelf into one of these systems if it is able to accommodate other necessary accessibility design features.

### **Public Address System**

The existing original public address system consists of two exterior speakers underneath the canopy roof on the north side of the building at the passenger loading platform. It is an audio only system and is not believed to be operational. An audio-visual public address (AVPA) system is required to meet accessibility guidelines.

#### **Work Recommendations:**

Installation of an audio-visual public address system is anticipated to be completed by Amtrak as part of the 2009 ARRA project. Maintain the original exterior PA speakers, even if they are not incorporated into a new system.

## **INTERIOR SPACES**

### **WAITING ROOM (1)**

The Waiting Room is the primary public space within the building. It is designed to have good visibility to the street to the south and to the railroad track to the north through the nearly floor to ceiling aluminum window wall system facing those directions.

#### **Floor**

The flooring is original terrazzo and it is in good condition. There are some stained areas.

#### **Work Recommendations:**

Remove the existing finish and stains, and refinish according to proper procedures for terrazzo.

#### **Base**

The wall base is original painted metal base which has had the original color painted over. The base along the north wall is loose and some sections and corner trim pieces are missing.

#### **Work Recommendations:**

Reattach loose base with masonry anchors, replace missing parts and segments, and paint to match the original color.

#### **Walls**

The walls are face brick and are in good condition.

#### **Work Recommendations:**

Clean with steam or with water and mild detergent.

#### **Ceiling**

The lower ceilings of the Waiting Room adjacent to the north and south windows are original plaster. An area in the northwest corner of the north ceiling is damaged from water infiltration.

#### **Work Recommendations:**

Patch plaster to match existing and paint entire plaster ceiling (horizontal and vertical surfaces) in color to match original (if possible to determine).

#### **Ceiling**

The higher center area of the ceiling is a suspended concealed grid acoustical tile system with 12"x12" tiles that have a fissure pattern finish. This ceiling in the historic photos appears to have a fissure pattern finish, but most likely not all of the existing tiles are original. There is one tile missing, all of the tile finish patterns do not match, and there are spare fissure pattern tiles on a shelf in the Janitor closet. It's likely that portions of the ceiling are still original tiles.

#### **Work Recommendations:**

Verify original ceiling tile type and finish pattern and replace with new tile to match original if available.

#### **Curtains**

Original ceiling mounted curtain track is located on the plaster ceilings at the north and south windows; the track is inset into the plaster at the north window and surface mounted at the south window. Curtains are visible at both locations in 1950's photographs and the original curtains hung at these locations until just the past several years.

#### **Work Recommendations:**

Provide new curtains in pattern and colors as close to the original as possible.

#### **Furniture**

Several pieces of original furniture are still in the Waiting Room, including lounge chairs, foot stools, and trash cans. Some pieces of furniture are damaged and stored elsewhere in the building.

Work Recommendations:

Maintain all original furniture with the building and make repairs as necessary to keep in good serviceable condition.

**Artwork**

There is a large aerial photograph of the University of Kansas campus from the mid 1960's mounted to the west wall. There are two or three small gouges in the photograph, reportedly caused by bullets shot into the building in the early 1970's during a period of racial and student unrest.

Work Recommendations:

Maintain the aerial photograph with the building and clean with the mildest means possible to remove dirt without damaging the photo or frame.

**HVAC Equipment**

The original interior equipment of the air-conditioning system for the public areas of the building is located on the east wall of the Waiting Room adjacent to the south windows. This unit has reached the end of its useful life expectancy (see Mechanical Report in appendix). The enclosure of this unit is a significant historic feature of the space.

The original under-slab hot-water heating system is still operational in the Waiting Room and this system has reached the end of its useful life expectancy. An additional fan-coil unit, installed in 1982 and connected to the hot-water heating system, is located at the west wall of the Waiting Room and this unit is nearing the end of its useful life expectancy.

The paint on the shell of this unit contains lead (see Lead-based Paint Report in appendix)

Work Recommendations:

Abandon the under-slab hot-water heating system, remove the 1982 fan-coil unit and piping, and remove the internal parts of the original AC air-handling unit. Install a new heating/cooling combination air-handling unit inside the existing equipment shell and connect to the original ductwork inside. Clean and paint the shell of the original unit following recommendations in the Lead-based Paint Report.

**VESTIBULE (2)**

**Floor**

The flooring is original terrazzo and it is in good condition. There are some stained areas.

