



REVIVING
THE
SANTA FE DEPOT

IN LAWRENCE, KANSAS

a study by
David Parks
Jennifer DeWitt

The Lawrence Santa Fe Depot, 413 East 7th Street,
Lawrence, Kansas

Santa



ACKNOWLEDGMENTS

This study was made possible with the thought, care and perseverance of many people. A special thanks to Lawrence Transit Administrator Karin Rexroad, Lawrence City Planner Brian Pedrotti, Amtrak Coordinator Frank Hall, and one of the depot architects, Warren Corman. Thanks also to the insights of Amy Polson, Craig Patterson, Richard Kershenbaum and Evan Werkeman. Finally, we offer our gratitude to Shannon Criss at the University of Kansas School of Architecture and Urban Design for her support and help in editing.

-D. Parks and J. DeWitt

Revitalizing the Santa Fe Depot in Lawrence, Kansas is a project undertaken with the guidance of Shannon Criss at the University of Kansas School of Architecture and Urban design for the successful completion of a Special Topics course during the summer of 2003. It is our intention however, that this document reach beyond the classroom and into the community to encourage the preservation and revitalization of the depot.

Revitalizing the Santa Fe Depot in Lawrence, Kansas

2003 David Parks and Jennifer DeWitt

INTRODUCTION

SANTA FE DEPOT SITE MAP AND FACT SHEET

RECOMMENDATIONS FOR PUBLIC REUSE 1

- Why Save the Santa Fe Depot
- Recommendations for a Preserved, Reused Depot
- Design Principles
- Uses and Programming
- Implementation: Goals, Partners, Process
- Funding Opportunities
- Operational Requirements

HISTORY OF THE SANTA FE DEPOT 15

- Early Rail Transit
- Decline of Rail Commerce
- The Call for Reuse

EXISTING CONDITIONS 21

- Current Use
- Maintenance/Structural Integrity
- Drawings/Photographs

PHYSICAL CONTEXT 39

- Zoning
- Surrounding Land Use
- Upcoming Development

COMPETING OWNERSHIP PLANS 45

- The Role of BNSF
- Reuse Efforts by the City of Lawrence
- Reuse Study as a Commuter Rail Corridor Stop
- Political Climate

EVALUATION OF REUSE OPTIONS 49

- Demolition/ Redevelopment
- Transit Reuse
- Commercial Reuse
- Moving Forward

BIBLIOGRAPHY 53

INTRODUCTION

This project began as a love affair for the strong horizontal lines and clean, modern detailing of the Lawrence Santa Fe Depot. A true gem of a forgotten era in Lawrence history.

Though the golden age of train travel has long passed, the depot retains a strong hold on the hearts and minds of many Lawrence citizens. In fact, the site of the Santa Fe Depot is perhaps one of the first gateway's to the City of Lawrence's, and an initial connecting point to other cities in the Midwest.





In the 1860's, Cyrus Holliday created the Atchison, Topeka and Santa Fe (ATSF) Railroad Company to link his home state to the to the romantic reaches of the Southwest. Ultimately, the ATSF blanketed the southwestern United States with more than 13,000 miles of main line and played a key role in popularizing the art and culture of the Southwest and Native Americans. The total marketing package of Santa Fe, from the name itself to its sophisticated graphic design; to the Mission-style architecture of many of its depots, all worked together

to conjure a romantic vision of the Southwest and to encourage travel to the area. Famous now for its vanished fleet of luxurious passenger trains with names like The Super Chief, The Grand Canyon, The Oil Flyer, and The Antelope, Santa Fe later capitalized on its ultra-efficient operations to dominate the transportation of intermodal freight between Chicago, Texas and California.

The Santa Fe railroad played a principle role in the early development and settlement of

Lawrence. In fact the site of the current depot has served as the gateway to the city for many of its residents. It is even touched upon in the literature of Langston Hughes, a one time resident of Lawrence. In *The Big Sea*, Hughes mentions how he would “walk down to the Santa Fe station and stare at the railroad tracks.”

In following years, the depot became damaged with frequent floodings. Finally, in 1955 the old depot was torn down and Santa Fe officials rebuilt with a more modern flair to reflect the growing importance of Lawrence as a more contemporary society, and to elevate the building above the flood plain.

Lawrence's new brick and stone depot cost about \$125,000 to build, and is a very fine example of the modern architecture of that era. Similar depots were constructed throughout Kansas, however, they are each articulated differently to set them apart.

There was a time when the architects of the new depot never thought it would come to fruition because of its streamline appearance. Warren Corman, one of the architects, remem-

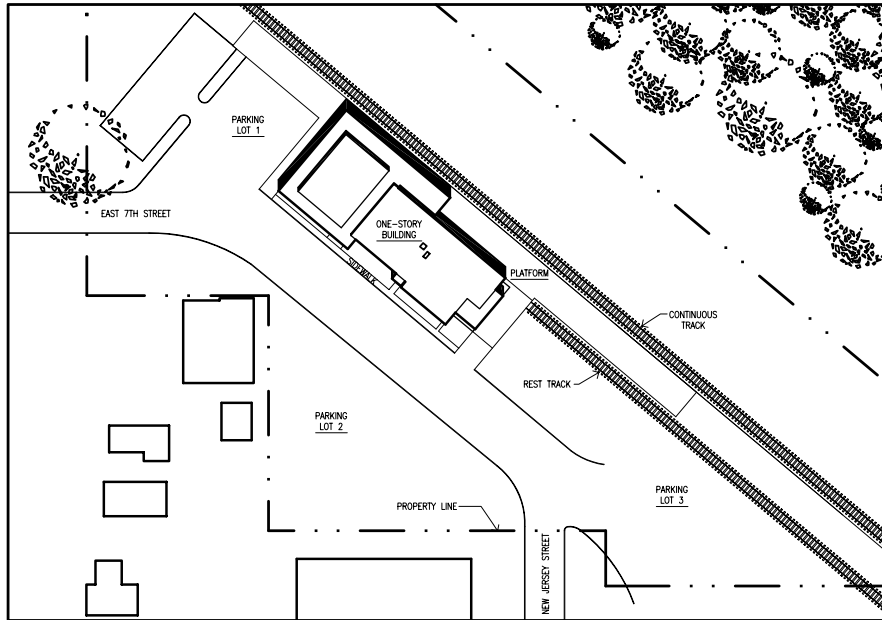
bers taking a trip to Chicago to meet with the president of Santa Fe for approval of the progressive depot. The architect remembers drawing a large train in front of the building the night before the presentation in hopes of covering some of the design. Corman recalls presenting the minimally detailed design to Frank Gurley, the then president of Santa Fe Railway Company, who much preferred more traditional depot designs. Corman was excited about its sleek design and technological advancements (such as air-conditioning, radiant heating throughout, and a special high-pressure boiler for heating trains with extended layovers), however, was nervous about discussing the project in fear it would be denied consideration. Further, the project was originally classified as a “remodel” of the original depot, but the only remaining element was the foundation of the earlier building. During the meeting, it seems that the inaccurate representation of the locomotive in Corman's rendering was the target of extensive criticism. Following the allotted hour of time for the presentation, Gurley approved the design as he quickly left for his next meeting. The building design hardly been discussed.

For many years, the depot has served Lawrence well. And though the depot continues to offer passenger travel in Lawrence, many of the legendary trains run no longer. Since the days of high-end passenger train travel, Lawrence's Santa Fe Depot has faced difficult times and current efforts to maintain the building are a struggle. Today, it has the appearance of being a vacant building. The two trains that stop at the depot currently are operated by Amtrak, who has an agreement to lease the building. Yet, funding for passenger rail service remains a precarious thing, and even Amtrak is feeling the constraints of budget limitations.

The time is coming to seize the opportunity to reclaim the depot. To revitalize a genuine artifact through its restoration and reintegration to the City. Working hand-in-hand with dedicated volunteers who recognize the historical significance of the Santa Fe Depot as one of Lawrence's remaining links to its history with that of the railroad, the depot can continue to serve, and remind us of the rich history and tradition on which its foundation rests.



"There isn't a more modern station in the system!" -Ellis . P. Addy, Lawrence Santa Fe agent, 1956



SITE PLAN



SANTA FE DEPOT FACT SHEET

Total Property Area: +/-150,000 square feet

Building Gross Square Feet: 4,700

Building Net Square Feet: 4,320

Building Height: 14 feet max

Platform Length: +/-925 feet

Number of Rail Lines: 1 continuous, 1 rest

Building Materials: Concrete masonry unit framing with brick veneer and metal fascia; natural wood interior finishes, terrazzo flooring, and steel windows.

Date of Construction: 1956

The Waiting Lounge, is encased with window-walls on the south and north elevations and has polished terrazzo floors.



RECOMMENDATIONS FOR PUBLIC REUSE

WHY SAVE THE SANTA FE DEPOT?

Irreplaceable Opportunity

The depot is an irreplaceable example of modern architecture in Lawrence and provides a unique gateway to the city. The building exists today mostly unchanged from its original construction in 1956. However, in recent years it shows signs of deterioration at a rapid rate. If the building is not maintained, its history as well as many rail transportation opportunities will be lost. Buildings like the Santa Fe Depot are important historic artifacts that document the architecture and society of mid-20th century



America. They should be considered for historic registration and preservation.

Public Benefit

The Lawrence Santa Fe Depot is one of the initial sites of the Atchison, Topeka, and Santa Fe railroad line. It offers the public enormous potential benefit as a transportation corridor from Lawrence to Kansas City and as a unique location for public gathering.

Unique Location

The building sits on the same property as its'

1873 predecessor and offers views of an adjacent habitat restoration area and of the neighboring Kaw River. The historic downtown business district is within walking distance, as are many of the city's older residences. Although its location has historically been linked to industry, this area is experiencing a rebirth in its use.

Strengthening Community

The revitalization of the Santa Fe Depot can be used to reinvigorate interest in rail transportation, increase local awareness of historic build-

ings, and initiate further growth and redevelopment in East Lawrence, which is sure to experience significant changes in the coming decades.

RECOMMENDATIONS FOR A PRESERVED, REUSED SANTA FE DEPOT **Plan a Stronger Community using an Existing Structure**

The preserved, reused Santa Fe Depot should treat the creation of new public space as a catalyst to sponsor neighborhood growth with attractive, socially constructive and economically

viable proposals.

