HISTORIC CONTEXT OF NORTH LAWRENCE

North Lawrence Survey

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Narrative

In historic preservation planning, a broad pattern of historical development in a community, or its region, that may be represented by historic architectural resources is a historic context. At least three significant themes are prominent in the historic context of North Lawrence, a district bounded by the Kansas River to the west and south and the Lawrence city limits to the north and east. Even though the architectural resources and significant time periods in its history are similar to the rest of the city, the development of North Lawrence has been uniquely influenced by its location on the floodplain near the Kansas River. The building of a local and regional transportation network actually created North Lawrence. Originally established as a separate town, the geographic separation and character of North Lawrence meant that the district developed as a distinct community with its own schools, churches, and businesses. Consequently, North Lawrence, more than any other district in the city, has had a separate and distinct identity.

Since North Lawrence was not established until the end of the Lawrence settlement period, it has limited, yet significant associations with the history of the emigrant Indians, timber resource exploitation, and most important, the early development of transportation and commerce. Only the construction of a transcontinental railroad branch through the valley created a reason for a new town north of the river. At that time, the urban plan of North Lawrence and a pattern of commercial and residential districts was established. Soon after the Civil War ended, the first generation of permanent buildings in North Lawrence was constructed and many of the enduring families and institutions were established. Except for a relatively autonomous black community, there is little evidence in the available documents of significant ethnic group activity in North Lawrence although this may represent a gap in the town's social

history. Interest in the use of the river for water power began during the city-building period, but water actually was more important later in the nineteenth century. From 1874 to 1900, patterns of slow population growth and building construction continued in a stable period of agriculture and manufacturing development.

In the early twentieth century, while the rest of Lawrence benefitted from the growth and increasing importance of the University of Kansas, North Lawrence was damaged by the two "great floods" of 1903 and 1951 as well as several lesser floods. These environmental crises inhibited investment and population growth in North Lawrence until the 1980s. Residents of North Lawrence shared relatively less of the prosperity during the wartime boom of 1942-45 and the modern period of growth in Lawrence that began after the war and has continued to the present. Beginning in the 1970s, however, investment and population in North Lawrence began to grow and the developed area north of the Kansas River has been expanded..

As the original founders of Lawrence recognized in 1854, the floodplain north of the Kansas River bend was no place for a city. Lawrence developed across the river on higher land. After the establishment of North Lawrence, the community based on the railroad and the agricultural economy grew slowly in the twentieth century. Currently, the floodplain is perceived as a cheap and convenient site for new housing and commercial development. By 1980 the pressure of growth in Lawrence combined with a questionable faith in the effectiveness of flood control in the Kansas River watershed encouraged new investment in the development of North Lawrence. Construction of a new divided bridge across the Kansas River and the Lawrence City Hall on the adjacent south bank served to integrate North Lawrence more fully into the modern community and marked the end of a long history of separation.

Exploration

Selection of the Lawrence townsite during the territorial period illustrated the environmental values of early settlers. Before settlement the valley's geography and vegetation were described in early accounts such as that of explorer John C. Fremont in 1842 viewed from the hill now known as Mount Oread.

> We encamped in a remarkably beautiful situation on the Kansas bluffs, which commanded a fine view of the river valley, here from four to five miles wide. The central portion was occupied by a broad belt of heavy timber, and nearer the hills the prairies were of the richest verdure.[1]

Emigrant Joel Palmer mentioned in his 1845 journal that the trail rose gradually to the ridge between the Wakarusa and the Kansas rivers. Like Fremont, Palmer's party camped there,

> in full view of the two streams, which at this place are from six to eight miles apart. The banks of both streams, as far as can be seen, are lined, either way, with excellent timber; the country rises gradually from the streams, for fifteen or twenty miles, with alternate forests and prairies, presenting to the eye a truly splendid scene.[2]

Charles Robinson, one of the founders of Lawrence and later governor of Kansas, was impressed by the potential townsite in the summer of 1849 when he traveled through the area on the California-Oregon Trail bound for the gold fields. Robinson returned to this picturesque place when Kansas Territory was opened for white settlement.[3]

Settlement period, 1854-1863

In 1854 Robinson and the other original emigrants chose a strategic location for the settlement of Lawrence. Assuming that the Kansas River would form the major trade route of the new territory, the townsite on the south bank of the Kansas River was located approximately where the stream reaches its southwesternmost point. Supplied by steamboat, the settlers

expected to command the trade of a large area south and southwest of the city. As pioneer John G. Haskell commented in 1857, "Lawrence cherished high river-navigation hopes--we had a rock levee. Pinckney Street [now Sixth Street] was expected to be the wholesale commercial street."[4] Since the water level in the Kansas River proved to be highly variable, the frontier settlement actually relied on overland stage and wagon transportation. The crossing where the river bends to the north at Lawrence was important in the early transportation network of Kansas Territory. In 1855 John Baldwin, an early settler from Missouri, began operating a flatboat ferry across the Kansas River at Lawrence. Construction of the first bridge across the river was completed in December, 1863.[5]

In the ten years before the railroad reached Lawrence, the riparian timber in the river's bend was important to the settlement a source of lumber essential for town-building. On the south side of the river, the Emigrant Aid Company sawmill began operations about December 1, 1854, but did not produce as much lumber as needed. Emigrants turned to the Delaware Indians on the north side of the river to provide logs for most of the first structures on the townsite of Lawrence. By June 1863, there were six saw mills running at full capacity in the Lawrence vicinity.[6]

As the trees were cleared between 1860 and 1865, North Lawrence developed as a settlement. The first building was constructed by the Delaware Indians. John Baldwin also erected a log building for his ferry operation and residence at the foot of present North Third Street. Later, a store was built and operated by John Moorehead.[7] One detail of a treaty between the United States and the Delaware Indians ratified on August 22, 1860 granted chief Sarcoxie 320 acres that included most of the North Lawrence site. He and his wife sold the tract to Charles Robinson, Robert Stevens, and William Simpson November 2, 1861. These partners

later sold the right-of-way to the Eastern Division, Kansas Pacific Railroad.

Although steamboat transportation was unsuccessful, the belief in a "natural advantage" of location was continued in the shift to a railroad-based growth strategy.[8] Not until mid-1857, did the Lawrence newspapers express an interest in railroads. Competition in Kansas Territory between Lawrence, Leavenworth, and Kansas City was presented in terms of each city's favorable location in relation to the pattern of the expanding railroad network.

> As early as the mid-1850s, some civic leaders began to appreciate that the first city to achieve competitive rail access both to Chicago and St. Louis could gain an initial advantage in the urban rivalry that would be difficult to overcome.[9]

The leaders of Lawrence failed to execute a railroad-based growth program for the community. They assumed that the Pacific Railroad of Missouri (from St. Louis) would be extended westward from the central Mississippi Valley to the Rocky Mountains along the "natural path" formed by the Kansas River valley.[10] By the time the leaders of Lawrence finally developed a railroad plan from 1861 to 1864. the town had fallen behind Kansas City. The Lawrence plan projected the city as a link in the construction of five major rail lines from Lawrence to Chicago, St. Louis, Galveston, Santa Fe, and the Pacific coast.[11] In the Pacific Railroad Act approved in 1862, a branch was planned to originate at the south side of the mouth of Kansas River and extending westward to Fort Riley. When construction began in September 1863, the route proposed on the north side of the Kansas River missed Lawrence by three miles. Kansas Senator Jim Lane pressured the director of the Union Pacific to change the route. He finally agreed on June 13, 1864 to "approach the Kansas River as the nearest practicable points opposite Lawrence and Topeka."[12] Leaders of Lawrence also agreed to donate land for a depot and right of way. The Railroad Act of 1864 stipulated that location.[13] A telegraph line was constructed to North Lawrence on September 20, 1863 and the railroad line was completed

November 26, 1864. Regular train service began December 19, 1864. The first Kansas Pacific depot was constructed opposite the intersection of Locust and North Fifth Streets.

