

Analysis of Environs of 402 North 2nd Street, Union Pacific Depot

Step One

Historical Significance and Context

According to the application for Historic Landmark Designation, the property was constructed in 1888-1889. The property is being nominated to the Lawrence Register of Historic Places under local criteria one and six. Local criterion one is for *character, interest, or value as part of the development, heritage or cultural characteristics of the community, county, state, or nation*. Local criterion six is a buildings *embodiment of elements of design, detailing, materials, or craftsmanship that render it architecturally significant*.

The period of significance for the related nomination categories is as follows:

Period of Significance for value as part of the development of Lawrence: 1889 – 1971, active railroad use of the structure.

Period of Significance for Architecture: Architectural Significance is based on a structure's design and is not limited to a specific period of significance.

The structure also maintains sufficient integrity worthy of preservation.

Step Two

Historical Character of the Area Surrounding the Property

Historical character is the primary issued considered in this section. Historic photographs, Sanborn Fire Insurance Maps, the nomination information, *1873 Douglas County Atlas, Living with History: A Historic Preservation Plan for Lawrence, Kansas*, by Dale Nimz, and Historic Resources of Lawrence, Douglas County, Kansas Multiple Property Documentation Form (MPDF) were the primary sources used to identify the historic character of the area.

Natural Features The environs consisted of relatively flat ground. The Kansas River was to the south and to the west.

Property Boundaries and Ownership Patterns When the depot was constructed, the majority of the area surrounding the depot was platted for residential development and residential structures were built. Larger lots were platted facing Massachusetts Street and Bridge Street (N 2nd Street). The lots along Bridge Street were developing with commercial uses and structures while the structures on Massachusetts Street were a mix of commercial and residential structure types. By 1897, the majority of properties on Massachusetts Street were residential.

The majority of lots in the area developed with single structures on single lots. Some of the lots

were developed with structure crossing the lot lines to physically combine the lots.

Land Use Patterns and Zoning Land use in the surrounding area during the period of significance was mainly open space with some commercial and residential development. There was no zoning for this area.

Circulation Patterns The streets in the area reflect the traditional grid pattern of the original town site, but some of the streets came to physical dead-ends when they reached the river.

Planned Vegetation Patterns The planned vegetation patterns were minimal. Some of the area to the east of the depot had been developed as an open green space with lawn and some garden areas. This area was developed by the residents of Lawrence including some of the railroad-worker families as a community area with the permission of the railroad company to use the space.

Signs and Pedestrian Amenities There were few signs in the area. Most of the signage was in conjunction to the associated commercial uses and was typically located on the structure. The depot had the name "Lawrence" in the upper area of the building facing the track (north) side. There were few pedestrian amenities. Most pedestrian access was on the street and not on a sidewalk.

Primary Structures The primary structures in the environs of the property were mixed with one and two-story commercial structures and single-family residences. The structure designs were all vernacular with few stylistic architectural features. The majority of the structures were wood although some of the commercial structures were brick and stone.

Secondary Structures Secondary structures were nearly always garages, barns, sheds, and garden structures. The majority of these structures were wood framed with wood sheathing.

Outdoor Activity Spaces There was no officially defined outdoor activity space. However, the adjacent area to the depot was used for an activity space and the areas adjacent to the river were often used as outdoor activity space.

Utilities and Mechanical Equipment Some gas services were available in this area during the date of construction period.

Views The views to the listed property were expansive because there was very little development in the area. The depot was built on a prominent site with large expanse of undeveloped ground to the south.

Step Three

Present Character of the Area Surrounding the Property

The primary source of information on this section is personal observation, city zoning maps, and

recent aerial photographs.

Natural Features There are no major natural features other than the Kansas River to the south. The area is predominately flat.

Property Boundaries and Ownership Patterns Property boundaries and ownership patterns mainly reflect the proposed development pattern of the original plat. Typically, there are individual structures on individual lots or combined lots of two. There are also large combinations of lots to create areas for industrial uses.

Land Use Patterns and Zoning Land use in the surrounding area is a mix of industrial, commercial, and residential. The current zoning is also a mix of zoning districts. Some of the land use patterns are consistent with the current zoning, while large areas were rezoned to more industrial uses with the residential uses considered as properties for redevelopment. The proposed 250' environs area contains industrial, commercial, residential office, and residential uses. The uses are not always consistent with the zoning.

Circulation Patterns The circulation patterns are both street grid patterns and curving patterns to adjust to the development of the river areas. Some of the original platted area has alleys and some have been vacated. Circulation patterns now include patterns for bicycles and pedestrians. Most of these patterns follow the road patterns with the exception of the large trail that follows the Kansas River.

Planned Vegetation Patterns The planned vegetation patterns consist of residential lots with yards that include trees and heavily landscaped yards. The area in front of the depot is a public garden and the industrial sites have very little or no vegetation. There is no vegetation associated with the commercial structures.

Signs and Pedestrian Amenities There are a large number of signs in the area including traffic signs, road name signs, identification signs, and commercial signs. Pedestrian amenities include sidewalks and bench seating, and some lighting on a pedestrian scale.