Make Constituency Needs Propel the Planning Process

In plans for the Santa Fe Depot's reuse, and in plans for any rezoning or redevelopment that might occur in blocks around the depot, the needs of the community, business/property owners, and the City and State of Kansas as a whole must all be fairly addressed.

Community needs:

- A preserved neighborhood landmark
- A place for public gathering
- Respect for neighborhood character
- Support for existing transportation uses
- Safety and Security

Business/ property owners' needs:

- Opportunities to fairly develop and market properties
- Zoning opportunities to permit new uses if appropriate
- Maximum walk-by and drive-by traffic
- Safety and Security





The Platform of the Lawrence Santa Fe Depot is elevated to eliminate the need for stools when boarding passenger cars.

City and State needs:

- Flexibility to revitalize the Santa Fe Depot site to its highest and best use
- Maximum tax-generating facility
- Parking for cars and buses
- Public and private sector participation in securing capital funds
- Public and private sector participation in financing and managing ongoing maintenance

DESIGN PRINCIPLES

Build upon City Planning Models

Plans for the reused Santa Fe Depot should capitalize on benefits shown by related models of community development.

-Union Pacific Depot: Only a short distance away, the Union Pacific Depot shows how a historic railroad depot can be a catalyst for preservation and set an example for the creation of public space by using an existing structure. By revitalizing the Union Pacific Depot, a neighborhood is freed of blight, its history is preserved, and an existing building is reused.



a.



b.



c.

Revitalized railroad depots preserve public buildings and local history, encourage community awareness, and promote future involvement in public restoration projects. From left: a. A former Santa Fe depot in Garnett, Kansas now serves as a visitor's center/ rail-to-trail conversion; b. A former Santa Fe depot in Bartlesville, Oklahoma is now a farmers market and work space for city officials; c. A Santa Fe depot in Ottawa, Kansas is currently functioning as a museum.

5

-The Free State Brewery: located downtown on Massachusetts Street, within blocks of the Santa Fe Depot is a remarkably successful adaptive reuse of a previous bus station. Since its transformation into a restaurant, it has become one of the strongest publicly supported places to frequent by local patrons and out-of-town visitors largely due to its historic charm.

Support Pioneering Ideas

Commuter Rail travel has long been successful in Europe, and most recently on the East

Coast of the United States as a means of cost effective and energy efficient transportation.

In 2003, a study was conducted to determine the feasibility of introducing a Commuter Rail system in the Midwest with specific interest in the Topeka-Lawrence-Kansas City corridor. Should such ventures be pursued, the depot would undoubtedly be considered as a stop.

Create a Use that is Responsive to Local Conditions

Within the Santa Fe Depot, the visitor should enjoy a variety of unique environments. Openness of views, density of surrounding development, and landscape design should vary in subtle and dramatic ways. This building, and indeed the area, is an industrial area that may soon become much more pedestrian. The use should reflect the spirit of this venture without detracting from the original architecture found in and is specific to the neighborhood.

Current neighborhood conditions- uses, den-

sity, building types- should provide a framework for such variations as a means of informing programming choices for the building and its' property.

USES AND PROGRAMMING

The Depot Building

Plans for the building must be presented to the surrounding businesses and residences to encourage them to promote uses and programming that serves the community needs and create a welcoming environment. These could include current rail uses, public gathering options, arts programming, and mixed transportation/ service opportunities.

In regards to the site, spaces under public control, mostly sidewalks and street crossings, must be made to function as safe, aesthetically

pleasing environments for daily pedestrian and vehicular passage. Maintenance, lighting, and the installation of an adequate barrier to protect patrons from the tracks are required.

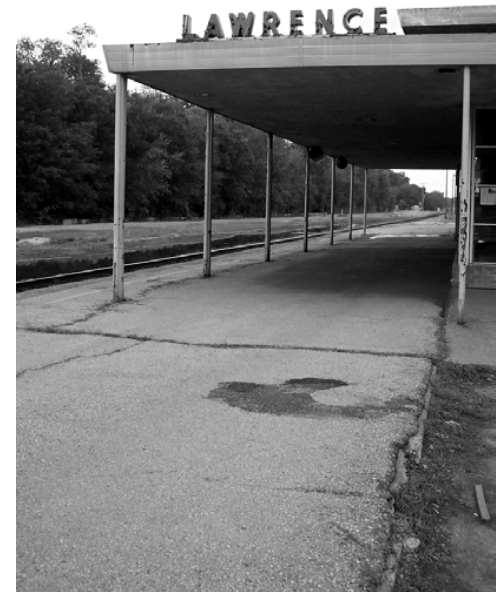
The Property

Attention should be paid to preserve and rehabilitate the Santa Fe depot property. Certain repairs to current parking lots and sidewalks must be made to function safely in order to maximize public access.

To best facilitate a safe environment in the neighborhood and a positive image in the city the property must be safe. For pedestrians, a fence along side of the tracks could be installed to provide future protection from passing trains.

The property could be made to serve the city

A Neon Sign once welcomed travelers to Lawrence from atop the platform canopy.



and possibly welcome additional uses such as space for a small farmer's market, or an area of the lot designated for commuter parking.

Greenway/ Trailway Uses

Greenway/ Trailway uses have experienced great successes with similar depot tracks.

Variety should be planned into planting beds and planting materials. To minimize maintenance and water demands, designs should favor attractive, hardy, drought-tolerant plants, with consideration given to the self-seeded, self-sufficient plant life now found along side of the Santa Fe Depot tracks. Space must be reserved for tools/ materials storage and passage of maintenance vehicles on the walkway. Efficient irrigation and drainage systems are essential.

A plan for greenway uses should be designed for implementation in stages. The first stage should be the construction of a simple, smooth-surfaced walkway; landscaping can then be introduced when funds become available. Designs of walking surfaces and benches should

meet City requirements and sustainability should be integral to design and material choices.

Arts-related Programming

Lawrence is already home to a thriving art community. Arts uses should be part of the designs for spaces both in and around the Santa Fe Depot. Exhibit spaces could be created for the exhibition of outdoor well as indoor artwork on a temporary and permanent basis.

The *Van Go Mobile Arts* facility across the street is a program to encourage the importance of the arts through community involvement. The Depot could offer exhibition space within close proximity to display their work.

When planning and designing arts facilities and programming for the depot, reference should be made to related models of similar sites given over to arts use. In each case, the buildings have been creatively redeveloped as art exhibition space while retaining their existing character. Examples include:

-Mass MOCA, a former mill complex in North Adams, Massachusetts

-Tate Modern, a former power station in London, England

Transportation and Service Oriented Uses

BNSF currently rents the facility to Amtrak. This is a long-term relationship that should be considered as a viable, time-tested option for the future use of the depot. In the coming years, however, many public transportation buildings will be required to accommodate handicapped persons. Though it is not clear if this depot will be affected, steps should be taken to ensure it meets proper access criteria to avoid losing Amtrak's service in Lawrence altogether. This might involve the verification of certain minimum distances needed for wheelchairs to pass through without interference, and the redesigning of the bathrooms in order to become compliant with current standards.

In 2002, a study was submitted to the Mid-America Regional Council that assessed the feasibility of the depot as being a stopping point along a future commuter rail corridor that would

Operable Windows allow for natural ventilation through the Waiting Lounge.



connect to Topeka and Kansas City. While still in a conceptual phase, this could be seen as a means of stabilizing the depot in the way of maintaining its transportation-oriented status.

The City of Lawrence has also shown an interest in the building in recent years. During the planning stages of creating the City's bus system, the depot was being considered as a possible transportation hub. However, interest was lost due to the lack of services in the area and the infrequent amount of Amtrak passenger trains that came through during the course of a day.

A revitalized transportation/ service oriented depot would secure the buildings' original use, introduce new services to stimulate interest, and reinvigorate the neighborhood. An example might be a 24 hour diner that also serves as a train depot. A place get a cup of coffee and something to eat whether you are catching a train or not. This would certainly generate an income between times of train arrivals and departures that currently does not exist. Not to mention the opportunities it would pro-

The Main Entrance, on East 7th Street.



vide travelers who are passing through.

RECOMMENDATIONS

In order to create a thriving center of activity that sustains the Santa Fe Depot building, public interest must be captured, and maintained. Despite what is determined to be the best reuse option, this study recommends that the building be preserved in a manner that respects its historic and aesthetic nature in efforts to maximize its public presence and its economic potential.

The depot should be a place of interconnectivity. A place where people relax, residents and visitors stroll by, and people stop to enjoy the site. It needs strong linkages to the downtown district as well as its neighboring residential streets. Most importantly, the depot should remain a visual connection as a gateway into Lawrence and rail history.

IMPLEMENTATION: GOALS, PARTNERS, PROCESS

Creating a public place in the Santa Fe Depot in a manner that fulfills the needs of the com-

munity, City, State, and private property owners will require careful and extensive attention, but precedent in Lawrence shows that it is possible to transform building such as these. A wide selection of instruments are currently available to form alliances, plan comprehensively, and create the legal and financial mechanisms that drive community building, economic growth, and preservation of neighborhood character.

Forming Alliances

The following groups must actively participate in developing plans for the Santa Fe Depot's reuse: community members, preservation groups, property owners, and City and State agencies.

To jointly plan for the depot's reuse, as well as for the preservation and/ or growth initiatives, working alliances must evolve from planning teams that have already mobilized around the following objectives: development along the Kaw River (i.e. the river-walk at The Riverfront Mariott), loft planning (the upcoming Hobbs/ Talyor Lofts at New Hampshire Street and East

8th Street), and the possible introduction of implementing a commuter train out of the existing Santa Depot. Alliances may be formed as partnerships, trusts, corporations, conservancies, and/ or authorities. These alliances must adapt to changing demands as the project moves to financing, construction, and maintenance stages.

District Creations

Many planning and financial models that drive projects of this scope involve some type of district creation. This area of East Lawrence, with diverse preservation needs, would benefit from such a treatment. District-creating mechanisms include: historic districts, special zoning districts, community driven area plans, local development corporations, business improvement districts, and tax increment financing districts.

The Santa Fe Depot could involve more than one of these district types. The *East Lawrence Revitalization Plan* recognizes the depot as being a part of a neighborhood that looks to the community, as well as partners, contributions,

and incentives for its' maintenance.