North Lawrence was organized after the railroad began operation, but without a formal charter. A post office called Jefferson was established December 1, 1864. That name was retained from December 19, 1865 until December 31, 1872 when the post office territory was shifted from Jefferson to Douglas County. At the time the post office name was changed to North Lawrence; eventually, the separate North Lawrence post office was discontinued September 30, 1885. Dr. George J. Tallman was the first postmaster of Jefferson and Uriah Briggs was the first postmaster of North Lawrence.[14] Land north of the river was part of Jefferson County until 1865 when the legislature provided for the formation of Grant Township and annexation to Douglas County.[15]

In the early settlement period, the expansion of transportation, particularly the railroad, caused the development of North Lawrence and then, in the later nineteenth century, maintained the community's stability. The Kansas River ferry, the bridge, and the Union Pacific Depot were significant structures in the historical development of North Lawrence. The oldest house in North Lawrence (639 Elm) was built about 1863 by Charles Bruce, a lumber dealer.[16] As Reverend Richard Cordley concluded in an 1866 historical sketch of Lawrence, "the completion of the railroad to the opposite bank of the river, has given a new impulse to trade, and a new town has grown up around the depot of some 1500 people."[17]

City-building period, 1864-1873

Even more dramatically than in the rest of Lawrence, the boom in city-building determined the settlement pattern of North Lawrence. Two small commercial districts on Bridge

(North 2nd) and Locust Streets were built up at this time with residential districts paralleling the railroad tracks and the river. North Lawrence was laid out by S.N. Simpson in 1866 as a town site consisting of 320 acres. In 1867 the State Legislature made North Lawrence an incorporated city of the second class. As an early history recalled, "immediately after the incorporation of North Lawrence as a city, building began in earnest, and many of the buildings constructed during this period still remain standing."[18] An attempt in 1869 to annex the city to Lawrence failed, but on March 17, 1870 citizens of North Lawrence voted to consolidate with the City of Lawrence. Lawrence voters approved the consolidation March 21 and new city officials were elected April 4, 1870.[19] After 1870 North Lawrence included Wards Five and Six of the city divided by what is now North 6th Street.

Although the Lawrence Bridge Company first was chartered in 1857, work actually began on constructing a toll bridge in the spring of 1863. Work stopped after Quantrill's August raid on Lawrence, but the bridge eventually was completed in December, 1863. This first bridge across the Kansas River, an improvement over the old ferry, consisted of five wooden Howe trusses on solid stone piers.

With the Kansas Pacific terminus in North Lawrence, economic activity boomed on both sides of the river in 1864. As the Kansas Daily Tribune on November 27, 1864 reported,

> No man can stand an hour at the Lawrence bridge, and see the immense amount of merchandise constantly passing by teams, without being satisfied that a paying business will soon follow this new route, increasing day by day, until Southern Kansas will do all her business in Lawrence...[20]

In the summer of 1865, there was local debate on the advantages of a free bridge. By 1870 a new ferry competed with the toll bridge and ending the toll became a heated local issue. After the Lawrence street railway was established in 1871, the tracks were extended across the bridge

nearly to the Kansas Pacific depot in North Lawrence.[21] A second bridge across the river to the east was built in 1867 for the Leavenworth, Lawrence, and Galveston Railroad. The Tribune reported on October 29 that tracklaying across the bridge was completed and a locomotive made several trips across the river on November 2.[22]

During the few months from 1865 to 1866, all the crucial decisions that would lead to Kansas City's rise to the regional railroad center had been made.[23] This decisive change occurred while Lawrence was growing rapidly. When James F. Joy of the Hannibal and St. Joseph Railroad, visited Lawrence in August 1866, he said that the city's main street was "the best built in any western town outside of St. Louis and Chicago." His associate, Charles Perkins, added that "the town of Lawrence is today perhaps the most flourishing and enterprising in the whole West." Together the two men had recently visited all the leading urban rivals in the region.[24]

Two commercial buildings in North Lawrence from the city-building period (after incorporation) were the A.J. Dicker Building (646 Locust) and the Walker/Lindley Building (500 Locust). Since the original railroad passenger depot and freight house were located on the north side directly opposite the intersection of Locust and North Fifth Street, the south side of the street became an important commercial district.

Alfred J. Dicker took over an existing Lawrence grocery business in 1868 and then moved in 1870 to a new brick building on Locust Street. Dicker married November 25, 1869 and the couple built a nearby brick house in 1871. Both the store and residence were shown on the 1873 Atlas of Douglas County. Most of the land in the vicinity of these two structures was undeveloped at this time.

Another North Lawrence businessman was James Walker who built a two-story brick commercial building probably in 1872 two blocks west of the Dicker store. The first floor

housed the post office and the second floor of the store building was the IOOF Hall. The 1883 Sanborn map showed the Walker building anchoring a row of businesses across from the railroad depot. The nearby Kaw Valley Hotel building (444 Locust) was a wood-frame commercial building also from the city-building period. Walker lived in a residence closer to the river on the north side of Walnut between Fifth and Sixth Streets.

Along with commercial and residential development, manufacturing in North Lawrence included the Kansas Pacific repair shops. Temporary shops were erected in 1867. They were designated as permanent in 1870, but the railroad moved them to Kansas City, Kansas about 1878. The Delaware Mill, a combined grist and sawmill, was established on the north bank of the river in 1866 by Orlando Darling. During the city-building period, Darling, who also operated the ferry, overhauled and renovated the mill in 1870. At that time, it was one of the largest in the state with a 1,000-bushel daily capacity. While Darling was building the Kansas River dam in 1874, S.B. Pierson took control of the Delaware Mill and eventually moved the operation to a new building south of the river in 1879.[25]

The dam was completed in the spring of 1874, partially destroyed by high water, and finally rebuilt in September 1876. After the original waterpower company went into receivership, the property passed into the hands of J.D. Bowersock in 1879. Building a dam was an attempt to solve the problem of the high cost of power that Lawrence had faced for twenty years. As the Tribune reported April 8, 1869, wood was becoming more scarce and high-priced each succeeding year. Transportation costs made coal expensive and led to attempts to secure cheaper power from a nearby source of coal or natural gas or the development of water-power.[26]

By the mid-1870s, North Lawrence had all the physical elements of a stable community. Along with the businesses in the North Second and Locust Street commercial districts, the

community had neighborhoods, churches, schools, homes, and gardens with manufacturing south of the river.

Agriculture and Manufacturing (1874-1899)

An end to the city-building era was indicated by a March 14, 1873 Tribune editorial insisting that if county bonds were approved, they should encourage manufacturing rather than railroads.[27] Major events in the urban history of North Lawrence later in the nineteenth century included the development of a riverfront manufacturing district on the south bank of the Kansas River. North Lawrence also benefitted during the period from the 1870s to 1898 because of the popular activities in Bismarck Grove on the eastern edge of the area.