Work Recommendations:

Remove the existing finish and stains, and refinish according to proper procedures for terrazzo.

**Base**

The wall base is original painted metal base which has had the original color painted over. Some of the base is loose.

Work Recommendations:

Reattach loose base with masonry anchors, replace missing parts and segments, and paint to match the original color.

**Walls**

The walls are face brick and are in good condition.

Work Recommendations:

Clean with steam or with water and mild detergent.

**Ceiling**

The existing ceiling is 2'x4' acoustical tile with exposed grid system. The original ceiling was 12"x12" acoustical tile, most likely in a fissure pattern finish, with concealed grid system.

Work Recommendations:

Replace ceiling to match original.

**Doors**

The interior doors are aluminum doors in aluminum storefront frames. The doors, sidelights, and transom panels all have single-pane clear glass and the aluminum frames have a "bright" clear anodized finish, more similar in appearance to stainless steel than to contemporary clear anodized finished aluminum, which has a flat sheen rather than a glossy sheen. The doors have multiple holes at various locations from previous attached hardware and locks.

The doors have a combination of original and non-original hardware components. Original components include: in-floor closers which are deteriorated and do not function, overhead rod-type door holders (only one original exists), exterior pulls, and interior push-bars. Non-original components include: overhead door closers and keyed locks.

The arrangement of the interior and exterior doors does not meet handicap accessibility requirements. When the interior doors are open completely only 3' of clearance beyond the end of the door and the exterior doors is provided, rather than the required 4' of distance.

Work Recommendations (E):

Keep the single-pane glass in the doors, sidelites, and transoms.

Work Recommendations (C):

Remove the keyed dead bolts.

Work Recommendations (P):

Remove the non-original overhead door closers and replace the original in-floor door closers with new in-floor door closers.

Work Recommendations (P):

Install stainless steel cover plates at holes in doors where previously located hardware is removed.

Work Recommendations (P):

Install overhead rod-style door holders to match original holders.

Work Recommendations (A):

Install a new overhead automatic door operator with an interior push-button actuator at one door (push-button actuates both interior and exterior doors in series). In-floor operators are available but approximately twice as expensive as overhead operators; if budget allows, utilize in-floor operators

**HVAC Equipment**

An original fan-coil unit connected to the hot-water heating system is located at the west wall of the Vestibule and it is still operational. The original under slab piping to this unit was abandoned and replaced with surface mounted piping on the wall in 1982. This system has reached the end of its useful life expectancy.



Work Recommendations (P):

Abandon the hot-water heating system, remove the non-historic piping, leave the original fan-coil unit in place, provide a base-skirt at the bottom of the unit where missing, clean and paint the shell of the unit, and provide new heating and cooling to the space from the new HVAC system.

**VESTIBULE (3)**

**Floor**

The flooring is original terrazzo and it is in good condition. There are some stained areas.

Work Recommendations (M):

Remove the existing finish and stains, and refinish according to proper procedures for terrazzo.

**Base**

The wall base is original painted metal base which has had the original color painted over. Some of the base is loose.

Work Recommendations (P):

Reattach loose base with masonry anchors, replace missing parts and segments, and paint to match the original color.

**Walls**

The walls are face brick and are in good condition.

Work Recommendations (M):

Clean with steam or with water and mild detergent.

**Ceiling**

The existing ceiling is 2'x4' acoustical tile with exposed grid system. The original ceiling was 12"x12" acoustical tile, most likely in a fissure pattern finish, with concealed grid system.

Work Recommendations (P):

Replace ceiling to match original.

**Doors**

The interior doors are aluminum doors in aluminum storefront frames. The doors, sidelights, and transom panels all have single-pane clear glass and the aluminum frames have a "bright" clear anodized finish, more similar in appearance to stainless steel than to contemporary clear anodized finished aluminum, which has a flat sheen rather than a glossy sheen. The doors have multiple holes at various locations from previous attached hardware and locks.

The doors have a combination of original and non-original hardware components. Original components include: in-floor closers which are deteriorated and do not function, overhead rod-type door holders (only one original exists), exterior pulls, and interior push-bars. Non-original components include: overhead door closers and keyed locks.

The arrangement of the interior and exterior doors does not meet handicap accessibility requirements. When the interior doors are open completely only 3' of clearance beyond the end of the door and the exterior doors is provided, rather than the required 4' of distance.

