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CITY MANAGERS OFFICE
LAWRENCE, KS

To: Mike Wildgen, City Manager

cc: David Corliss, Ass't. City Mgr.
Linda Finger, Dir. of Planning

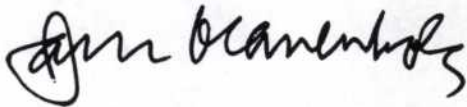
Re: Proposal that the City purchase 11
Lot 1, Sale Barn Addition (911 E. 13th St., 2.86 A.)
for long-range parks-system planning and use.

Date: March 19, 2005

Dear Mike,

Can you please place on the City Commission's agenda—for the March 29, 2005, meeting, if possible—the following proposal from the Burroughs Creek Area Plan study committee and the Old East Lawrence Neighborhood Association.

Thank you.



James Grauerholz

BCAP study committee;
Brook Creek Neighborhood
Association member.



Janet Good

BCAP study committee;
Old East Lawrence Neighborhood
Association President.

PROPOSAL
to Lawrence City Commission ||
re: Lot 1, Sale Barn Addition (911 E. 10th St.)

March 19, 2005

The Burroughs Creek Area Plan Study Committee and the Old East Lawrence Neighborhood Association feel that the Sale Barn site is an integral part of the proposed Rail-Trail / linear-park project, and therefore ask that the City consider buying the land for future use as part of Hobbs Park, linking it to those new projects.

This parcel would appropriately expand and enhance the existing Hobbs Park and the proposed rail-trail corridor. Green space on this site on busy East 11th Street is more appropriate than intense industrial development and increased vehicular traffic. We need pedestrians and bikes, not more trucks!

Thank you for your consideration of our proposal.

Burroughs Creek Area Plan Study Committee (non-Staff members):

Janet Good,
Old East Lawrence N.A. Pres.

Richard Heckler,
Lawrence Association of
Neighborhoods

Dayna Carleton,
Old East Lawrence N.A.

Allen Levine,
Barker N.A.

Bill Penny,
Parks & Recreation Advisory Board

Jim Carpenter,
Barker N.A.

Marguerite Ermeling,
Lawrence-Douglas County Planning
Commissioner

Michael Almon,
Brook Creek N.A.

Lee Zimmerman, Sr.,
Zimmerman Steel / industry rep.

James Grauerholz,
Brook Creek N.A.

Eric Struckhoff,
Bicycle Advisory Committee chair

Sale Barn site-purchase Proposal

Supporting documents

- A: Some funding options for Sale Barn site and Trail/Park project
- B: General concept of the Rail-Trail and linear park project.
- C: History of Sale Barn site, 1854–2005

A: Some funding options for Sale Barn site and Trail/Park project

1. Utility revenues / trunk-sewer corridor acquisition.

Under the BNSF rail corridor from 23rd St. to 11th St. is the backbone of the City's sanitary-sewer system: two major trunk sewers that carry two-thirds of the City's sewage north to the wastewater treatment plant.

These two sewer lines pass directly under the Sale Barn site on their way to the treatment plant on the Kansas River. Future excavation access for repair or replacement would be far easier if the site were not paved for parking or built-up.

Major sanitary-sewer replacement projects near Burroughs Creek, in the stormwater-project area between 12th St. and 15th St., and northeast of the intersection of 19th St. and Learnard Ave., are underway now.

For years the City has paid an annual license fee to BNSF and its predecessors for utility easements from 11th St. to 23rd St.

BNSF's federal abandonment of 1.95 miles of track (12th St. to 29th St.) in 1988, and cessation of rail service south of 12th St. in 2001, appear to bring the rail corridor under the abandonment provisions of K.S.A. 66-525 (a).

Ownership of most, or all, of the rail corridor from 12th St. to 23rd St., 100 feet wide and 1.5 miles long, may have legally reverted to the adjacent landowners on either side of the corridor's centerline.