The Union Pacific depot constructed in 1889 became one of the prominent landmarks of North Lawrence. The replacement of the North Lawrence depot was typical of the practice in other towns. As historian H. Roger Grant commented, "the Kansas Pacific initially erected less than impressive stations." After the route across Kansas was incorporated into the larger Union Pacific system in 1880, most of the original wood-frame depots were replaced. Increased revenues and traffic in the 1880s justifying this building program. As the Lawrence example illustrated, the replacement structures were higher quality, larger, and more representative of architectural styles.[28]

Barbed wire and brick manufacturing were two important activities in the late nineteenth century. The most important manufacturing plant in Lawrence was the Consolidated Barb Wire Company. The company completed a new plant August, 1884. In later years, "more of the wire used by Kansas farmers came from the Lawrence plant than from all other sources combined, and the company sent miles of wire to Indian Territory, Colorado, New Mexico, Wyoming,

Utah."[29] Despite its success, the company was transferred in a forced sale in January, 1899 to the American Steel & Wire Company. The Lawrence plant was closed March 21 and more than two hundred residents were thrown out of work. The Topeka Capital referred to the closing as one of the greatest misfortunes that had happened to Kansas.

Even though the Kansas River dam and the Barb Wire Company were unique, in the scope and variety of economic activity and manufacturing during the period from 1854 to 1900, Lawrence was fairly typical of many other towns in Kansas and neighboring states.[30] Although the dam was completed in November, 1874, Lawrence was not a successful "Manufacturing City" until after 1880. As Kenneth Middleton concluded, the dam helped retain in Lawrence enterprises that might have moved away or been abandoned. By the turn of the century, however, Lawrence lost for one reason or another many of her most important manufacturing establishments. Waterpower stimulated Lawrence's early industry, but was unnecessary after 1903. As historian Brian Black pointed out, "the dam has outlived the industry for which it was the hub."[31]

When economic conditions improved in the 1880s, the demand for brick increased in Lawrence. By 1897 the McFarlane brick plant, which had been in operation for about ten years, was improved. The company incorporated with new capital investment and began the construction of a new manufacturing plant in the summer of 1899 after the city made a commitment to pave Massachusetts Street. Eventually, problems with the plant's fuel supply and decreasing demand led to the local brickyard's closing about 1920.[32] When Middleton assessed the city in 1940, four of the surviving manufacturing plants were dependent on agricultural products (flour and feed milling, vegetable canning, vinegar and dairy products).[33]

The development of businesses and institutions in North Lawrence can be traced in the

changing listings recorded in city directories. As early as 1866, there were a variety of businesses represented in the commercial districts clustered around Bridge and Locust Streets. These included five saloons, four boarding houses, two bakers, and seven groceries. For example, G.W. Sibert & Company, a grocery, had two locations--one in North Lawrence near the depot and another on Massachusetts Street south of the river. However, the provisional character of North Lawrence at this time was suggested by the only church listing--for the Congregational Church which held services at the district schoolhouse.

By 1871 North Lawrence had a full range of established businesses and institutions. Bridge Street offered the services of a confectioner, shoemaker, and dressmaker as well as drug, dry goods, furniture, hardware, tobacco stores. There were also saloons and groceries on Bridge Street. North Lawrence had two hotels, three resident attorneys, two physicians, and a real estate agent. Churches included the Pilgrim Congregational, Christian, and Methodist Episcopal and the Masonic Valley Lodge #30 of North Lawrence was organized in 1867.

By 1894 directory listings indicated a significant change in the pattern of businesses and institutions. There was more specialization as North Lawrence businesses provided goods and services to the immediate neighborhood and the agricultural hinterland to the north. All the clothing, drug, furniture, and hardware stores were located on the south side of the river in the main town of Lawrence. Attorneys and physicians were listed only in Lawrence proper. Businesses in North Lawrence were groceries, meat markets, and restaurants. The United Brethren and African Baptist churches had been added to earlier churches. There were four fraternal associations including the Excelsior #61 IOOF and Bismarck #174 AOUW lodges.

In 1911 the separation of major businesses south of the river and neighborhood enterprises in North Lawrence was still evident. There were three restaurants, three groceries,

two meat markets, one druggist and one florist in North Lawrence. While the presence of two blacksmiths and veterinaries indicated an orientation toward the countryside, there were five building contractors residing in North Lawrence suggesting the neighborhood's attraction as a inexpensive and spacious district for workingmen.

Along with churches and fraternal associations, schools were important institutions of community stability in North Lawrence. Even before the town was incorporated and public school buildings constructed, education for as many as 250 students was carried out in churches, halls, and residences. In 1868 two schools were constructed. After annexation the schools were known as the Fifth and Sixth Ward schools. The names were changed to Lincoln and Woodlawn Schools April 12, 1890. The old Woodlawn School building (319 Perry) is now used as a commercial building. The first Lincoln School was replaced in 1916. The new Lincoln school (708 Elm) in North Lawrence, Cordley and McAllaster in Lawrence proper were all erected the same year from the same plan. After Woodlawn School burned in 1923, a new building (508 Elm) was constructed in 1924. This up-to-date structure had a large auditorium-gymnasium, kindergarten, library, office, clinic, and eight standard classrooms as well as a large playground area.[34]

Beginning in the city-building period, black community institutions were significant in North Lawrence. Two black churches were primary. The St. James Methodist Episcopal Church was organized in 1865. The congregation constructed a church building at the present site (647 Maple) in 1884. When the building burned in 1896, the church was rebuilt on the same site. The First Regular Missionary Baptist Church was organized in 1868 when residents north of the river decided it would be more convenient to have their own church, rather than attend the Baptist Church south of the river. The Baptists replaced their church building in 1891. In

addition to the black churches, the North Lawrence Christian congregation was organized in 1894 and constructed a church at 647 Elm in 1896.

Bismarck Grove was a tract associated with the railroad repair shops in the countryside on the east side of North Lawrence. The grove became a popular community gathering place and hosted such formal meetings as the Odd Fellows Lodge in 1876, a National Temperance convention in 1878, and the regionally important fairs held by the Western National Fair Association from 1880 to 1888.[35] In the fall of 1897, the Kaw Valley Fair Association bought the property from the Union Pacific Railroad. Two subsequent fairs were financially unsuccessful, however, and the Association sold to Captain W.S. Tough of Kansas City in 1900. He used the grounds as a supply station for his horse and mule market in Kansas City.[36]

University Town, (1900-1945)

High water on the Kansas River damaged the Lawrence dam several times in the nineteenth century, but there were no major floods until the "great flood" of 1903. There were major floods on the Missouri River system in 1785 and 1811, but the earliest known flood on the Kansas River was noted in 1826. In the "great flood" of 1844, "the entire bottom from the Kaw to the mouth of the Missouri was completely submerged, and from bluff to bluff the river presented the appearance of an inland sea."[37] When North Lawrence was laid out in 1865, Chief Sarcoxie of the Delaware warned about the effects of the 1844 flood.[38] When the river inundated North Lawrence in the "great flood" of 1903, residents fled across the bridge south into Lawrence. On June 1, "the Kaw River was ten miles wide just east of Lawrence."[39] Both the 1905 Sanborn insurance map and the 1916 city plat map showed that part of the original town of North Lawrence was lost to the river in that flood.

The bank moved to the east and north so that portions of Massachusetts, Second, and Third Streets were lost.

Less devastating floods followed in 1904, 1908, 1920, and 1935, until the worst flood in Lawrence history occurred in 1951. Many homes and businesses were lost in North Lawrence.[40] The Lawrence Journal-World reported July 7, 1951 that North Lawrence had been evacuated. Early in the afternoon, the river broke through levees and the next day there was one foot of water in the Union Pacific depot. To the north at Cole's Food Center, the depth was estimated at ten feet. Despite several federal reservoirs that were later constructed on the Kansas River, North Lawrence was slightly flooded as recently as 1995.