Work Recommendations (E):

Keep the single-pane glass in the doors, sidelites, and transoms.

Work Recommendations (C):

Remove the keyed dead bolts.

Work Recommendations (P):

Remove the non-original overhead door closers and replace the original in-floor door closers with new in-floor door closers.

Work Recommendations (P):

Install stainless steel cover plates at holes in doors where previously located hardware is removed.

Work Recommendations (P):

Install overhead rod-style door holders to match original holders.

Work Recommendations (A):

Install a new overhead automatic door operator with an interior push-button actuator at one door (push-button actuates both interior and exterior doors in series). In-floor operators are available but approximately twice as expensive as overhead operators; if budget allows, utilize in-floor operators

**HVAC Equipment**

An original fan-coil unit connected to the hot-water heating system is located at the west wall of the Vestibule and it is still operational. The original under slab piping to this unit was abandoned and replaced with surface mounted piping on the wall in 1982. This system has reached the end of its useful life expectancy.

Work Recommendations (P):

Abandon the hot-water heating system, remove the non-historic piping, leave the original fan-coil unit in place, provide a base-skirt at the bottom of the unit where missing, clean and paint the shell of the unit, and provide new heating and cooling to the space from the new HVAC system.

**TICKET OFFICE (4)**

**Floor**

The flooring is 12"x12" vinyl tile, it is not original, it is not original color, and it is in poor condition. There is a 4" step up into the southeast closet and the flooring in the closet is original 9"x9" vinyl asbestos tile.

Work Recommendations (P):

Replace existing 12"x12" vinyl tile with new 12"x12" tile to match original color.

**Base**

The wall base is original painted metal base which has had the original color painted over. Some of the base is loose.

Work Recommendations (P):

Reattach loose base with masonry anchors, replace missing parts, and paint to match the original color.

**Walls**

The walls are plaster on CMU backup. There are cracks in the north exterior wall, the paint finish is worn, the paint is not original color, the paint finish has a sand texture.

Work Recommendations (P):

Patch cracks and paint to match original color and texture.

**Ceiling**

The existing ceiling is original 12"x12" acoustical tile with concealed grid system and random drill pattern. There is some staining and a few damaged tiles.

Work Recommendations (M, P):

Replace damaged tiles to match existing, prime and paint entire ceiling.

**Door to Vestibule (2)**

This is an original solid core wood door in a metal frame. The paint on the frame is worn and not original color. The handle-set is not ADA compliant. The clearance at the latch-side on the pull-side is less than 18", which is not ADA compliant, and the clear width is 31-3/4"; the door to Passage (5) is compliant, so no change required for this door.

Work Recommendations (M, P, A):

Paint frame to match original color and install heavy duty ADA compliant lockset.

**Door to Passage (5)**

This is an original solid core wood door in a metal frame. The paint on the frame is worn and not original color. The handle-set is not ADA compliant and the clear width is 31-3/4", which is slightly less than 32" required for ADA compliance.

Work Recommendations (M, P, A):

Paint frame to match original color and install heavy duty ADA compliant lockset.

**Window**

The exterior window sill is oak and the finish is deteriorated and marred.

Work Recommendations (M):

Refinish the sill to match original finish.

**Closet Doors**

The closet doors are original wood by-pass sliding doors. The hanging/sliding hardware is worn out and does not function properly. The finish on the doors and trim is deteriorated and marred.

Work Recommendations (M, P):

Replace the hanging/sliding hardware. Refinish the doors and trim to match original finish.

**Ticket Counter Casework**

The ticket counter casework is original and is extremely significant due to its detailing specifically associated with its use as a passenger train ticket sales counter (drawers have compartments sized and located based on passenger ticket sizes). The countertop surface is original. The wood finish is deteriorated and marred and the sliding doors do not function properly. The plexiglass by-pass sliding window to Waiting Room (1) is not original and detracts from the original openness of the counter. The corrugated textured glass above the countertop to Passage (5) is original and significant.

Work Recommendations (M,P):

Replace the hanging/sliding door hardware. Refinish the doors and cabinet cases to match original finish. Remove the plexiglass by-pass sliding window.

**Louver Blinds**

The original louver blinds are in place at the exterior windows.

Work Recommendations (P):

Clean blinds and service for proper operation.

**HVAC Grills/Registers**

The existing HVAC grills/registers are original and are dirty.

Work Recommendations (M):

Clean, paint, and service for proper operation.