The City already owns about one-half of the west side of that corridor, and one-third of the east side, either outright or by reversionary interest: the City garage; stormwater project; Parnell Park; The Woods on 19th parkland; and two lots between Bullene Ave. and the BNSF line at LaSalle St.

Two PRD's between 15th St. and 19th St. (Hanscom-Tappan Addition on the east side, and The Woods on 19th Addition on the west side) account for about two-fifths of that one-half mile of corridor.

Both PRD's have restrictions or dedications conceding their respective 50 feet of BNSF corridor to City use for the Rail-Trail project and, presumably, utility easements.

The remaining privately-owned reversionary interests amount to about 9.1 acres. City acquisition could be done by donation, purchase, and/or eminent domain.

2. State and Federal grants.

a. Transportation-enhancement grants, 2006 cycle.

The U.S. Dept. of Transportation's grants under its SAFETEA program (successor to ISTEA and TEA-21), 80%-of-budget matching funds, will be announced in May 2005.

While program funding renewal in Washington is uncertain, in all likelihood there will be new transportation-enhancement funding for 2006, with a November 2005 application deadline, for announcement in May 2006.

TEA-21 has completed at least five Pedestrian/Bicycle projects in Kansas during 1995–1998, for a total cost of about \$2 million (average per city = \$380,000).

The five cities improved range from 8,500 to 121,000 in population: Haysville; Hutchinson; Salina; Manhattan; and Topeka.

The Eastern Lawrence Rail-Trail project is about 1.5 miles long; Topeka's and Salina's two-mile-long trail projects cost \$370,000 and \$289,000, respectively.

b. NPS / NTHP "Save America's Treasures" grants, 2006 cycle.

The "Save America's Treasures" program offers grants for projects like the Lawrence Rail-Trail, if they are deemed eligible for listing on the National Register of Historic Places.

The minimum grant request is \$250,000 (Federal share). For 2004 the average grant for "historic properties" was \$277,000.¹

The 2005 grant cycle's deadline was Feb. 1, 2005; the next application deadline will be February 2006.

(The John Speer Memorial did not ultimately qualify for NRHP listing, due to the Murphy-Bromelsick House having been relocated to the site, and a \$100,000 "Save America's Treasures" grant arranged for Hobbs Park and the Memorial was reassigned by the Hobbs Park Memorial Fund and the City's Historic Resources Administrator to the Carnegie Library for structural improvements.)²

¹ see: <http://www.cr.nps.gov/hps/treasures/index.htm>

² see: <http://www.ljworld.com/section/citynews/story/150531>

On Sept. 16, 2004, the Lawrence Historic Resources Commission formally recommended that the City of Lawrence should nominate Hobbs Park to the Lawrence Register of Historic Places.

c. National Heritage Area designation project

The "Bleeding Kansas" NHA project—including Douglas County and 23 other Kansas counties—awaits Congressional approval and the action of the Secretary of the Interior (a process expected to take three more years). The project's momentum is strong, and it has a good chance of being approved, in which case it might support our projects here.³

B. General concept of the Rail-Trail and linear park project.

The BCAP study committee's vision for the entire project is to create a beautiful public facility for *all* of Lawrence to share; an improvement that will be useful, valuable and enjoyable for the entire City—*not* just the East-side neighborhoods. A public "naming contest" may be held to determine the best names for the Trail and Park.

The Trail will connect our beloved Downtown to the growing southeastern parts of the City, and to the South Lawrence Trafficway's planned bike paths. The connectivity added to the City's bicycle-pedestrian system will create many new "circle" routes—with more scenic variety than a round-trip to a trail's end, and back. Bicycle access to the City's parks system will be enhanced for all residents of Lawrence. The Trail will be a recreational destination for people from all over.