Because of the river, Lawrence was geographically and socially separated into two parts--north and south. According to the Lawrence Social Survey published in 1917, the floods of 1903, 1904, and 1908 intensified "the social and economic chasm between the two sections of the community."[41] The 1903 flood washed out the river bridge, disrupting the street railway and leading to its closure later in the year. Transportation to North Lawrence was interrupted until 1909 when new investors took control of the Lawrence Electric Light Company. With the franchise to operate an electric street railway, the company provided service to the Union Pacific depot. In 1916 the Kansas City, Kaw Valley, and Western electric interurban railroad began operation. This line came into North Lawrence on Locust Street and ran across the river to a terminal on Massachusetts Street. In 1927 the North Lawrence streetcar route was replaced by a bus and all streetcar service ended in Lawrence by 1933. Passenger service on the interurban ended in 1935; the line was abandoned in 1949 when the city of Lawrence revoked the franchise.[42]

The authors of the Lawrence Social Survey predicted that construction of a new river

bridge, which was dedicated January 6, 1917, would extend the civic improvements enjoyed by the south side to North Lawrence--paved streets, an adequate sewer system, and a public park. In a farsighted remark that was not realized until recently, the authors asserted that "the Kaw river, that flows through our boundaries, is an unappreciated and unutilized resource of enjoyment and beauty."[43]

The 1917 survey reported that North Lawrence was inhabited almost entirely by wage earners. As shown by the health, housing, and delinquency reports, the local sociologists commented that "the semirural character of settlement north of the river and the larger size of the lots mitigate the housing evils"--i.e. sanitation, deterioration, and crowding.[44] The character of North Lawrence in the years from 1900 to 1940 was further described by local historian, Elfriede Fischer Rowe, who recalled that,

> North Lawrence residents had bigger gardens and many of the negro families made a living from them. Riley Rogers, who at one time was County Treasurer, had one of the largest layouts. He supplied many of the local grocery stores.[45]

The 1922 School Survey of the town repeated that "the part [of town] north of the river is sparsely settled."[46] This survey recommended combining the two schools in North Lawrence into one and pointed out that segregation on the North Side cost the community several thousand dollars annually.[47]

Proud of keeping pace with the development of aviation, the Journal-World announced the dedication of a modern airport two miles north of the town early in October, 1929. In the same anniversary issue, the reporter described an active and diverse transportation network centered on Lawrence with North Lawrence as a busy junction.

> Forty-seven passenger trains and twenty-two freight trains pass through Lawrence daily on three different lines. Hourly interurban service is maintained between this city and Kansas City and bus service each half hour between Lawrence and

> both Kansas City and Topeka over the new slab road. For longer trips over the highways the city is connected with every important point in this state by pavement.[48]

One local hazard in a new automobile age was corrected when the Union Pacific underpass at the north end of the Kansas River bridge was opened June 11, 1938.[49]

Separating railroad and automobile traffic at the North Lawrence junction was a recommendation from the 1930 Lawrence city plan prepared by Hare and Hare. The text noted that Lawrence was the business center for a large and fertile agricultural area and concluded that, "unless unforeseen events take place, Lawrence is not destined to be a great city."[50] With the "increasing demands of present day automobile traffic," the underpass on North Second Street was an important connection between the north end of the Kansas River bridge and the highways to the north.[51] The other important recommendation for North Lawrence was not implemented. Planners concluded that park land in Lawrence was inadequate and proposed the acquisition for a park of approximately twenty-two acres along the riverfront from the bridge east to Seventh Street.[52]

Just four years after the underpass was built, the mobilization of the United States for victory in World War II began to change Lawrence. As the Journal-World reported,

> Good old Lawrence, Kansas, turned into a boom town almost overnight... The old home town has undergone many changes since officials of the Sunflower Ordinance Works moved in four months ago to construct a huge munitions plant in the peaceful Kaw Valley... Perhaps, the most noticeable change to natives is the number of strange faces and 'foreign' cars along Massachusetts Street on a normal business day. Not so long ago a long-time resident was quick to spot a stranger in our midst but now the same person may pass fifty strangers before locating a familiar face.[53]

The vigorous pace of development continued after the war's end. A Civic Action Committee

organized in 1945 prepared the "Lawrence Victory Plan." This "face lifting" plan provided for seventeen projects including new fronts on downtown business buildings, an improved airport, additional city parks, city water improvements, and an effort to attract more visitors.[54]

Hare and Hare brought the Lawrence city plan up to date again in 1948. Much of this study reiterated the goals of the 1930 plan. The post-war plan noted that the main areas of vacant land were located in the northwest part of the city and in North Lawrence. By 1948 most of North Lawrence was served by the municipal water system, but large tracts were still not connected to the city sewer system. Park land was needed and the plan recommended that a twelve-acre tract of open ground in the vicinity of 4th and North be developed as a "playfield" that would serve most of North Lawrence. This park was acquired, but a more ambitious idea to develop a fifty-acre tract on the north bank of the river as a parkway was not realized.[55]

Modern city-building (a continuing boom)

After World War II, North Lawrence was affected by the development of the Kansas Turnpike between Kansas City and Oklahoma. A route was chosen for the high-speed toll road roughly paralleling U.S. Highway 40 on the north side of the Kansas River because it linked the capital city of Topeka and gave the most convenient access to the business centers of the two Kansas Cities. Ground breaking on December 31, 1954 began with the first section of the turnpike project, the approach to the future Kansas River bridge near Lawrence. The completed turnpike just north of the Lawrence city limits was opened to motorists October 21, 1956. Only one interchange was planned for Lawrence, but the Chamber of Commerce and City of Lawrence lobbied for the additional east interchange to insure more adequate access to the city.[56]

Even though the turnpike increased traffic through North Lawrence in the mid-1950s, the threat of flooding still limited development. The authors of the 1963 Comprehensive Plan concluded that limitations on the pattern of growth and development in Lawrence were established by

> the flat and low flood plains of the two rivers which surround the main developed area on three sides... these plains are subject to periodic flooding... which has seriously handicapped development, notably in North Lawrence. If protected from flooding, however, the flood plains offer splendid sites for industry since very little grading is required for construction of any type, and rail service can be easily provided.[57]

Planners commented that there had been virtually no new building in the north where the memory of floods was still fresh. In 1963 the scattered development of North Lawrence in large rectangular blocks laid out many years ago was an exception to the compact residential pattern of the rest of the city. Dwellings were relatively small in North Lawrence, but many of them were located on sizable tracts of land or small farms.[58]

Two standing buildings representative of the post-war period are the old Cole's Food Center (608 North Second), a modernistic brick building erected in 1950 by the Constant Construction Company. Another significant group of industrial structures is the FMC Phosphorous Chemicals Plant (9th & Maple) established in 1951 on the east edge on North Lawrence.

Construction in 1980 of a new divided bridge and a modern city hall on the south bank of the Kansas River defined the end of North Lawrence's isolation. Presently, the district is important as one of the main entrances into the city. Construction of an enclosed mall on North Second Street has demonstrated a commercial strategy balancing the convenience and low cost of a floodplain site against the risk of flood damage. Also, the lengthy rehabilitation of the old

Union Pacific Depot represented a symbolic commitment by the city to North Lawrence. As the development of railroad transportation stimulated North Lawrence in the past, it may be affected by a proposed eastern connection with Highway K-10 and the South Lawrence Trafficway. Even if these components of a more extensive network are postponed, the future of North Lawrence will be affected by the growing population and development of the Kansas River valley.