**Plumbing**

There is an original ceramic wall-hung sink in the southeast closet. This is a unique and significant arrangement and it should remain in place.

**PASSAGE (5)**

This hallway creates a "dead-end corridor" condition and needs to be modified for code compliance (see Building Code Related Items on page 23 above).

**Floor**

The flooring is original terrazzo and it is in good condition. There are some stained areas.

Work Recommendations (M):

Remove the existing finish and stains, and refinish according to proper procedures for terrazzo.

**Base**

The wall base is original painted metal base which has had the original color painted over. Some of the base is loose.

Work Recommendations (P):

Reattach loose base with masonry anchors, replace missing parts and segments, and paint to match the original color.

**Walls**

The walls are original wood paneling and are in good condition. There is a cross-hallway wall with a door to limit access to the east end of Passage (5); this is not an original wall and should be removed.

Work Recommendations (M):

Clean with mildest recommended method that removes dirt without damaging wood paneling finish.

**Ceiling**

The existing ceiling is 2'x4' acoustical tile with exposed grid system. The original ceiling was 12"x12" acoustical tile, most likely in a fissure pattern finish, with concealed grid system.

Work Recommendations (P):

Replace ceiling to match original.

**Doors**

Refer to descriptions of specific rooms accessed from the Passage for information about doors to those rooms.

**Ticket Counter Casework**

The ticket counter casework is original. The wood paneling face below the counter is labeled on the original construction drawings as "5/16" PLYWOOD EQUAL TO "SURFWOOD" AS MANUFACTURED BY THE U.S. PLYWOOD CORP." The finish of this material has a raised grain and a "pickled finish" appearance. There is some surface marring on the paneling.

Work Recommendations (P):

Touch up the finish of the paneling to minimize the visual appearance of surface marring.

**HVAC Grills/Registers**

The existing HVAC grills/registers are original and are dirty.

Work Recommendations (M):

Clean, paint, and service for proper operation.

**BOILER ROOM (6)**

This is an original space that has always been the location of the boiler that operates the in-floor heating and the original and added fan-coil units. The floor level of this space is approximately 14" below the finished floor level of the rest of the building and the exterior pavement.

Work Recommendations:

All work recommended to occur in this room is associated with mechanical and electrical work described elsewhere.

**WOMEN'S BATHROOM (7)**

See "Bathrooms" on page 24.

**MEN'S BATHROOM (8)**

See "Bathrooms" on page 24.

**JANITOR (9)**

**Door**

This is an original solid core wood door in a metal frame. The paint on the frame is worn and not original color. The handle-set is not ADA compliant.

Work Recommendations (M, P, A):

Paint frame to match original color and install heavy duty ADA compliant lockset.

**Floor Hatch**

There is an approximately 30"x30" steel floor hatch in this room which provides access to a shallow concrete pit (approx. 24") with a floor drain. There are three or four ¾" +/- pipes which open into this pit through the side walls and the purpose of these is unknown. The floor hatch door and frame are corroded.

Work Recommendations (M):

Replace the floor hatch door and frame with a new steel or aluminum door & frame.

**AGENT'S OFFICE (10)**

**Floor**

The flooring is 12"x12" vinyl tile, it is not original, it is not original color, and it is in poor condition. There is a 4" step up into the northwest closet and the flooring in the closet is original 9"x9" vinyl asbestos tile.

Work Recommendations (P):

Replace existing 12"x12" vinyl tile with new 12"x12" tile to match original color.

**Base**

The wall base is original painted metal base which has had the original color painted over. Some of the base is loose.

Work Recommendations (P):

Reattach loose base with masonry anchors, replace missing parts, and paint to match the original color.

**Walls**

The walls are plaster on CMU backup. The paint finish is worn, the paint is not original color, and the paint finish has a sand texture.

Work Recommendations (P):

Paint to match original color and texture.

**Ceiling**

The existing ceiling is 2'x4' acoustical tile with exposed grid system. The original ceiling was 12"x12" acoustical tile, most likely in a random drill pattern, with concealed grid system.

Work Recommendations (P):

Replace ceiling to match original.

**Door to Freight Office (13)**

This is an original solid core wood door in a metal frame. The paint on the frame is worn and not original color. The handle-set is not ADA compliant and the clear width is 27-3/4".

Work Recommendations (A):

Enlarge the opening in the masonry wall and provide a wider door frame and door that matches original materials as closely as possible and provide ADA compliant hardware (same as "Accessible Route - Agent's Office" on page 25).