Balancing Preservation, Growth and Needs

There is a sense of pressure from private property owners/ developers to modify the current City zoning in blocks around Santa Fe Depot to allow new uses. At the same time, calls come from community members to preserve the character, uses and architecture that have evolved from the current zoning.

Assuming that growth in select areas, preservation of neighborhood character, and access to attractive public spaces in East Lawrence is desirable, certain established zoning districts and subdistricts may be reconsidered. As should incentives by special permit for provision of certain public amenities.

With this, the East Lawrence neighborhood can provide the foundations for a framework sought out by Horizon 2020 and the East Lawrence Revitalization Plan. By evaluating the appropriateness of each development proposal, reviews can take place on a block specific level.

FUNDING OPPORTUNITIES

Funding for the preservation and reuse of the Santa Fe Depot should be assembled from both private and public sources. With dwindling public resources, private money will likely need to cover a larger share of the revitalization costs.

A specific set of working partnerships and alliances, with the State's and the City's active participation, will be required to generate both private and public funding opportunities.

For private financing of capital construction and ongoing maintenance, the private and public participation is essential. The City's participation in private financial planning is required for any linkage between zoning and private contributions to the project.

City and State participation is required for efficient public funding, too, since the State would be a joint applicant in most federal transportation funding programs.

Funds for the entire project do not need to hap-

pen all at once. Renovation of the facility should be the first priority. Once that is established, use specific projects can be initiated.

Private Funding Mechanisms

Zoning Incentives:

A number of zoning mechanisms can drive private funds towards the creation of public amenities. The City's zoning has established mechanisms for granting special permits, affecting use, bulk, and height controls, to developments that create public space. Community involvement in the development and implementation of a revitalized Santa Fe Depot must be maximized in order to build a strong case, should zoning issues need to be addressed.

Business Improvement District:

A Business Improvement District (BID) empowers local property owners and merchants in a specific district to levy an additional tax assessment on properties within a commercial or in-

dustrial area. The funds are collected by the city and returned to the BID to pay for improvements and services beyond those provided by the City.

Tax Increment Financing (TIF):

To use TIF, the City must identify a district with substandard economic performance for revitalization. Bonds can then be issued to make improvements that encourage private investment, and the increased tax revenues resulting from the private investment pay back the debt. Other, more larger cities, like Kansas City and Chicago, have far more active TIF programs than does Lawrence. However, it is an optimal financing mechanism for private/ public funding.

Contributed Support:

Organizations that have had great success in raising corporate, foundation, and private donations for the preservation and reuse of existing buildings would be a welcomed asset. These forms of contributions won't fund the en-

tire project, but can fund specific features and programming on the Depot.

Public Funding Opportunities

As a preserved depot and/ or rail corridor, a pedestrian trail, a historic preservation project, and an enhancer of community aesthetics and safety, the Santa Fe Depot qualifies for numerous federal funding streams. Many, though not all, are part of the Transportation Equity Act for the 21 Century (TEA-21), which evolved from the Intermodal Surface Transportation Efficiency Act (ISTEA). TEA-21 enables states to use federal highway funds or bicycle, pedestrian, and preservation projects.

Transportation Enhancements:

Transportation enhancements provide state funds for transportation projects that improve communities' cultural, aesthetic, and environmental qualities. The Santa Fe Depot would qualify for TE funds in the following categories:

-Pedestrian and Bicycle Facilities

-Acquisition of Scenic or Historic Easements and Sites

-Historic Preservation

Transportation and Community and System Preservation Pilot Program:

Grants may be awarded to states, local governments, and metropolitan planning organizations to plan and implement strategies that improve transportation efficiency; reduce environmental impacts of transportation; reduce the need for costly future public infrastructure investments; ensure access to jobs, services, and trade centers; and examine private sector development patterns and investments that support these goals.

The Bicycle Transportation and Pedestrian Walkways:

This is a bike/ pedestrian funding category within the National Highway System (NHS). Trails must follow or cross a NHS roadway.

Federal Transportation Bill 2003 Demonstration Projects:

This bill provides funds for projects that demonstrate a technique or approach that could possibly be applied to similar projects elsewhere in the country.

Railroad Rehabilitation and Improvement Financing:

Loans are given for railroad capital projects to state and local governments and government-sponsored authorities. Projects must enhance public safety and the environment, promote economic development, and be justified by the present and probable future demand for rail services or intermodal facilities. The railroad's participation would be required. Commitments from non-federal sources fund the credit risk premium.

Transportation and Infrastructure Finance and Innovation Act:

This federal credit program allows the U.S. De-

partment of Transportation to provide credit assistance for surface transportation projects of national or regional significance. The fundamental goal is to leverage federal funds by attracting substantial private and other non-federal co-investment in critical improvements to the nation's surface transportation system.

The National Parks Service, the Department of Environmental Protection, State and local agencies offer additional public funding opportunities. Landmark designation for the Santa Fe Depot would further expand the pool of possibilities.

OPERATIONAL REQUIREMENTS

Access

Access to the Santa Fe Depot should be maximized to encourage and facilitate future uses of the building. The building must conform to the standards of the American with Disabilities Act.

Safety and Security

Like any public building, the depot must be

made safe and secure through a program of common security practices:

Increase the Number of Visitors

This can be done by providing good access to the building, links to the downtown business district, and a combination of programming and uses that attract a multiplicity of visitor types - commuters, art-lovers, diners, tourists, etc.

Illuminate the Santa Fe Depot

For safety and attractiveness, it is essential that it be well-lit. Any lighting scheme must be complimentary to the existing architectural design while also providing plentiful light to sidewalks and platforms for safety. It should highlight the architecture and turn what is now seen as a negative condition into a positive one. Art installations that use light should also be encouraged.

Provide Security Staffing

The depot should be patrolled by security personnel who are either on site on a permanent basis, or at least monitor the site frequently.

Also, the use of security cameras to extend the reach of security personnel might be considered to ward off vandalism.

Protect Patrons from Natural Hazards

Ensure safety along and around the tracks. A complimentary fence should be considered to keep patrons of the depot a safe distance away from the tracks. Innovative fencing designs should be encouraged as well as light fixtures.

Maintenance

A strong, sustainable maintenance program is essential to long-term success of the Santa Fe Depot.

Funding

A continual flow of funds for the building's maintenance should depend on a combination of some or all of the possible maintenance funding sources: a Business Improvement District; a Conservancy, in which a not-for-profit is established with the specific goal of raising money for the maintenance of a public space; and all available public funding sources.

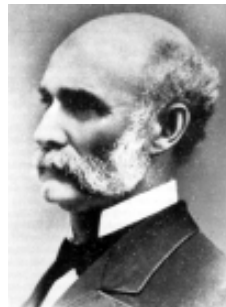
Ongoing Upkeep

Requirements include the upkeep on the painted steel surfaces; concrete integrity, drainage; lighting systems; and security systems.

Landscape Maintenance

A landscaping staff should be considered for maintaining the grounds of the depot site, as well as providing a storage space for maintenance supplies.

HISTORY



Cyrus K. Holliday, founder and first president of the Atchison Topeka Railroad Company

2.



Lawrence Santa Fe Depot, circa 1873 on the site of the current depot

3.

15

EARLY RAIL TRANSIT

January 1859

Cyrus K. Holliday writes the charter for the Atchison Topeka Railroad Company in a hotel in Lawrence, Kansas.

September 15-17, 1860

The Atchison Topeka Railroad Company is officially organized in Atchison, KS. Holliday is named as the company's first president.

March 3, 1863

Abraham Lincoln signs legislation providing a land grant for the completion of railroad from Atchison to Topeka "to the western line of the state [of Kansas], in the direction of Fort Union and Santa Fe." The line required completion within a ten year time frame in order to receive the grant.

November 24, 1863

The Atchison Topeka Railroad Company changes its' name to Atchison, Topeka, & Santa Fe Railroad Company.

March 30, 1869

The Kaw River bridge is completed which opens the connection to the Kansas Pacific (Union Pacific) Railroad.



The Santa Fe Trail, served as the guide for where the Santa Fe Rail track was laid.

4.



5.

An early poster, persuaded immigrants in the East to move to the Midwest by way of train travel



6.

February 4, 1870

The Kansas City, Burlington & Santa Fe Railroad Company was chartered.

1873

The original Santa Fe Depot was built upon the site of the current depot.

March 28, 1878

The Kansas City, Burlington & Santa Fe Railroad Company opens.

1871

Portions of tracks are laid directly over wagon ruts of the original Santa Fe trail.

April 1879

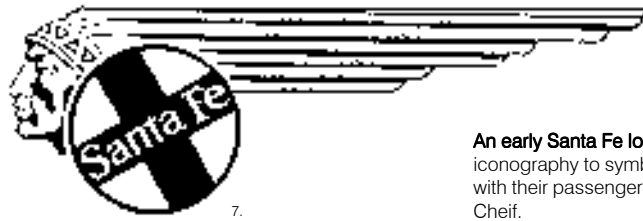
Leavenworth, Lawrence & Galveston, the Kansas City & Santa Fe & the Southern Kansas Railroad companies consolidated into the Kansas City, Lawrence, & Southern Railroad Company.

November 1880

The stock of the Kansas City, Lawrence, & Southern Railroad Company is passed onto Atchison Topeka & Santa Fe Railroad Company.

December 1880

Atchison Topeka & Santa Fe acquires Southern Kansas Railway, which extends from Lawrence to Coffeyville, and Chanute to Wellington to Harper, Kansas.



7.

An early Santa Fe logo, uses Native American iconography to symbolize the opening of the West with their passenger trains, such as the Super Chief.

Following war efforts, the Santa Fe company reinstated advertising for passenger travel.



8.

17

December 16, 1880

The Western & the Sumner County Railroad companies were consolidated to the Kansas City, Lawrence, and Southern Kansas Railroad Company.

February 1881

The Kansas City, Burlington & Santa Fe Railroad Company was sold under foreclosure and reorganized to operate under the present title of the Atchison Topeka & Santa Fe Railroad Company.

1890

The Atchison Topeka & Santa Fe railroad becomes one of the worlds' longest railroad systems at 9,000 miles.

1895

As a result of the depression of 1893, the Atchison Topeka & Santa Fe Railroad Company files for bankruptcy and reorganizes under the name the Atchison Topeka Railway Company.