Both the methodological approach and survey area in this project were comprehensive. If a bias in historic perspective remains, it is the need for more information about the social history of North Lawrence. Questions raised from this survey, for example, included where did the residents work? Presumably, they worked for the railroad, in agriculture, or in the manufacturing plants south of the river. What formed the identity of the black community and other significant ethnic groups in North Lawrence?

Questions remain about spatial development. Why was most of North Lawrence platted as large lots and what were the long-range effects of repeated flooding? Since North Lawrence has provided a district of low-income housing and sustained long-established families and social networks, what is the effect of new retail and light industrial development and the contemporary problems of drainage and the development of high-quality agricultural land?

Physical Description

North Lawrence is a large district with a major north-south commercial corridor along North Second Street between the bridge and the Kansas Turnpike and an east-west corridor on Locust Street paralleling the Union Pacific railroad. Most of North Lawrence is overwhelmingly

residential with many trees, large yards and gardens and even small cultivated fields.

Five property types--commercial, industrial, educational, and religious and residential--are typical of North Lawrence. Commercial buildings are concentrated in the North Second and Locust Street districts. Significant examples of industrial buildings are the grain elevators beside the railroad and the FMC chemical plant. Although few in number, the large and durable buildings erected for schools and churches are significant property types. Most residences in North Lawrence are examples of nineteenth-century folk house forms or twentieth-century popular styles.

In describing the built environment, the following summary was based on the information compiled on the Kansas Historic Resources Reconnaissance Inventory forms. While that form records only minimal descriptive information, buildings in North Lawrence were analyzed in terms of general architectural characteristics such as building type, materials, plan shape, style and/or form type, and period of construction.

Some of the most significant and well-preserved nineteenth-century commercial buildings in North Lawrence were two-story commercial blocks. Character-defining features of the commercial block include a rectangular form, entrances flanked by display windows, and an ornamental eave cornice. The old Kaw Valley Hotel (444 Locust) is an unusual example of this type since it is wood-frame rather than masonry construction with a gable rather than a flat roof and parapet. The storefront is relatively intact despite modern asbestos shingle sheathing. A nearby commercial building (436 Locust) has brick sidewalls and a wood-frame storefront with an ornamental pressed-metal eave cornice. Another group of three adjacent store buildings (646-644-642 Locust) consists of two brick buildings and a one-story wood-frame building. These historic commercial buildings have many intact architectural features, although the wood-frame

storefront has been altered.

Two other commercial blocks have been changed in ways typical of North Lawrence. The old Lindley store (500 Locust) and the Canavan building (401 Elm) have been stuccoed and the first floor storefronts have been altered. Both buildings still have ornamented second floor window openings. One additional example of the commercial block, a neighborhood store (603 North 3rd) has been converted into a residence. This wood-frame building has a flat roof and parapet. The two-story commercial block also was found in the North Second Street commercial district. One of the most prominent (401 North Second) consists of two brick masonry sections with six front bays. There are arched window openings on the second floor front, but the building has been stuccoed and the original roof covered by a modern gable roof.

A similar building type more characteristic of the early twentieth century was the one-story commercial block. Examples include a one-story brick building with a flat roof and parapet (409 N. 2nd), and a similar building (623 Locust). The small brick building on Locust has been stuccoed. Both have brick detailing without the cast iron and pressed metal ornamentation associated with earlier commercial buildings. Another one-story brick commercial building (304 Locust) has a later concrete block addition.

The transition during the mid-twentieth century from brick to concrete block masonry in the construction of commercial buildings also was represented by buildings on North Second Street. A two-story concrete block building (612 North 2nd) has a brick front and parapet masking the main gable roof. A similar concrete block building (646 North 2nd) has a stepped parapet while a one-story example (790 North 2nd) has a flat roof. The most distinctive example in North Lawrence of the one-story commercial block (315 North 2nd) is a stone building near the Kansas River bridge that was constructed about 1930. It has a low parapet and flat roof with

two store bays to the south and garage bays to the north.

Examples of the industrial property type include an old elevator/feed mill (Maple & Massachusetts) located near the Kansas River. The structure is covered with metal sheathing. It has an ell-plan, monitor and gable roofs, and an aisle with large rolling doors. The most prominent structure in the survey are is the grain elevator complex (325 Locust) near the railroad tracks. This Farmers' Coop Association complex includes structures ranging in age from about 1910 to the post-World War II period.

In addition to commercial buildings, churches and schools are some of the landmarks of North Lawrence. Four similar wood-frame churches dating from about the turn of the century are examples of this property type. The old Christian Church (647 Elm) has an ell-plan with additions, a high gable roof, an entrance tower, and some Stick-style ornamentation. The nearby A.M.E. Church (647 Maple) has similar features. The old Baptist Church (416 Lincoln) has a rectangular plan and corner steeple. A former church building across the street (419 Lincoln) is now a residence. Although it has a side entrance, ornamental eave brackets, and shingle ornamentation, the front has been altered. After World War II, other churches were constructed in North Lawrence. One example is the concrete block Church of God (851 Elm) which has a rectangular plan with gable roof and a front gable entrance bay.

Three historic educational buildings survive in North Lawrence. Constructed in 1924, Woodlawn School (508 Elm) still serves its original purpose. This is a two-story brick building with a gable roof and gable end blocks. It has Georgian Revival stylistic features. The old Lincoln School constructed in 1916 is now the Ballard Community Center (708 Elm). It is a two-story brick building with a shaped parapet and other well-preserved masonry ornamentation. Part of the first Woodlawn school building dating from 1868 (319 Perry) survives as a one-story

building with arched openings now flanked by modern brick additions. It is used as a commercial building.

The overwhelming majority of buildings in North Lawrence were of wood-frame construction. In the survey area west of Sixth Street, there were 334 wood-frame residences. In the eastern survey area, there were 315 for a total of 649 wood-frame residences in the entire group of 852 inventoried structures. Commercial buildings were also predominantly framed in wood--22 in the western survey area and 18 in the east. There were five wood-frame churches in North Lawrence. Of the specialized building types, there was one example each of a wood-frame industrial, agricultural, and educational building.

Masonry buildings, either nineteenth-century or modern brick or twentieth-century concrete block, were rare in North Lawrence. There were six brick residences, three brick commercial buildings, and three brick schools in the entire survey area. More modern buildings constructed of concrete block included twenty-one residences, seven commercial buildings, and one church.

While the structural frames of most buildings in North Lawrence were constructed of wood, exterior sheathing materials were far more varied. 379 structures were covered with wood, 157 with metal, and 88 with asbestos. Stucco was used for only 26 buildings. The prevalence of synthetic siding was greater in the eastern survey area with 30 structures compared to the western area with only 6 covered with this modern material.

The simplicity of vernacular building types characteristic of North Lawrence was apparent in the distribution of plan shapes in the survey area. More than half of the structures (448) had a rectangular plan shape. That simple form was common for both residences and commercial buildings. The next most common plan shape was irregular (224 structures). Such

frequency likely represents additions and modification to simple forms that are associated with the historical development of North Lawrence over time. A much smaller number of structures (64) were L-shaped, square (25), or T-shaped (15).

The pattern of plan shape and architectural styles in residential construction was similar in both the western and eastern survey areas. In North Lawrence, the National Folk style was most common. As described in A Field Guide to American Houses, the development of a national railroad network changed the nature of American folk housing. Improved transportation helped spread and reinforce a national culture expressed in architecture, for example. House types and new plan innovations made up distinctive categories of houses that dominated in American residential building throughout the late nineteenth and early twentieth century. There were 156 examples of the National Folk style in the western survey area and 140 examples in the east.