**Closet Doors**

The closet doors are original wood by-pass sliding doors. The hanging/sliding hardware is worn out and does not function properly. The finish on the doors and trim is deteriorated and marred.

Work Recommendations (M, P):

Replace the hanging/sliding hardware. Refinish the doors and trim to match original finish.

**Louver Blinds**

The original louver blinds are in place at the exterior windows.

Work Recommendations (P):

Clean blinds and service for proper operation.

**HVAC Grills/Registers**

The existing HVAC grills/registers are original and are dirty.

Work Recommendations (M):

Clean, paint, and service for proper operation.

**Plumbing**

There is an original ceramic wall-hung sink in the northwest closet. This is a unique and significant arrangement and it should remain in place.

**FILE STORAGE (11)**

**Floor**

The flooring is 12"x12" vinyl tile, it is not original, it is not original color, and it is in poor condition. There is a 4" step up into the northwest closet and the flooring in the closet is original 9"x9" vinyl asbestos tile.

Work Recommendations (P):

Replace existing 12"x12" vinyl tile with new 12"x12" tile to match original color.

**Base**

The wall base is original painted metal base which has had the original color painted over. Some of the base is loose.

Work Recommendations (P):

Reattach loose base with masonry anchors, replace missing parts, and paint to match the original color.

**Walls**

The walls are plaster on CMU backup. The paint finish is worn, the paint is not original color, and the paint finish has a sand texture.

Work Recommendations (M):

Paint to match original color and texture.

**Ceiling**

The existing ceiling is original 12"x12" acoustical tile with concealed grid system and random drill pattern. There is some staining and a few damaged tiles.

Work Recommendations (M, P):

Replace damaged tiles to match existing, prime and paint entire ceiling.

**Door**

This is an original solid core wood door in a metal frame. The paint on the frame is worn and not original color. The handle-set is not ADA compliant and the clear width is 27-3/4" and can not easily be widened due to shelving installation. There is a non-original deadbolt and padlock.

Work Recommendations (P, A):

Remove the deadbolt and padlock, patch and refinish the door, install ADA compliant hardware, and paint the frame original color.

**Casework**

There is painted wood shelving along both long side walls and the paint is worn.

Work Recommendations (M):

Prep and paint shelving original color.

**BAGGAGE ROOM (12)**

**Floor**

The floor is concrete slab on grade without any floor finish.

Work Recommendations:

None

**Base**

None

**Walls**

The original walls are painted concrete block and the paint finish is worn. There is a non-original wood framed wall with gypsum wallboard finish that separates off the east end of the room.

Work Recommendations (M, P):

Paint original walls to match original color. When BNSF no longer utilizes Baggage Room for personnel space, remove non-original wood framed wall.

**Ceiling**

The existing ceiling is painted plaster on metal lathe. There is some staining and one area with minor water damage.

Work Recommendations (M, P):

Replace damaged area and paint entire ceiling.

**Door**

There is an original 4' wide coiling grill door at the doorway to Passage (5). It is believed this was originally the baggage drop-off and pick-up point for train passengers checking luggage. It is not known if the coiling grill door is operational but it is significant and should remain. At the bottom 24" the masonry walls extend into the doorway opening approximately 12" on each side leaving 24" of clear width. The height of the short walls has been increased with non-original wood framed walls that are not finished to match the lower original portion. The original construction drawings show the adjacent stainless steel countertop extending across the doorway opening with an upward hinging section that has been removed, and the drawings show a 24" tall by 24" wide door closing off the opening below the counter, which has also been removed.

Work Recommendations (P):

While BNSF continues to utilize the Baggage Room for personnel space, close off this doorway with a temporary wall on the Passage (5) side of the opening. Keep the coiling door in place and if BNSF no longer utilizes the Baggage Room for personnel space, service the door for proper operation, remove the non-original components, and reconstruct the missing hinged countertop section and small under-counter door.

**Casework**

There is original painted wood shelving along the west wall that was used for baggage storage for train passengers. This is a unique significant feature that should be retained. The paint is worn.

Work Recommendations (M):

Prep and paint shelving original color.