1931

The Santa Fe system achieves peak mileage of 13568, existing for many years as the longest railroad in the United States. The Depression leads to the depopulation of the plains, forcing the abandonment of more than 300 miles of marginal branches.

February 22, 1938

The Super Chief passenger service from Chicago to L.A., with service through the Lawrence depot, begins twice weekly operation.



A 1940's magazine advertisement, promoting the promise of the Southwest.

The 1951 flood waters damage the original Santa Fe Depot. Repairs ultimately leading to the development of the current depot.

9.



10.

Warren Corman, served as one of the two architects for the Santa Fe Railway Company in the design of the 1956 depot "remodel."



11.

1942

Santa Fe abandons 247 miles of branch lines; the scrap metal is used to aid war efforts.

November 29, 1942

A typical Passenger Train Schedule at the Lawrence depot:

- 6:30am No. 28 Eastbound *The Antelope*
- 8:16am No. 26 Eastbound *Doodlebug*
- 8:48am No. 5 Westbound *The Ranger*
- 9:47am No. 1 Westbound *The Scout*

10:00am No. 73 Eastbound *Terminating Mixed from Ottawa Jct.*

11:41am No. 3 Westbound *California Limited*

1:00pm No. 12 Eastbound *The Chicagoan*

2:30pm No. 73 Westbound *Originating Mixed to Ottawa Jct.*

5:56pm No. 11 Westbound *The Kansas Cityan*

6:50pm No. 4 Eastbound *California Limited*

7:40pm No. 25 Westbound *Doodlebug*

8:40pm No. 2 Eastbound *The Scout*

9:58pm No. 6 Eastbound *The Ranger*

10:50pm No. 27 Westbound *The Antelope*

February 29, 1948

The Super Chief begins daily operation from Chicago to L.A., with service through the Lawrence depot.

1951

Lawrence experiences damaging rains. The

old Santa Fe Depot is flooded; ultimately requiring "remodeling" to elevate the building above the affected the flood plain.

1955

In April, the original depot is torn down. Construction begins on the new depot projected to cost \$125,000. The "new" depot is classified as a remodel due to the use of the original depot foundation.

1956

Construction is completed in January at a final cost of \$140,000. The depot begins usage at noon of January 26, and a formal dedication ceremony is held on February 6.

DECLINE OF RAIL COMMERCE

1964

The rail line segment between Lawrence and Baldwin is abandoned.

August 1, 1965

Gulf, Colorado & Santa Fe (GC & SF) and Panhandle & Santa Fe (P & SF) merge into Atchison Topeka & Santa Fe (AT & SF).

October 4, 1967

Santa Fe president, John Reed, announces plans to discontinue all passenger trains, except the Super Chief, El Capitan, Texas Chief, San Francisco Chief, and San Diegan service.

October 6, 1967

The U.S. Post office withdraws all Railway Post Office cars from Santa Fe routes.

January 17, 1968

The Super Chief Chicago to L.A. freight service inaugurated with a 34 hour, 35 minute run. This record continues to stand today.

May 1, 1971

Amtrak Passenger Service begins, assuming responsibility for the Super Chief, El Capitan, Texas Chief, and San Diegan service.

May 12, 1979

Santa Fe trains shift to SP trackage rights.

October 2, 1979

An Amtrak passenger train derailed in Lawrence near Fourth and Ohio Streets, killing two person and injuring at least 99 others. The derail-

An Amtrak train derailed in 1979, only moments away from the Lawrence Santa Fe Depot. Two are killed and several are injured.



12.

ment is believed to be one of the worst in Amtrak history and a result of the train traveling faster than the posted speed limit.

May 1987

The remaining 10.7 miles of track between Lawrence and Baldwin is sold to Midland Railway.

December 31, 1992

887 miles of branch lines in Kansas and Oklahoma are sold to the Broe Corporation as Cen-

A BNSF freight engine, once served the company when the depot was used as a switching station. Now this freight engine sits permanently on the depot site.



The BNSF logo, the new logo symbolizes the marriage of Burlington Northern and Santa Fe occurring in 1995.



13.

tral Kansas Railway.

July-August, 1993

Floods sever lines in Illinois, Kansas, and Missouri, disrupting operation.

September 20, 1993

Santa Fe completes centralization of dispatching, crew calling, and other functions in Schaumburg, Topeka, and Kansas City.

July 20, 1995

The ICC approves Burlington Northern - Santa Fe (BNSF) merger

CALL FOR REUSE

2002

A *Building Condition Survey* is conducted on the current depot by the City of Lawrence. An attempt is made with a grant proposal to utilize the existing depot as a citywide transportation hub.

EXISTING CONDITIONS

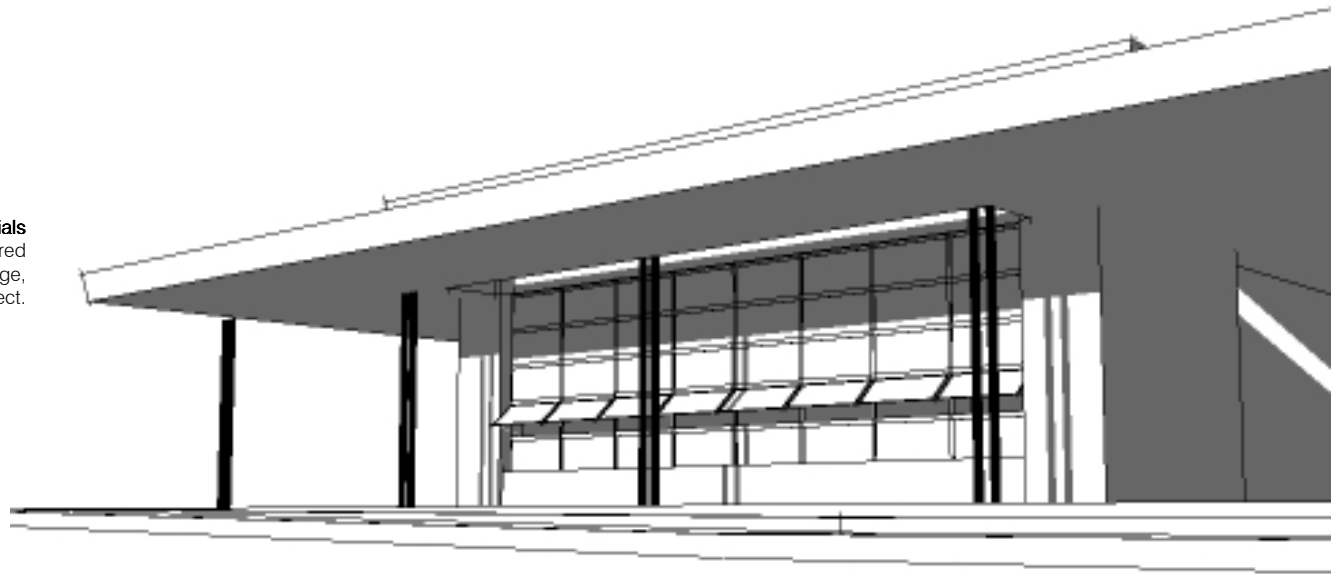
21

The Santa Fe Depot is located at 413 East 7th Street, on a well-maintained city street with a sidewalk along the southwest side of the property connecting the surrounding neighborhood to downtown, a mere 4 blocks to the west. The depot building has remained relatively unchanged since its opening in 1956. In fact, many of the original furnishings continue to remain in this once "modern" lobby. The exterior of the structure, trimmed in aluminum with recessed lighting, is constructed of buff brick and native limestone. It also includes many ameni-

ties for a building of its period such as air-conditioning, radiant heating, and telephone service. Upon observation, the building exterior appears to have received minimal maintenance. Entrances located on the northeast and southwest sides of the building are in fair condition, as are a number of service entrances and a loading dock. There are what appear to be three areas in which to park. A parking lot along the northwest edge of the site appears to be the primary lot. It is a brick paved lot topped with deteriorating asphalt which is func-

tional, however, an additional lot (triangular in shape) to the southeast of the depot remains undeveloped and is currently unused. Another lot to the south of the property, which extends across East 7th Street and in front of the *Van Go Mobile Arts* facility appears to provide parking for the their purposes. To the west of the depot, a portion of the site appears to have at one time it served as a manicured, landscaped lawn, with grass and trees. A circular concrete curb exists in this area and is thought to be a fountain remaining from the 1873 Depot.

Surface materials seem to have suffered the most damage, largely due to neglect.



CURRENT USE

The depot is not currently being used by BNSF as a switching or a storage facility. Most of their freight service occurs on a track located to the south of Lawrence. However, one of the BNSF freight trains does continue to use the tracks adjacent to the Santa Fe depot to go into Kansas City once per twenty-four hour period.

BNSF continues to lease the depot to Amtrak for their passenger service train, *The Southwest*

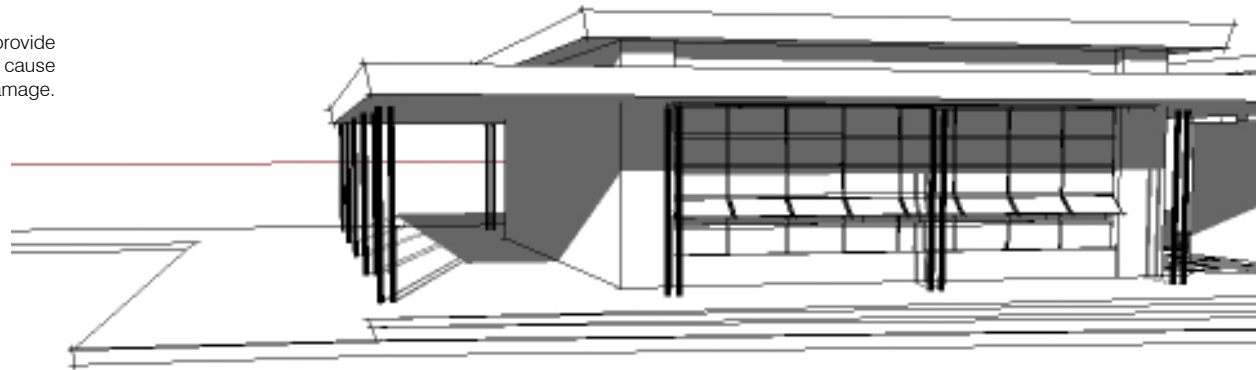
Chief, which provides service west to Los Angeles and east to Chicago. The eastbound train makes one single stop at 5:35 am, the westbound stop is at 12:18 am. The building's north entrance remains unlocked during these times for passenger building access.