Well-preserved examples of the gablefront folk building type included the two-story residences at 441 and 707 Elm. A similar building at 401 Maple reportedly was used as a boarding house; it has later additions and asbestos shingle siding. On the eastern edge of the survey area, the brick house at 401 Maple is a one-story example of the gablefront type. Another folk building type, the I-house, was represented by examples at 709 Elm, 716 Elm, and 615 North 3rd. These wood-frame houses have modern synthetic siding. Other folk houses such as the gable-front-and-wing and hall-and-parlor types also were surveyed in North Lawrence.

Along with the National Folk style, a more elaborate architectural style, Italianate, was popular in the mid-nineteenth century but persisted for a shorter time. Only a few examples of the Italianate style were identified in the survey area. These included houses at 313 Elm, 207 North 5th, and 226 North 4th Streets.

Another style popular for common houses In the late nineteenth century was Folk Victorian. Defined by the presence of Victorian decorative detailing on simple folk house forms, only six examples were identified in the western survey area and five in the east. However, it is likely that more of the folk houses classified by form once had Victorian ornamentation that has been lost over the years. Building types in the Folk Victorian style included centered-gable and L-shaped houses. Examples in North Lawrence of the two-story centered-gable type were located at 620 Elm, 601 Walnut, and 243 Perry. Several one-story L-plan houses had well-preserved Folk Victorian details. Examples were found at 404 Elm, 619 and 625 Walnut, 222 Perry, and 216, 217, and 219 Lincoln.

Nineteenth-century residences in North Lawrence often had accessory outbuildings. Over the years, many have been demolished. A surviving example illustrating this once common building type was the outbuilding at 428 Elm. Another at 543 Walnut also was wood-frame construction covered with weatherboard. It has an endgable roof with a rear shed and paired entrances.

At the turn of the century, the massed-plan folk house with a square plan shape and a pyramidal or hipped roof became popular as a transition between earlier folk building types and modern styles. Although not common in North Lawrence, there were twenty-five square-plan houses identified in the survey. Well-preserved examples with decorative ornamentation were located at 747 Elm, 312 Perry, and 447 North 5th.

The most popular style in the early twentieth century for small houses was not common in North Lawrence since only fifteen Craftsman-style residences were identified. Several examples illustrated the range of such houses from large fully detailed houses to smaller houses without ornamentation. Some examples included 317 Elm, 762 Walnut, 110

North 8th, and 419 Perry. A stuccoed Craftsman house at 603 Elm was particularly well-preserved and a concrete-block house at 746 North 5th was an example constructed late in the period of popularity.

Especially during the 1920s and 1930s, period style houses expressing the entire range of historic European and Colonial American styles were dominant in residential housing. In North Lawrence, however, there were only a few examples. An example of the Colonial Revival style was located at 219 North 5th. The house at 703 North 3rd is similar except for a gambrel roof associated with the Dutch Colonial type. An example at 716 North 3rd has Mediterranean features.

Later modern style houses were more numerous than Craftsman or period style houses. In the western survey area, there were 61 such residences and in the east there were 123. The larger group probably represented relatively recent construction on undeveloped land east of Sixth Street. In North Lawrence, a number of modern ranch house types dating from the 1950s were constructed of concrete block with steel-sash windows. Examples dating from the 1950s were located at 632 Elm, 529 Maple, and 713 Lyon.

For this survey report, construction dates were estimated according to the visible architectural form and features. Since some buildings have been extensively altered over time, particular conclusions may be modified by more detailed research, but the general distribution of buildings in significant periods of development should remain constant.

Buildings in North Lawrence dating from the city-building period (1864-73) included a school, three commercial and eleven residential buildings. From the much longer period of agricultural and manufacturing dominance (1874-1899), there were seven commercial, one educational, and three religious buildings. There were one hundred twenty-one residential

buildings attributed to this period. The largest group of buildings was constructed during the University town period (1900-45). Twenty-three commercial buildings, one agricultural and one educational building, and two hundred eighty-two residential buildings date from this period.

After World War II, the growth of Lawrence was reflected in buildings constructed north of the river. During the period from 1946 to 1980, there were thirty-three commercial buildings, two religious buildings, one industrial, and one agricultural building surveyed. One hundred forty-nine residences date from this period. More recently, eleven commercial buildings, one public and one industrial building, and eighty-four residences were constructed from 1981 to the present.

POPULATION TABLE FOR NORTH LAWRENCE

Year	Fifth Ward*	Sixth Ward*
1881	748	821
1885	1,037	1,043
1890	1,016	970
1900	1,279	928
1905	1,049	800
1910	1,085	886
1915	1,002	816

Based on these limited figures, it appears that the population of North Lawrence peaked in 1900. The two wards were roughly equal in population until that date. A decline in the number of residents in the Sixth Ward to the east may be related to a decline in railroad employment after the Kansas Pacific repair shops were moved to Kansas City, Kansas in the late 1880s.

* Population statistics were published in the Biennial Reports of the Kansas Board of Agriculture (Topeka, KS: Kansas State Printing Plant). Statistics were not available for the separate wards in 1875 and 1880. After 1915 Lawrence changed from a city council to a city commission form of government with commissioners elected from the city at large rather than from wards.

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METHODOLOGY REPORT
North Lawrence Survey
Barbara Anderson
1996

METHODOLOGY

The North Lawrence Survey project was carried out through field inspection and archival research. Each structure was photographed by the City of Lawrence staff. Each property site plan was sketched to show the relationship of the primary building to outbuildings and to streets and sidewalks. Physical descriptions were developed through site inspection and reference to the photographs. The physical descriptions include some or all of the following information:

1. Type of structure (residential, religious, commercial, industrial, or agricultural)
2. Number of stories
3. Roof shape
4. Construction type
5. Wall finish material
6. Chimney construction and location
7. Porch type, placement, and decorative details
8. Other details
   - dormer types and placement
   - important decorative details such as verge boards, brackets, half-timbering, etc.
9. Other man-made elements (roadways, sidewalks, steps, etc.)
10. When apparent, alterations or modifications will be noted
11. Outbuildings will be noted and briefly described by
    - roof shape
    - number of stories
    - construction type
    - wall finish material
    - use
    - important decorative details
    - location on the property

Historical maps and atlases were used to help determine building existence (construction dating) and property ownership. The 1873 *Atlas of Douglas County*, which lists property owners and shows building locations were consulted. Sanborn Fire Insurance maps (1883, 1887, 1898, 1905, 1912, 1927) were examined for building existence, form, number of stories, and materials. The Sanborn overlay map housed at the Watkins Museum was examined for modifications shown through November, 1968. Bird's eye view maps of Lawrence for 1869 and 1880 were examined for building existence.

The City of Lawrence did not require building permits until the 1950s, thus construction dates for all buildings built without permits were determined by using Douglas County Tax Records in conjunction with maps and atlases. The assessed valuation recorded in the tax records were compared to other properties in the area and for each property over time. A significant difference or increase in taxes was used in conjunction with visual assessment to establish a probable date of construction or substantial modification. The owner of the

property at the time of the tax increase will be recorded by the City of Lawrence, as the original owner of the structure(s).

For properties constructed with building permits, the date of construction and owner's name on the permit application will be recorded by the City of Lawrence. Because no tax records exist prior to 1864, city directories and the 1873 *Atlas of Douglas County* were the only sources of information about the "original" owner for properties built prior to 1865.

City directories and Douglas County Tax Records will be used by the City of Lawrence to determine the owners of each property through the years. The city directory research will begin with the directories published in 1893 and 1911, which was the first year the directories were indexed by street address.