**Scale**

There is an original freight scale in the northeast corner of the Baggage Room. It is noted on the original construction drawings as a 5-ton scale to be furnished by "RY Co." (railway company). The ornamental detailing of the scale (fluted Doric columns) suggests it was not purchased new in 1955 for the Station but was reused from another location, perhaps the demolished 1883 depot. It is not known if the scale functions properly. The steel floor frame and the floor-level steel scale platform are rusted.

Work Recommendations (M):

Prep and paint rusted components.

**FREIGHT OFFICE (13)**

**Floor**

The flooring is 12"x12" vinyl tile, it is not original, it is not original color, and it is in poor condition. There is a 4" step up into the north closet and the flooring in the closet is original 9"x9" vinyl asbestos tile.

Work Recommendations (P):

Replace existing 12"x12" vinyl tile with new 12"x12" tile to match original color.

**Base**

The wall base is original painted metal base which has had the original color painted over. Some of the base is loose.



Work Recommendations (P):

Reattach loose base with masonry anchors, replace missing parts, and paint to match the original color.

**Walls**

The walls are plaster on CMU backup and there is some cracks in the exterior walls. The paint finish is worn, the paint is not original color, and the paint finish has a sand texture.

Work Recommendations (P):

Patch plaster and paint to match original color and texture.

**Ceiling**

The existing ceiling is 2'x4' acoustical tile with exposed grid system. The original ceiling was 12"x12" acoustical tile, most likely in a random drill pattern, with concealed grid system. The north portion of the ceiling has a painted plaster fur-down for ductwork and it has some staining and water damage.

Work Recommendations (P):

Replace acoustical tile ceiling to match original. Patch and paint plaster fur-down.

**Doors**

The door from Passage (5) into Freight Office (13) does not have sufficient clear width to provide an interior accessible route between those spaces. There is not adequate room to provide a wider door at the same location as the existing original doors.

Work Recommendations:

Leave the existing original door in place without any modifications. The space at the east end of Passage (5) is required to be reconfigured to eliminate a dead-end corridor situation (see Code section above). Provide a new 3'0" wide door in the proposed new temporary wall indicated on sheets A1.2 and A1.3 of the "Concept Drawings" to separate the Freight Office (13) from Vestibule (14). The recommended plan accommodates BNSF continued usage of the Freight Office (13) and Baggage Room (12).

Provide a new wider door between the Freight Office (13) and the Baggage Room (12), through their east-west common wall. Provide door frame and door that matches original materials as closely as possible and provide ADA compliant hardware.

**Closet Doors**

The closet doors are original wood by-pass sliding doors. The hanging/sliding hardware is worn out and does not function properly. The finish on the doors and trim is deteriorated and marred.

Work Recommendations (M, P):

Replace the hanging/sliding hardware. Refinish the doors and trim to match original finish.

**Freight Counter Casework**

The freight counter casework at the southwest corner of the room is original and is significant due to its historical association with its use as a "retail" counter for package shipping. The countertop surface is original. The wood finish is worn and marred.

Work Recommendations (M,P):

Refinish the doors and cabinet case to match the original finish.

**Louver Blinds**

The original louver blinds are in place at the exterior windows.

Work Recommendations (P):

Clean blinds and service for proper operation.

**HVAC Grills/Registers**

The existing HVAC grills/registers are original and are dirty.

Work Recommendations (M):

Clean, paint, and service for proper operation.

**Plumbing**

There was originally a drinking fountain at the west wall of the Freight Office adjacent to the door to the Agent's Office. The plumbing for this still exists at that location.

Work Recommendations (M):

Cap piping flush to wall and maintain rough-in plumbing for potential future use.

**VESTIBULE (14)**

**Floor**

The flooring is 12"x12" vinyl tile, it is not original, it is not original color, and it is in poor condition.

Work Recommendations (P):

Replace existing 12"x12" vinyl tile with new 12"x12" tile to match original color.

**Base**

The wall base is original painted metal base which has had the original color painted over. Some of the base is loose.

Work Recommendations (P):

Reattach loose base with masonry anchors, replace missing parts, and paint to match the original color.

**Walls**

The walls are plaster on CMU backup. The paint finish is worn, the paint is not original color, and the paint finish has a sand texture.

Work Recommendations (M):

Paint to match original color and texture.

**Ceiling**

The existing ceiling is 2'x4' acoustical tile with exposed grid system. The original ceiling was 12"x12" acoustical tile, most likely in a random drill pattern, with concealed grid system.

Work Recommendations (P):

Replace acoustical tile ceiling to match original. Patch and paint plaster fur-down.