Primary Structures The majority of the structures are one and two story structures made of wood, brick and metal. There is a minimal amount of stone in the area. Metal and concrete silos/grain elevators exist in the area.

Secondary Structures Secondary structures are typically garages and storage buildings. Some are wood frame with wood sheathing; many are metal.

Outdoor Activity Spaces Outdoor activity space includes the grounds associated with the depot and the large recreation trail that is adjacent to the river.

Utilities and Mechanical Equipment There are storm sewer inlets, traffic signs and street lighting along all of the streets in the area. Water meter and manhole covers are typical through the area. Fire hydrants are located along the streets. Electrical and telephone lines are both above ground and below ground in the area.

Views Views to and from the property are expansive due to the development of the area and the prominent site on which the depot is located. However, there is no line of sight to the depot from the north.

Step Four

Comparison of the Historic and Present Character of the Area Surrounding the Property

Natural Features The course of the river has had some change over the years, particularly prior to the development of the levee system.

Property Boundaries and Ownership Patterns The property boundaries and ownership patterns have changed over time with multiple property consolidations with individual and corporation owners. The City now owns the depot land and the parking area to the north of the depot. Historic property boundaries have been altered by the levee system, road system, and the railroad.

Land Use Patterns and Zoning The land use and zoning patterns have changed. The majority of the properties surrounding the depot property are zoned IG, General Industrial District. There are two lots to the south of the depot property that are zoned RSO, Single Dwelling Residential Office District, and several properties to the southwest that are Zoned CS, Commercial Strip. The area to the northeast is zoned for residential use. The use patterns are similar in that there is a mix of commercial and residential, but now the area has what are considered industrial uses.

Circulation Patterns Street patterns have changed in relationship to the levee system and the flooding of the area in significant flood events and significant rainfall.

Primary Structures Primary structures continue to range in size and style.

Secondary Structures Overall, the numbers of secondary structures has been reduced and are limited mainly to the rear of yards in the form of sheds or garages. The dominate material is likely metal.

Outdoor Activity Spaces There is more outdoor activity area space than was present during the period of significance for the depot. The area in front of the depot is a garden space and the rail/trail area on the levee is a significant space that has significant use.

Utilities and Mechanical Equipment The character of the utilities and mechanical equipment in the area is different than in the period of construction. The large traffic lights at intersections, public lighting systems, utility lines including phone and electrical lines have a significant impact on the visual quality of the area.

Views The differences in the views of the area are created by the infill construction, alterations to

the roadway, alterations to the train infrastructure, and the parking lot to the south. While the depot continues to have a predominant visual location, the view from the north is partially blocked. Expansive views from the south continue to exist.

Conclusion

The use of the Union Pacific Depot as a visitors' center and its type of architecture that is totally inconsistent with the remainder of the environs area creates an interesting development of an environs conclusion. The uses and building types in the area, both historically and currently, also offer a mix that is not typical for an environs review area. Because of the mix of uses and building types, staff proposed to divide the area into two areas representing the most dominant types of uses, building types, and historic patterns as the basis for the environs definition. Most of the properties in the area, including many of the residential structures to the northeast, have a line of site to the depot. Because of the unique circumstance of the depot and its environs, staff proposes the following two environs areas that exclude any future development on the depot site. Future development on the depot site should be reviewed by the Commission unless it is maintenance related. The environs for the Union Pacific Depot at 402 North 2nd Street should be divided into two areas and reviewed in the following manner.

Area One Residential Areas

The proposed alteration or construction should meet the intent of the Criteria set forth in 22-505, 22-506, and 22-506.1. Design elements that are important are scale, massing, site placement, height, directional expression, percentage of building coverage to site, setback, roof shapes, rhythm of openings, materials, and sense of entry. Maintaining views to the listed property and maintaining the rhythm and pattern in the environs are the primary focus of review.

All projects with the exception of demolition, partial demolition, new construction, and new additions greater than 20% of the existing structure will be reviewed and approved by the Historic Resources Administrator. The proposed alteration or construction should meet the intent of the Criteria set forth in 22-505, 22-506, and 22-506.1.

Major projects (demolition, partial demolition, new construction, and new additions greater than 20% of the existing structure) will be reviewed and approved by the Historic Resources Commission. The proposed alteration or construction should meet the intent of the Criteria set forth in 22-505, 22-506, and 22-506.1.

Area Two Commercial and Industrial Areas

The proposed alteration or construction should meet the intent of the Criteria set forth in 22-505, 22-506, and 22-506.1. Design elements that are important are scale, massing, site placement, height, directional expression, percentage of building coverage to site, setback, roof shapes, rhythm of openings and sense of entry. Maintaining views to the listed property and maintaining the rhythm and pattern in the environs are the primary focus of review.

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This is an aerial map of a residential neighborhood. The map shows property lines, lot numbers, and street names. A large blue hatched area is labeled 'Area One' and a smaller blue hatched area is labeled 'Area Two'. The map includes streets like N 1st St, N 2nd St, N 3rd St, N 4th St, Perry St, Maple St, Locust St, and Elm St. A red line runs vertically through the center, labeled 'Vermont St' and '40-59'. A yellow callout points to 'Area One' and another yellow callout points to 'Area Two'.