Reports, newspaper stories, and published histories (all included in the City's site files) were consulted to confirm or add to the information from tax records, city directories, building permits, etc.

The survey report was prepared using a number of sources (see Bibliography attached). Data about style type, construction date and materials were compiled from the inventory. A survey area map was created to identify the survey sequence numbers assigned to each property. Significant patterns of development based on construction date, use, style type, etc. were described in text of the context statement and will be identified on maps produced by the City of Lawrence. The historic context statement for the survey area was developed following guidance in National Register Bulletin #15.

Recommendations for the development of guidelines for design of infill construction and redevelopment were prepared based on the existing physical historic character of the survey area.

The first public presentation took place on the evening of May 13, 1996. The primary purpose of the first presentation was to inform local property owners of the goals and objectives of the project. The second presentation will take place several weeks after the work is completed and will include a discussion of the results of the survey and an introduction of the draft guidelines for infill construction and redevelopment.

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INFILL AND DESIGN GUIDELINES

North Lawrence Survey

Barbara Anderson

1996

In addition to residential and agricultural land uses, there are industrial, commercial and public land uses. Industrial land uses include both light and heavy manufacturing located primarily on Ninth Street and along the railroad tracks. Commercial land uses are primarily located along Second, North, and Locust Street. There are a number of small commercial properties scattered throughout the North Lawrence survey area. The commercial area along Second Street is quickly becoming a modern commercial strip as new development replaces and supplements the historic commercial properties. The historic commercial character of Second Street is evident on the west side of Second Street at the Locust Street intersection. The commercial property along North Street is outside of the city limits, but if it were to be annexed, the land uses would not conform to the current City of Lawrence Zoning Ordinance. There are a few historic commercial buildings with traditional form and character on Locust Street, but for the most part they are not used for active commercial purposes. A recent fire in a restaurant on Locust Street may result in a vacant commercial building.

Schools, churches and community centers/meeting halls are located throughout the survey area but to a certain extent they are concentrated on Elm, Seventh, and Lincoln Streets. There is one public park located between Lyon and Lincoln on Seventh Street.

Most streets in the North Lawrence survey area are asphalt or gravel with no curbs. Locust, Elm, Second and Third Streets are paved with asphalt or concrete and for the most part have curbs. The streets follow a fairly regular grid pattern with two exceptions: Mechanic and Grant Streets. The street right-of-way is typically 60 feet wide for all streets with Locust being 70 feet wide and Second Street being 85 feet wide. On-going improvements to Second Street include widening to four lanes, constructing new concrete curbs, and installing a storm drainage system. Gravel alleys with 20 foot right-of-ways are present, for the most part, west of Sixth Street. Alleys are not present east of Sixth Street. Storm water drainage ditches are common along the sides of the streets--the exceptions are Locust Street, Second Street and Third Street.

The density of the historic neighborhoods is typically lower than the density achieved by minimally meeting the City of Lawrence RS-2 requirement of 7,000 sq. ft. lots per dwelling. A survey conducted by the City of Lawrence and published in The North Lawrence Neighborhood Plan, December 16, 1981,[1] indicates that the only areas where density is greater than that achieved by following the minimum lot size per dwelling are along the north side of the 300 and 400 blocks of Elm, the south side of the 300 and 400 blocks of Locust, and west of Second Street between Maple and Lyon. The same study shows that over half of the land in the North Lawrence survey area has average lots of greater than 15,000 square feet per dwelling.

Building lots south of the railroad tracks are typically 25 feet wide by 110 to 130 feet long. In this area there are a few older houses built on only one lot and a few built on one-and-one-half lots, but most of the older houses are built on two to three lots. North of the railroad tracks the lots are larger and are typically 50 feet wide by 125 feet deep. Most older houses north of the railroad tracks are built on one lot but a few are built on two lots. Prior to 1970, there were many unimproved lots east of Fifth Street and North of the railroad tracks.

Most of the older houses had front facades that were approximately 25 feet wide, while most of the newer houses are 40 or more feet wide. Most of the older houses were one-and-one-half to two-and-one-half stories tall, whereas the newer houses are mostly one-story tall. There are no multi-family or duplex houses in North Lawrence.

A few of the older houses have remaining outhouses, chicken houses, barns, and newer metal storage buildings that are typically found in an agricultural context. Most older houses have a detached garage at the rear and side of the house. In some instances the older houses have no garage. Most of the houses built in the last 25 years have attached garages.

Driveways off of the street are not common where there are alleys to provide rear access. Where there are no alleys, driveways off of the street are typical. Older driveways are either gravel or unpaved and are located along the side of the house. While few of the older driveways have been paved, a few have been improved with asphalt. Most of the newer homes have concrete driveways.

Sidewalks are common on Second, Elm, and Locust Streets, but are not common in the other older housing areas. There are a few areas with contemporary houses that have new concrete sidewalks. Nearly every house has a rural mailbox, that is, one located at the side of the street, although a few houses on the west end of Locust and Elm Streets still have mailboxes on the house.

Fences throughout the North Lawrence survey area vary greatly. The older fences tend to be woven wire on wood posts. Newer fences include chain link and wood privacy fences. Chain link fences are common for commercial, industrial and residential purposes. Fences for new residences and sometimes newly constructed fences for older residences are usually wood privacy fences that enclose the entire rear yard.

Street trees are common, particularly where older houses are closely spaced. The vegetation patterns are typical of older neighborhoods with rows of bushes and trees along the edges of yards and foundation plantings around buildings. There are many gardens throughout the survey area including both large produce gardens and small kitchen and flower gardens. Agricultural fields adjoin the survey area on the east and north sides.

Flood plain maps show that a substantial portion of the North Lawrence survey area is within the 100 year floodplain and thus subject to floodplain regulations. New construction within the flood plain area appears to be on-going. Houses built in the floodplain must have the first floor raised at least two feet above the 100 year flood elevation. New construction that meets this requirement is quite obvious because the houses are constructed on a concrete slab that is artificially raised above the surrounding land. In general, the North Lawrence survey area does not have adequate storm drainage systems although recent efforts to improve storm drainage include a pump station on Second Street.

Summary

The rural character of the residential streets, drainage ditches, driveways, gardens, fences, and houses with outbuildings is the most distinctive aspect of the North Lawrence survey area. These rural features and characteristics strike a marked contrast to the residential and commercial construction occurring in North Lawrence at present. Another characteristic that gives the North Lawrence survey area a unique character is the juxtaposition of agricultural, commercial, industrial, and residential land uses. This mix of land uses contradicts conventional planning practices but is consistent with the alternative planning strategies that are increasingly popular and are best known as "New Urbanism".

An important aspect of developing these design guidelines for infill construction and redevelopment is recognizing the current and likely future function of the North Lawrence Survey area. The Second Street commercial corridor is a major entrance to the City of Lawrence. As a primary entrance, it is under tremendous pressure for redevelopment as a modern commercial strip. The North Lawrence survey area is also a prime location for modestly-priced new single-family homes. Construction of new homes has been increasing steadily in the last 20 or 30 years.

Recommendations for Residential Development Design Guidelines

1. In new residential development avoid plats that do not adhere to the existing grid street pattern and/or include cul-de-sacs and other dead-end streets arrangements.