**Doors**

From the north end of the freight counter casework there is a partial height wall that extends westward to the Agent's Office wall. There is a 30" wide opening in this wall which originally had a partial height wall to provide separation from the Freight Office.

Work Recommendations (C):

Based on the need to create an exitway from the east end of Passage (5) through this area to the south exterior door at Vestibule (14), remove the partial height walls.

## **BUILDING SYSTEMS**

Refer to the Mechanical Report for additional information regarding the mechanical systems.

### **HVAC**

#### **Air-conditioning**

Air-conditioning is provided in the building with an outside cooling tower and two interior floor package air handling units. The original floor package unit for the west portion of the building is located on the east wall of the Waiting Room adjacent to the south windows. This unit has reached the end of its useful life expectancy. The enclosure of this unit is a significant historic feature of the space and should be retained. Locate new equipment for a new HVAC system inside the existing original equipment shell.

The original floor package unit for the east portion of the building is located in the Baggage Room. This unit has reached the end of its useful life expectancy and can be replaced completely with new HVAC equipment.

The cooling tower for the air-conditioning system is located on the north side of the building east of the double doors to the Boiler Room. This unit is six years old.

#### **Work Recommendations (E,P):**

Install two new ground-source heat pump systems to provide cooling for the building in place of the existing two systems. Use of ground-source heat pumps eliminates the need for exterior ground or roof mounted equipment.

#### **Heating**

Heating is provided in the building with a hot-water system. The boiler is located in the Boiler Room and it feeds original under-floor piping, which is still operational in the Waiting Room, office areas, and Baggage Room. The boiler also supplies original fan-coil units located in the west walls of Vestibule (2) and Vestibule (3), but the underslab piping to them has been replaced with wall mounted piping fed from above the ceiling. Additional fan-coil units were installed in 1982 at the west wall of the Waiting Room and in the bathrooms. The entire heating system has reached the end of its useful life expectancy.

#### **Work Recommendations (E,P):**

Abandon the under-slab hot-water heating system, disconnect the original fan-coil units in the Vestibules, and remove the 1982 fan-coil units and piping. Install a new hot-water boiler system to supplement the ground-source heat pump system.

#### **Ventilating**

There is no fresh-air provided in the existing heating or cooling systems.

#### **Work Recommendations (C):**

Provide fresh-air with new heating and cooling systems.

## **ELECTRICAL**

### **Distribution Panels**

The main electrical distribution panel and two sub panels are original and obsolete. Replacement parts can not be obtained if repairs are necessary. The panel boxes exposed in public spaces of the building are historically significant and should remain in place.

#### **Work Recommendations (M):**

Replace the electrical panels with new panels.

### **Distribution & Convenience Receptacles**

There is an In-floor wiring chase that serves the interior areas of the Ticket Office and Freight Office; some of the original receptacle devices are still in place with this system. There are insufficient wall receptacles in the office areas and surface mount wiremold and outlet boxes have been installed.

#### *Work Recommendations (E,P):*

Maintain and utilize the in-floor wiring chase system wherever possible. Remove unsightly and poorly installed wiremold and surface mounted outlet boxes. Provide additional receptacles in office areas with recessed boxes and concealed wiring wherever possible.

### **Emergency & Exit Lighting**

No exit or emergency lighting is provided in the building.

#### *Work Recommendations (C):*

Provide exit and emergency lighting per code.

### **Lighting**

The existing light fixtures utilize inefficient lamps that are difficult to find and do not provide adequate illumination. The existing fixtures however are almost all original, except for a few exterior wall mounted fixtures, and they are historically significant.

#### *Work Recommendations (E,P):*

Replace sockets and ballast of existing light fixtures and install new energy efficient lamps with better illumination.

### **Fire Alarm System**

No fire alarm system is present in the building.

#### *Work Recommendations (E,P):*

A fire alarm system is not required if the building is fire sprinkled.

### **Fire Sprinkler System:**

Based on building code requirements for fire rated corridors and distance between exits, as described in Building Code Related Items on pages 23 and 24, an automatic fire sprinkler system is required for the building.

#### *Work Recommendations (C):*

Provide an automatic fire sprinkler system for the building. There is a public water line on the south side of the building in the street right-of-way and there is public water line north of the building on the north side of the railroad tracks. The fire service entrance riser could be located in the northeast corner of the Baggage Room or in the Boiler Room.