MAINTENANCE/ STRUCTURAL INTEGRITY

Currently, there has been no discovery of a structural inspection of the depot. However, following a *Building Condition Survey* conducted by

the City of Lawrence during the summer of 2002 it is believed that there is only minor structural damage. The most significantly reoccurring issue involves water leakage into the building through the roof. In many locations there is also evidence of roof tar leakage. While these instances have damaged surface materials, it is not suspected that the integrity of structural members has been compromised. A general assessment of these conditions, suggests them to be cosmetic rather than structural. However, if water continues to penetrate

Flat roofs that do not provide adequate drainage are the cause for the most significant damage.



23

through the roof, past experience shows more serious structural damage will occur.

The depot appears to receive very little maintenance resulting in significant deterioration of the building. Many of the surface materials are stained, spalling, rusted, or water damaged. However, it is not believed any of these conditions create a safety hazard at this point.

Much of the concrete has experienced spalling, a condition that occurs when moisture pen-

etrates concrete and goes through repeated freeze/thaw cycles. Spalling is a common occurrence in Kansas due to extreme changes in temperature from hot, humid summers to cold, dry winters. The front sidewalk exhibits the most extensive degree of damage and is in need of repair. Exterior brick and the concrete boarding platform show lesser degrees of damage, however they are also in need of attention.

The method of applying the tar used on the depot's flat roof does not allow any pitch for

drainage. As a result, even the slightest slopes causes tar to runoff under hot summer temperatures. Over time, the tar has seeped into the roof's internal drain system, clogging gutters and pipes, causing improper drainage that has led to much of the buildings extensive water damage. Modifications and repairs are necessary before occupancy.

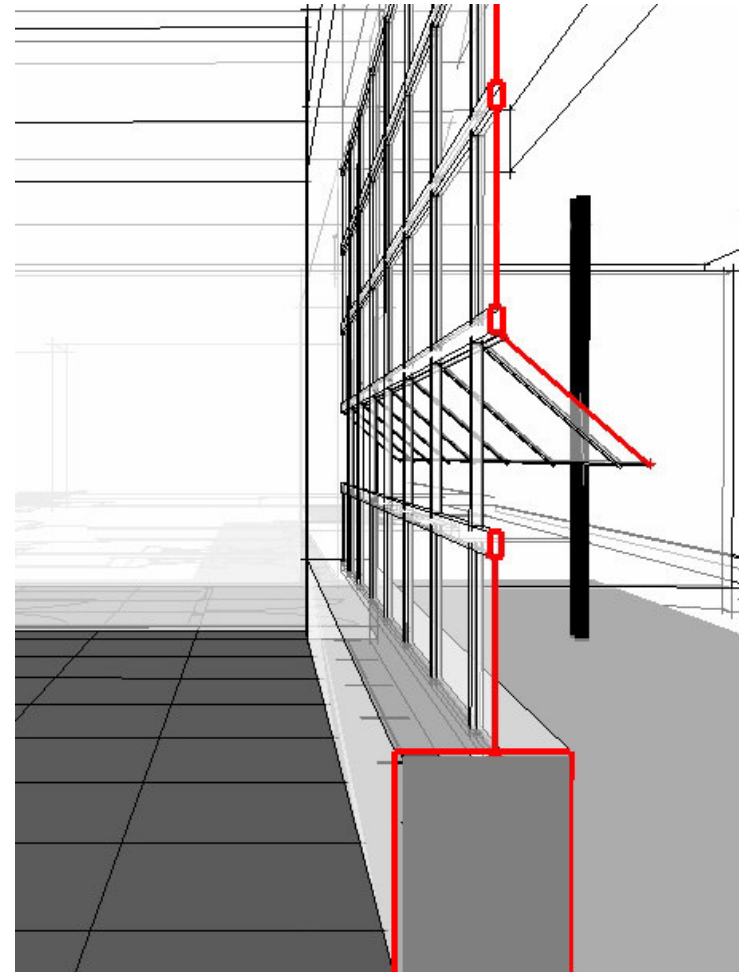
Much of the depot's exposed metalwork shows significant corrosion and rust damage. All corroded material would need immediate repair

Specialty windows were chosen for their affinity to resemble the modern lines of newer train cars.

or replacement to prevent further deterioration. Continued negligence could lead to more substantial damage.

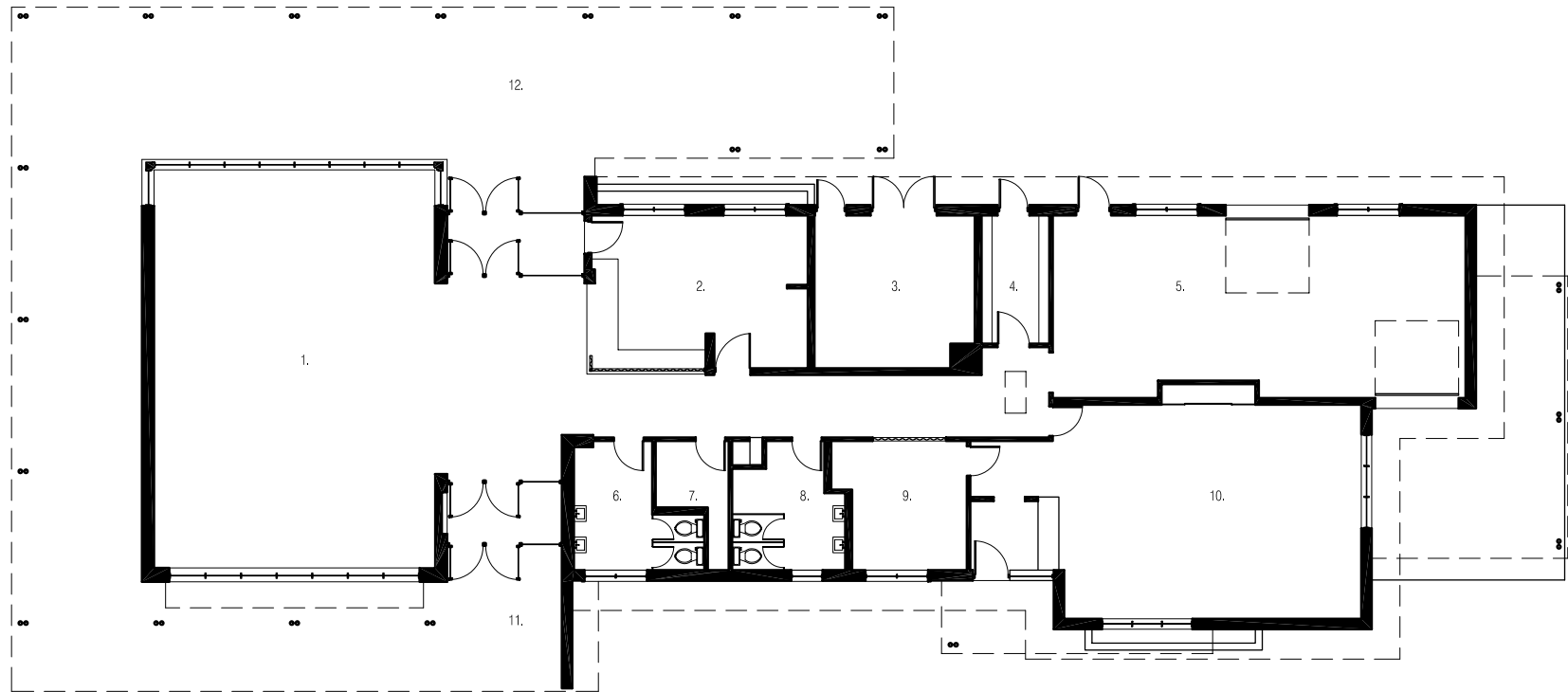
GROWING CONCERNS

The depot is only partially ADA accessible, with unobstructed exterior access from the parking lot to the platform. However, there are areas of the interior that do not meet ADA specifications. BNSF, the current owner of the depot, does not express an interest in resolving these issues, and has rejected past offers from others to buy the property.



Drawings/Photographs



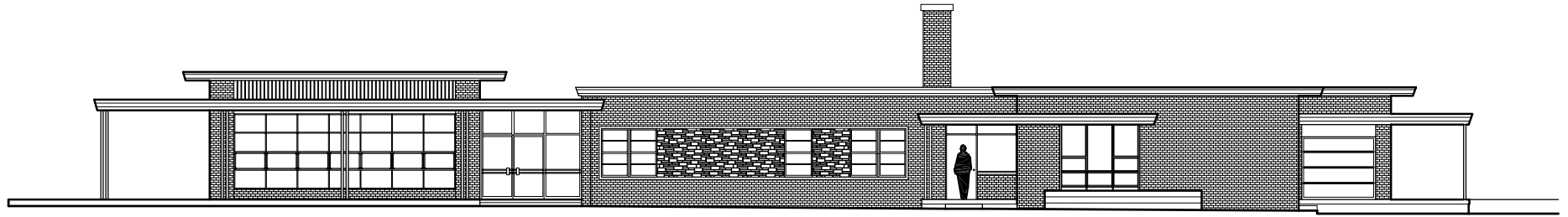


FLOOR PLAN

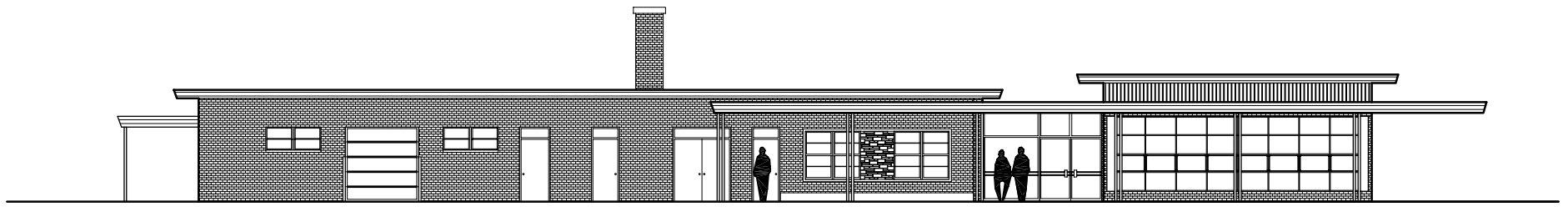


1. Waiting Lounge
2. Ticket Counter
3. Boiler Room
4. File Room
5. Baggage Room
6. Womens Restroom
7. Janitors Closet
8. Mens Restroom
9. Agent Office
10. Freight Office
11. Main Entrance
12. Platform