2. In new residential development avoid duplex and multi-family housing.

3. Do not allow expansion of the existing mobile home parks or allow new mobile home parks.

4. In new residential construction avoid garage-dominated houses. This can be accomplished by having side-entry garages or garages that are set back from the front facade. (Figure 1)

5. In new residential construction encourage one-story projecting or infill-ell porches with gable or hip roofs.

6. Allow construction of gravel driveways for new and existing housing.

7. Encourage the use of horizontal (not vertical) siding on new and existing housing.

8. Encourage the use of see-through fencing, such as woven wire and chain link, where privacy is not an objective.

9. Retain the drainage ditches along the sides of the streets.

10. Locate new sidewalks between the drainage ditches and yards, not between the drainage ditches and the street.

Issues for the community to address regarding residential development design guidelines:

1. The most important issue to address is whether to allow continued residential development of North Lawrence. With RS-2 zoning requirements and contemporary preferences in construction, the newly developed lots will not resemble the older development. If residential development is allowed to continue under the current zoning ordinance, it is unlikely that the existing intermixing of small parcels of developed and undeveloped land, which characterizes much of the area, will be maintained. Currently residential development is being accomplished by replatting land into building lots for several houses that are constructed of similar contemporary design by one builder.

2. Whether to allow continued residential construction in the flood plain is also an important issue to address. If new construction in the flood plain is allowed, consider using retaining walls to achieve the raised elevation for an entire block or area of new (adjacent) houses. Retaining walls are common at the west ends of Elm, Locust, Perry and Lincoln streets.

3. Determine if a maximum front facade width is desirable. The minimum lot frontage for RS-2 is 60 feet and the internal side yard set back is 5 feet. Most of the older houses were less than 25' wide, but many of the newer houses are 40'+ wide. The current configuration provides a larger and more private rear yard, but creates an appearance of greater density from the street.

4. Determine if a minimum of 1.5 stories should be required or encouraged. Most new houses are one-story in height whereas the older ones are 1.5 to 2.5 stories tall. There are a few modern two-story houses that fit the split level ranch classification, but their long rectangular form and side gable roof are not consistent with the historic two story houses.

5. Determine if multiple buildings should be encouraged such as the use of detached garages and other ancillary structures.

6. Determine whether buffers between industrial and residential uses should be required. If they are required, what kinds of buffers should be allowed and what should be encouraged, i.e., green spaces, produce gardens, fences, etc.?

Recommendations for Commercial Development

1. Commercial development along Locust Street should be consistent with the character of the existing historic commercial buildings, i.e., no front or side set backs, 2-3 stories in height, masonry construction, flat roof with parapet, and traditional storefront design (a central entry with flanking display windows).

2. Parking for commercial development along Locust Street should be on the streets near the commercial buildings rather than developing off-street parking lots.

Issues for the community to address regarding commercial development design guidelines:

1. For commercial development along North Street, which has an agricultural character, the community needs to consider developing design guidelines for the following issues: signage, building set back from the street, noise, odors, off-street parking, street trees, and lighting.

2. For commercial development along Second Street, which has a contemporary strip commercial character, the community needs to consider developing design guidelines for the following issues: street trees and vegetation; pedestrian and bicycle traffic; signage; curb cuts; lighting; off-street parking; and the display of merchandise outside of commercial buildings including pre-manufactured homes, cars, household goods, etc. In 1980, a document titled North Second Street Revitalization Plan, Lawrence, Kansas was prepared by Design Build Architects, now Gould Evans Associates, Lawrence. Although this planning document is 16 years old it has many relevant observations and recommendations for the redevelopment of North Second Street. Many of the actions recommended in the report have been implemented in whole or in part.

3. For redevelopment of existing historic commercial buildings along Locust Street the community needs to consider developing alternative off-street parking requirements. Redevelopment of existing historic commercial buildings should not be hindered, and adjacent structures should not be removed, in order to provide off-street parking in accordance with Article 12 of the Zoning Ordinance.

4. Design standards should be developed for infill commercial construction on Locust Street and for new commercial construction throughout the North Lawrence survey area. At the least these design standards should address building set backs, heights, signage, access, parking, and lighting. If possible, the design guidelines should specifically address the physical relationship of new commercial construction with existing residential areas.

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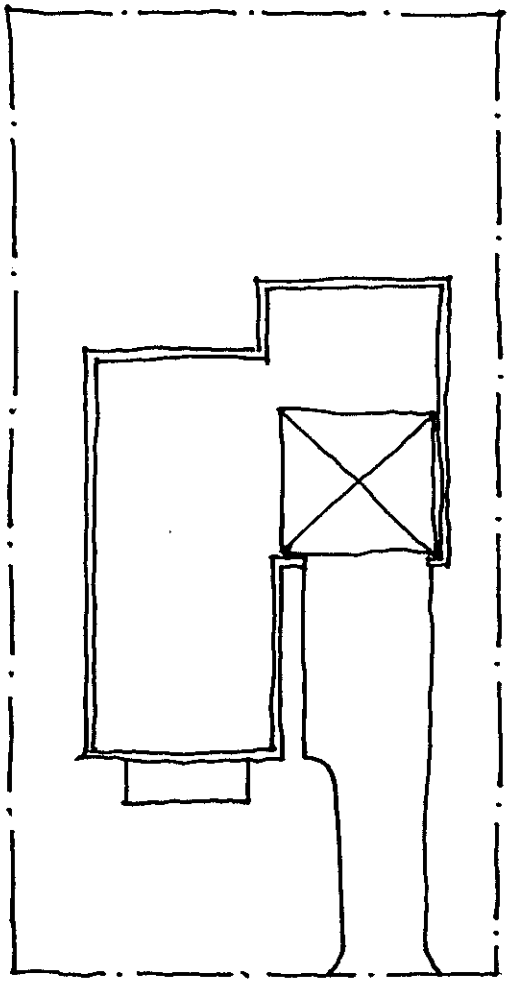
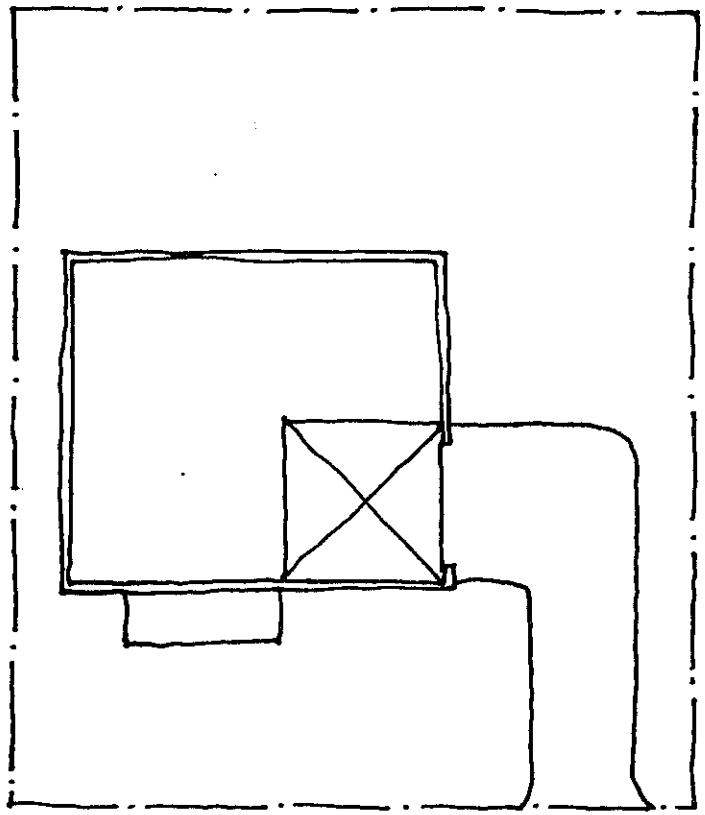
1. Map No. 5, Average Square Footage of Lot Area per Dwelling Unit by Block.



Recessed garage



Side-load garage

Figure 1