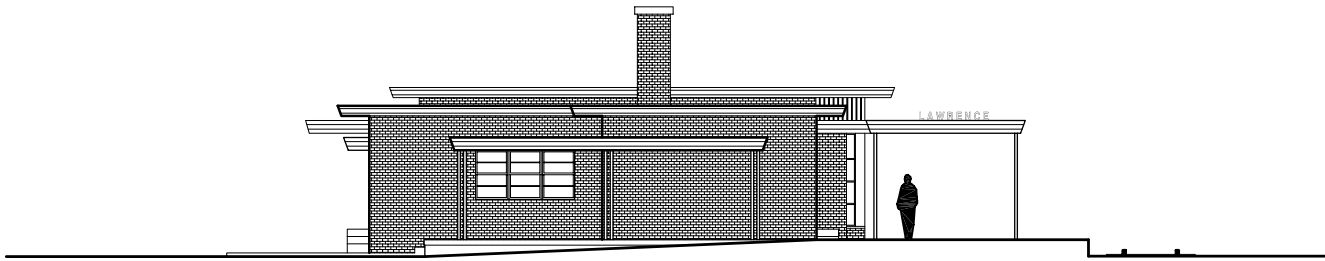


SOUTHWEST ELEVATION

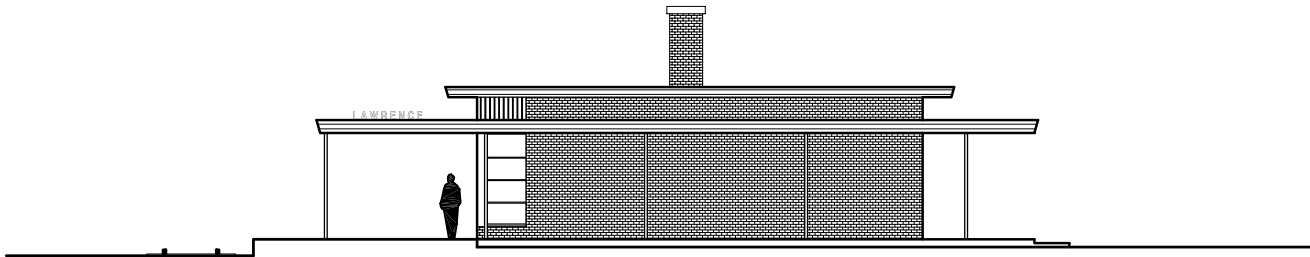


NORTHEAST ELEVATION



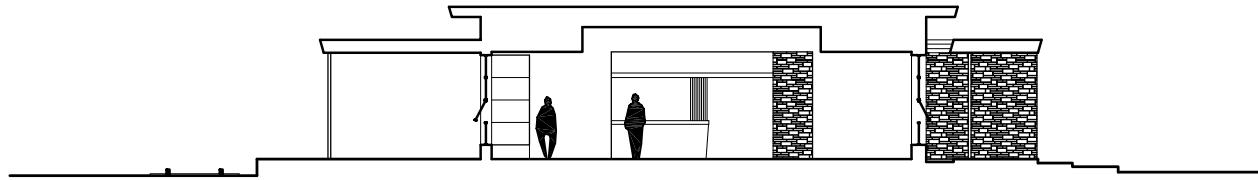


SOUTHEAST ELEVATION

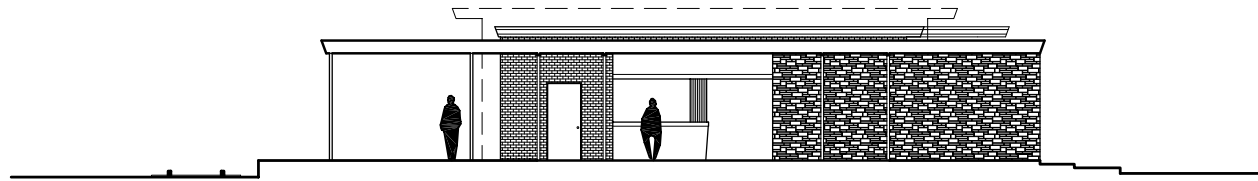


NORTHWEST ELEVATION

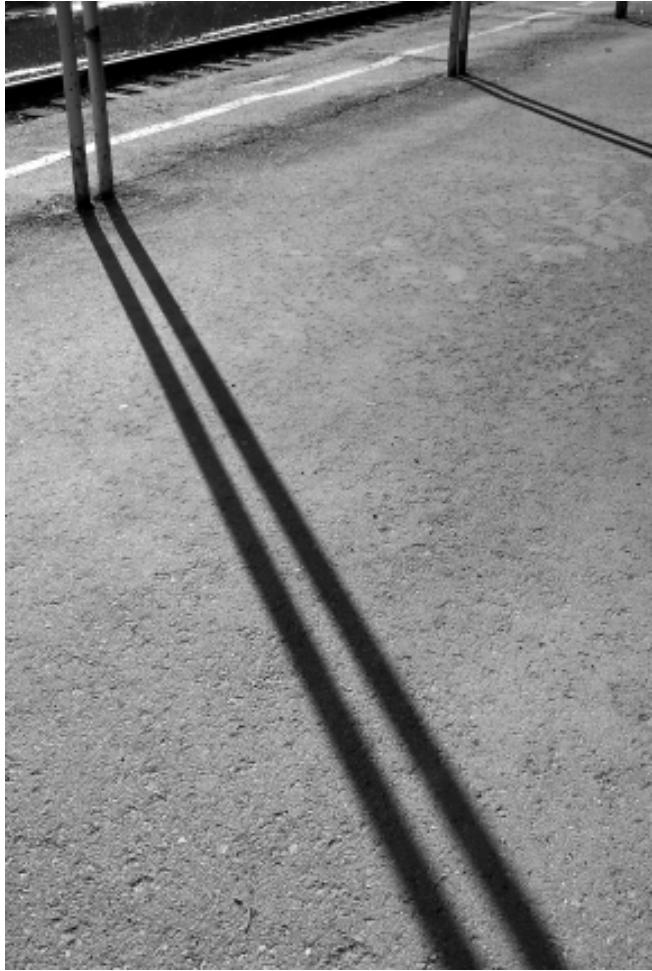


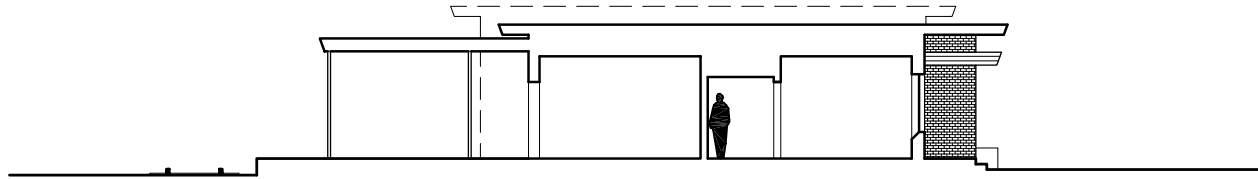


BUILDING SECTION

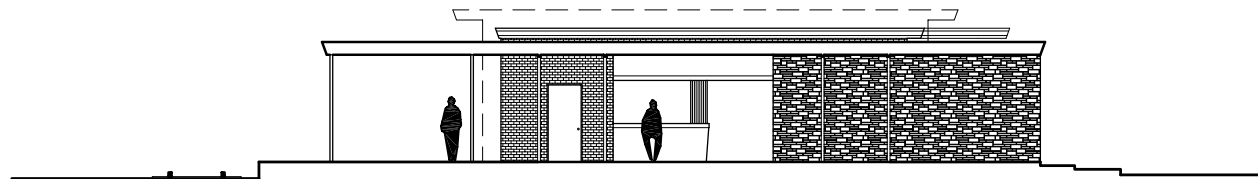


BUILDING SECTION





BUILDING SECTION



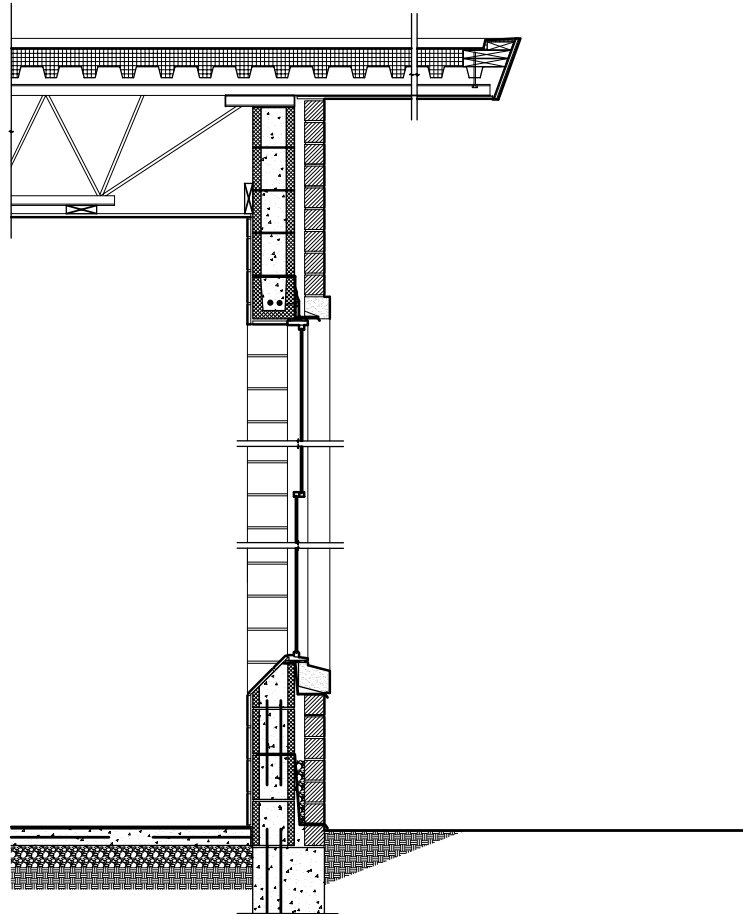
BUILDING SECTION





BUILDING SECTION





WALL DETAIL

PHYSICAL CONTEXT

ZONING

The depot right-of-way is zoned as an M-2 General Industrial District. This designation accommodates a wide range of manufacturing, wholesaling, warehousing, and other medium intensity industrial activities. The intent is to permit such activities to occur but protect nearby residential and commercial districts and to ensure that allowed uses are compatible with one another. Several uses are included in this district such as community facilities, professional offices, wholesale and manufactured retail sales, research and testing, and low to medium nui-



Zoning Study in the Neighborhood of the Santa Fe Depot. The East Lawrence neighborhood boundaries are loosely defined by the dashed line.

- C-3 Central Commercial District
- C-4 General Commercial District
- M-3 Intensive Industrial District
- M-2 General Industrial District
- RO-2 Residence/Office District
- RM-2 Multi-Family Residence District

M-2 Zoning, allows for manufacturing around the depot, however, there are also many residences and commercial businesses nearby.



sance manufacturing. Residential, Commercial, and Intensive Industrial classifications are not permitted in this area. The height limitation for this lot is three stories or 35 feet. The set back requirements for this property are 25 feet from residential properties and the minor thoroughfare street right-of-way.

The *East Lawrence Revitalization Plan* identifies the importance of maintaining effective code enforcement, appropriate land use, and zon-

ing while maintaining a sensitivity to housing issues. It also aims to preserve existing neighborhood landmarks, of which the Santa Fe depot has been identified. A background study conducted for the East Lawrence Revitalization Plan determined that the East Lawrence community feels there is a lack of green space, bike and foot paths, and public transportation serving this group. Interest was expressed in developing these types of facilities as well as a community grocery. The neighborhood has



expressed no interest in developing any type of liquor retail.

SURROUNDING LAND USE

The East Lawrence neighborhood surrounding the Santa Fe Depot is classified for diverse land uses. This eclectic neighborhood has a diverse ethnic and economic demographic and contains several of Lawrence's social, economic, cultural, and politically historic elements. The neighborhood contains several historically vernacular structures, including the city's oldest existing house at 945 Rhode Island Street and

several other homes surviving the raid of Quantrill in 1863. East Lawrence is dealing with contrasting positions by trying to preserve this delicate history, but at the same time preserving the quality of life by supporting inevitable changes. The different uses found in this district include: residential, commercial/ retail, transit yards, community facilities, and parks & recreation.

Residential

East Lawrence Residential is primarily comprised of older homes with a scattering of some

newer structures. The residential population is made up of a diverse economic group of both homeowners and leasing tenants. Housing has become a high priority need with this community in order to preserve existing historic structures, keep existing structures from deteriorating to the point of demolition, and keeping out new "investment rental" developments which lack sensitivity to the neighborhood character. Several homeowner incentive programs already exist in this community such as Tenants to Homeowners and Habitat for Humanity, while others are in developmental stages. East



Lawrence has several of the city's oldest structures within its confines including significant structures such as the Eldridge residence located at 945 Rhode Island Street, the Samuel Riggs house at 15th Street and Pennsylvania, and the home on the corner of 7th Street and Connecticut Street. Concern has been expressed about the safety and condition of a tract of homes located between 11th and 12th Streets and landlord residences, which have deteriorated to point of "slum" establishments.

Commercial/ Retail

The depot is surrounded by a medley of commercial/retail districts. A spattering of commercial elements located within the East Lawrence Neighborhood ranges from industrial printing, auto houses, and glass wholesaling to bakery, catering, and beauty services, many of which are woven among residential elements. A glass shop and upholstery shop are located to the south of the depot with a failed riverwalk outlet mall to the northwest. The mall has been partially refitted to house hotel accommodations,

but much of the property remains empty. Riverwalk access has been closed to the general public and is only accessible to those staying at the hotel. The vibrant downtown business district is located three city blocks to the west of the station.

Transit Yards

BNSF has used the depot as a switching station and storage facility in the past, however all of their current switching is done in the Kansas City Yards via a track located to the south of

Lawrence. Only has one of their trains utilized the depot track in a twenty-four hour period. Amtrak leases the depot for their Southwest Chief passenger trains, which make one eastbound and one westbound stop daily providing service to Chicago and Los Angeles.

Community Facilities

The *Van Go Mobile Arts* facility located immediately to the south of the Santa Fe Depot at 715 New Jersey Street is the home for the communities underprivileged youth art program. The large warehouse type structure is located to the south of the an existing undeveloped parking lot included within the Santa Fe Depot property line currently owned by BNSF.

Parks and Recreation

The Lawrence Parks and Recreation Department has designated a strip of land located to the north of the depot and along the southern bank of the Kaw River as a Habitat Restoration Area. The area serves as a connection point between the depot and the existing Riverfront Marriot Suites Inn. The Habitat Restoration Area is currently heavily littered with paper, bottles,



Van Go Mobile Arts, located south of the Depot is an arts center for underprivileged youth in the Lawrence community.



A Habitat Restoration Area is located north of the Depot.

and cans in addition to larger items such as the occasional foam mattress and clothing. Several hiking paths wind down to the river's edge to a condition similar to a small outdoor amphitheater. Evidences of small campfires exist in this area, and it is believed short term camping does occur here, whether it is permitted or not.

UPCOMING DEVELOPMENT

The Hobbs/Taylor Lofts

These lofts, currently in planning stages, will be located within the East Lawrence block section of downtown in the 700 block of Rhode Island and is to include retail and offices, with residential lofts on the upper floors. Following a plan developed by Treanor Architects, the project currently is being created under Sabitini Architects. It is currently in the stages of being approved by the Lawrence Historical Commission.

Delaware Commons Co-Housing Project

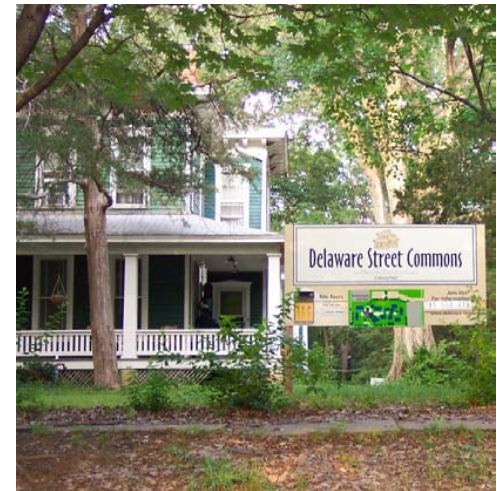
This project is located on the East side of Delaware street, between 12th and 13th Street has recently completed design stages and is in

early planning stages. The project will involve 21-24 various residential types around a common green area, with a portion that will be constructed by Tenants to Homeowners. The project, led by architects Kurt Gastinger and Mary Krauch, will incorporate ideas developed from *A Pattern Language*, and will adhere to design guidelines set up in the East Lawrence Neighborhood Revitalization Plan. The units will include 2/3 bedroom townhouses and flats situated around a commons house.

800 Block of Pennsylvania Street

Harris Construction has proposed the development of a commercial retail strip along the 800 block of Pennsylvania Street. This would involve bulldozing the west side of Pennsylvania between 8th and 9th Streets. The street would be narrowed to promote pedestrian traffic. With this project, increased truck traffic due to retail would be routed along 7th Street. This project has been presented to the East Lawrence Neighborhood Association for a question and answer session. The current status of the project is unknown.

The Delaware Street Commons is an East Lawrence co-housing development currently in planning stages



COMPETING OWNERSHIP PLANS

45

THE ROLE OF BNSF

Within the last few years, BNSF has discontinued its use of the Santa Fe Depot. However, the company continues to maintain its' lease agreement with Amtrak for use of the property as a stop. Without proper funding from BNSF, the building continues to deteriorate through neglect. Poor maintenance may ultimately lead to the closing of the building.

Recently, public and private entities have tried to include the Santa Fe Depot in City planning



A neon sign, positioned to be recognized from downtown, once illuminated the Santa Fe above the main entrance to the depot



14.

The "T", Lawrence's mass transit system, initially proposed using the Santa Fe Depot as a hub.

decisions in an effort to reintegrate the depot with the growing metropolis, yet little headway has been made. There continues to be concern on the behalf of BNSF in regards issues of liability resulting from the proximity of the tracks. Because of this, the company exhibits a general reluctance towards any mutually beneficial agreements involving the use of the depot.

REUSE EFFORTS BY THE CITY OF LAWRENCE

Lawrence is a city that embraces its history and makes concerted efforts to maintain and restore local buildings. In addition, the East Lawrence Revitalization Plan, Property Rehabilitation Task Force, encourages efforts to target funding toward projects that improve and maintain the character of the neighborhood, rehabilitation of commercial properties, and enhance the viability of neighborhood business.

With this established, the City of Lawrence Department of Transportation proposed using the depot as an intermodal hub for its new Transit System (the "T") in 2001. Specifically, the depot was slated to play a central role in mass transit. It was proposed that the depot not only retain its' current relation with Amtrak, but also serve as a stopping point for City buses as well as for the more expansive Greyhound line. Pedestrians and bicyclists would benefit from a wide variety of commuter connections while also taking advantage of new recreational paths that would run along the tracks as part of the Bicycle Work Program. Additionally, discussions also included the notion of using the depot property as a seasonal location for a small,

open-air Farmer's Market. Other uses discussed were to include office space for the City Transit administrator and staff. While partial grant funding was received, agreements with BNSF were not met, and the project ultimately dissolved in favor of an alternative site.

REUSE STUDY AS A COMMUTER RAIL CORRIDOR STOP

In an Initial Corridor Screening conducted by a team of consultants for the Mid-America Regional Council (MARC) in 2001, Lawrence was evaluated as an active stop in a regional commuter rail program.

The study's purpose was to determine whether existing rail corridors or right of ways could effectively serve the region's needs. While its primary focus was to address potential corridors, existing depot buildings were also given some attention.

In regards to the Lawrence Santa Fe Depot, the study suggests that there is need for only minor modifications to terminal requirements. However, in remarking how desirable the area

is for such a venture, it is noted that the depot is close to the center of the existing bus system and is also near the heart of downtown.

Ridership estimates considered the Lawrence - Kansas City route one of the more initially feasible segments of these potential corridors. This corridor, and depots along it were determined to be favorable in terms of accessibility to downtowns, rail access and capacity, street access, and interface with bus, and high capacity transit. Also beneficial to this corridor is the light amount of freight continues to travel these lines.

To bring such an idea to fruition, alliances must be formed, finances assembled, insurance guaranteed, claims to property established, and an increased interest on the behalf of the general public must be secured.

POLITICS

Many state and local government representatives support this kind of reuse venture. Additionally, special interest groups such as the East Lawrence Neighborhood Association suggest

that the preservation and reuse of the Lawrence Santa Fe Depot. A list of individuals in positions of authority who encourage saving the depot should be made public as to promote public involvement and community communication.

City of Lawrence

The City of Lawrence recognizes buildings of value, yet it does not currently exhibit any interest in pursuing the depot for rehabilitation.

Because of its ownership, the depot maintains an unproductive relationship with the city that does not move ahead with changing times, nor does it look towards the future for reuse options.

State of Kansas

To date, the State has not taken an official stance on the future of the Lawrence Santa Fe Depot. However, it is in a unique position to affect public-private partnership for reuse through its economic incentives it gives to historic structures.

Federal Government

Because the depot and the adjoining tracks remain part of the nation's rail infrastructure, the federal government may have final jurisdiction over its fate through the Surface Transportation Board (STB). As a result, any plans for reuse would require both City and State participation for an application to be viable. State Representatives should be contacted and asked for support to encourage such efforts.

EVALUATION OF REUSE OPTIONS

Several propositions seem possible for the revitalization of the Lawrence Santa Fe Depot. The most feasible scenarios are those which will serve the greatest number of people with the greatest possible long term benefits. Here, four broad categories are evaluated for the reuse of the depot; demolition of the existing structure and the redevelopment of the underlying land, reuse of the building and surrounding land as a transit hub, commercial reuse, and as a public open space. It would be greatly beneficial to hold community advisory sessions for research and input in determining key focal points

and recommendations for this area.

DEMOLITION/ REDEVELOPMENT

In this evaluation the possibility of demolition and redevelopment must be examined. If the depot continues its current path of almost non-existent maintenance and usage, very soon the only viable solution will be demolition and redevelopment. The question which remains is whether this solution benefits the community more than preservation and reuse? As the city of Lawrence continues to develop westward, it is questionable if the property would even be desirable to developers. The *Van Go Mobile Arts* facility's close proximity to the land may make it a desirable acquisition in the case of expansion or for gallery space. Bo Harris, a local developer, has shown interest in other East Lawrence development projects, and perhaps this area would be of interest as well. However, with the City's current growth pattern, these are purely speculative and at the current time no developer interest has been expressed in the property. Since residents are within such a close proximity to the property, they may find this solution concerning due to the possibility

of increased local traffic. It's difficult to say who would benefit from this approach. Some may feel that the building is not safe and the neighborhood would be a benefit with its demolition. Others feel the building is an eyesore, not only designed in style of architecture not greatly appreciated, but also having fallen into such great disrepair. However, others see it as a piece of architecture documenting an important moment in history. The style is an excellent example of 1950's architecture and symbolically represents a period when the country's travel was primarily done by train. If demolished, the historical documentation of these elements is erased and all that remains are a couple of tattered newspaper articles and the recollections of a few. These issues combined make the possibility of demolition and redevelopment a highly undesirable solution with questionable benefits to the community.

TRANSIT REUSE

The Santa Fe Depot was originally developed for transportation, and it may be feasible to continue its use as such. Amtrak currently uses the depot on a daily basis; however, in order

for Amtrak to continue using the depot, it may soon be required to meet ADA accessibility codes. If these codes are not met, Amtrak may have to discontinue use. Several other proposals for increased transportation uses have been suggested as well. A commuter rail study for the Kansas City region was recently given an initial corridor screening. In the study, a "Topeka Corridor" was suggested, which proposed a stop at the Lawrence Santa Fe Depot running to and from Topeka into Kansas City's Union Station for daily commuters. The City of Lawrence also, at one time, had a grant proposal for using the depot as a citywide transportation hub for trains, buses, bicycles, and pedestrian paths. These proposals would all require bringing the depot up to meeting ADA accessibility codes and improving the general appearance. This would not only benefit the users of the depot, but present a more enticing initial view of Lawrence for those riding the Amtrak trains approaching the town for the first time. The combined transportation hub would make multiple transportation methods easily accessible to many and its close proximity to downtown could tie East Lawrence to this com-

mercially viable district. As with many of these options, this brings up the concern of increased traffic and noise into a residential neighborhood. There has also been the suggestion that the depot's size could not support this kind of traffic. Perhaps the depot would not have to support all of these transportation options. Amtrak service could continue during the night hours, and during daylight hours, the area could serve bicycle and pedestrian traffic. The East Lawrence neighborhood, the habitat restoration area located to the depot's north, the downtown area, as well as the river walk could be explored by these modes.

COMMERCIAL REUSE

There have not been any highly visible proposals for the commercial reuse of this building. The depot has been suggested as the site for a local farmer's market and there is rumor of a buyer's interest in making it a diner. However, for commercial reuse, the neighborhood again becomes a concern with the possibility of increased noise and traffic. The depot, located near to the downtown area, but it may be too far from the business district to benefit from

this proximity. Businesses currently located adjacent to the depot are highly specialized commercial ventures with little competition, thus making them feasible. Would a business need similar characteristics to be successful in this area? Would the neighborhood benefit in any way to be worth the increase in traffic? The only way in which to make this a viable solution for the neighborhood would be to determine if there was some type of commercial business the neighborhood could greatly benefit from going into the depot. Otherwise, the negative impact of noise and traffic most likely would not make a commercial option a recommended one.

OPEN SPACE REUSE

The East Lawrence neighborhood has expressed the desire for increased open space. If this was the solution reached would the existing structure remain or would it be demolished to provide greater space? Could this space be utilized, or would it simply fall into neglect and disrepair as "natural" space? The city has already proposed the use of bike paths along this stretch and it could provide a strong

connecting point from the downtown area to East Lawrence, the *Van Go Mobile Arts* facility, and possibly to the future Pennsylvania Street development. The use of open space could provide an aesthetic environment for a neighborhood placed on the cusp of an industrial district. Located across from the *Van Go Mobile Arts* facility and in the culturally diverse East Lawrence neighborhood, this space could not only encourage arts-related uses, but provide a space for display and reinforce the current reputation of the area. Traffic and noise may increase with this option, however, of all the proposals, the traffic and noise increase for this solution would probably be on the smallest scale. Of the suggestions for reuse, the proposal for open space may be the most cost-effective solution. This option could tie very well into current city plans of bike and pedestrian paths, the existing habitat restoration area, the East Lawrence neighborhood desire for open spaces, as well as the immediate neighborhood's wants and needs.

MOVING FORWARD

This study acts as a first step in an evolution-

ary process of preserving the Lawrence Santa Fe Depot. It is important that in its reintegration into the community it is able to fulfill and reflect the needs of the community, businesses, the city, and state. However, small steps must be made to get to this point. Similarly to the preservation of the Lawrence Union Pacific Depot, it is anticipated to take a lot of time and effort for the Lawrence Santa Fe Depot, not only in acquiring permission for improvements to be made from the Burlington North and Santa Fe Railway Company, but also in finding a solution pleasing and beneficial to the Lawrence community.

BIBLIOGRAPHY

- "Amtrak Derailment Kills 2, Injures Dozens," *Lawrence Journal-World* 2 October, 1979.
- "East Lawrence Revitalization Plan," *City of Lawrence Planning Department*. January, 2002.
- "Gratitude Shown to Santa Fe for Local Progress," *Lawrence Daily Journal-World* ca April, 1956.
- "Horizons 2020," *City of Lawrence Planning Department*. July, 2003.
- "Kansas City Commuter Rail Study Detailed Assessment of Feasible Corridors," *Mid-America Regional Council*. 7 August, 2002.
- "Kansas City Commuter Rail Study Implementation Strategy," *Mid-America Regional Council*. 10 September, 2002
- "Kansas City Commuter Rail Study Initial Corridor Screening," *Mid-America Regional Council*. 20 March, 2001.
- "Lawrence Amtrak Station: Building Condition Survey," *City of Lawrence Transit Department*. July, 2002.
- "Rail: At the Heart of America's Communities," *Great American Station Foundation*. 2003.
- "Santa Fe Into New Home Soon," *Lawrence Daily Journal-World* 14 December, 1955.
- "Santa Fe Ready for Use Thursday," *Lawrence Daily Journal-World* 25 January, 1956.
- Bryant, Keith L. "History of the Atchison, Topeka and Santa Fe Railway," New York, Macmillan. 1974
- Fort, Robert. "Statement of Significance for the Santa Fe Railway Depot in Lawrence, Kansas," 1997.
- City Zoning Maps
- home.ptd.net/~laamb/trains
- www.amtrak.com
- www.atsfry.com
- www.bartleby.com
- www.bnsf.com
- www.kancoll.org
- www.prairespirittrail.org
- www.qstation.org
- www.railfan.com
- www.stationfoundation.org
- www.ci.lawrence.ks.us/langston_exhibit
- users.aol.com/estair2/east1/lawrence.htm

PHOTO/ IMAGE CREDITS

Unless otherwise noted, all photos and images by David Parks and Jennifer DeWitt.

- Figure 1 *Lawrence Daily Journal-World*, 14 December, 1955
- Figure 2 Bryant, Keith L. "History of the Atchison, Topeka and Santa Fe Railway," New York, Macmillan. 1974
- Figure 3 www.ci.lawrence.ks.us/langston_exhibit
- Figure 4 www.nmcn.org
- Figure 5 Bryant, Keith L. "History of the Atchison, Topeka and Santa Fe Railway," New York, Macmillan. 1974
- Figure 6 www.kancoll.org
- Figure 7 www.atsfry.com
- Figure 8 www.qstation.org
- Figure 9 www.qstation.org
- Figure 10 http://ks.water.usgs.gov
- Figure 11 *Lawrence Journal-World*, 2 October, 1979
- Figure 12 *Lawrence Journal-World*
- Figure 13 Burlington Northern Santa Fe
- Figure 14 Lawrence Transit Administrator

PROJECT CONTRIBUTORS

Warren Corman
 Frank Hall
 Richard Kershbaum
 Craig Patterson
 Brian Pedrotti
 Aimee Polson
 Karin Rexroad
 Evan Werkema