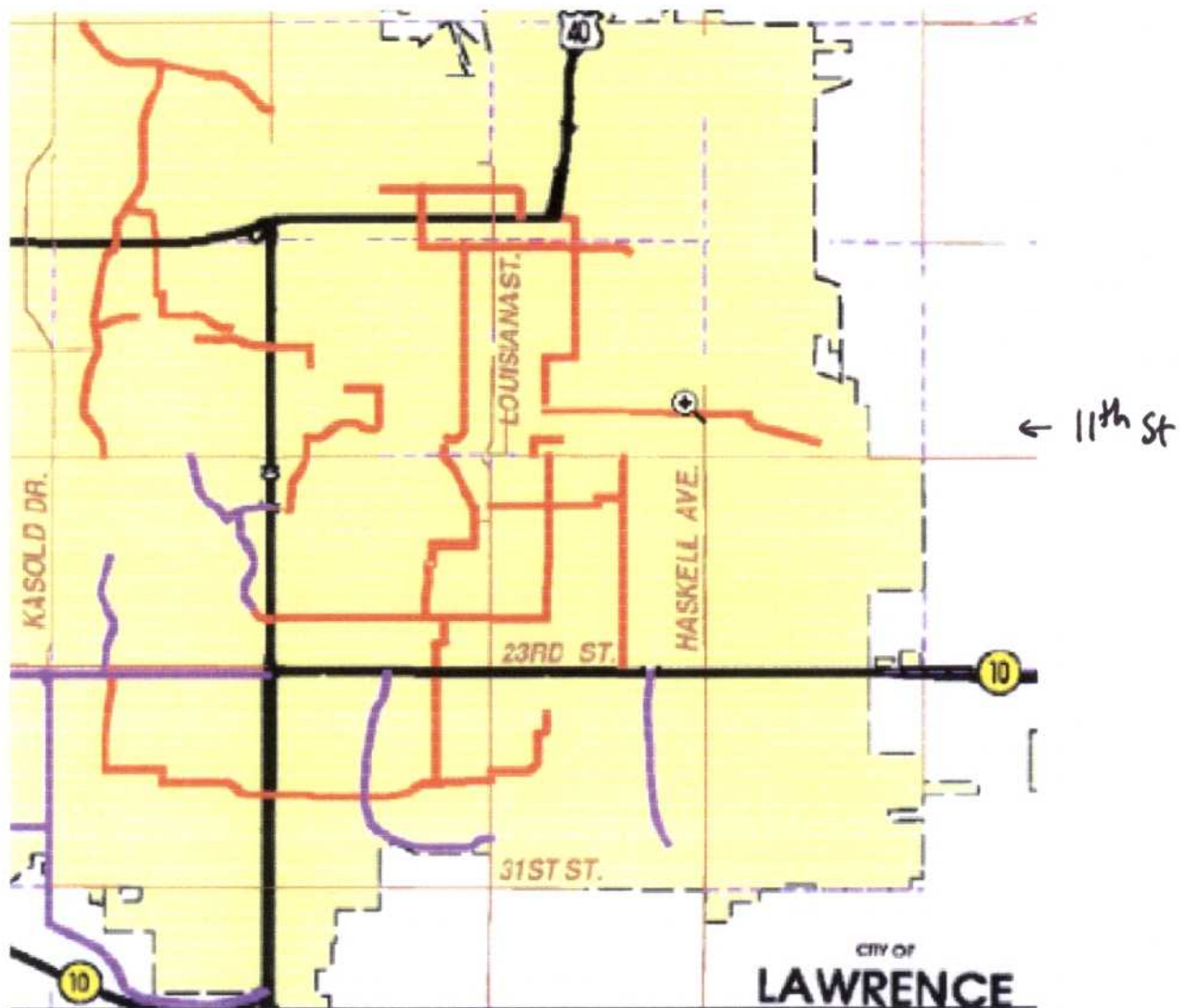
The trail itself is envisioned to be a permeable hard surface 10 feet wide, bending east and west (where feasible) to avoid a line-of-sight "shotgun" layout. Design elements will possibly include:

- lighting;
- drinking fountains and public restrooms;
- parking for cars and bicycles at trailheads;
- low-maintenance landscaping;
- ornamental and native plantings;
- picnic tables and shelters;
- public sculpture-garden area;
- interpretive monument signs;
- a disused BNSF Way Car (caboose) that may be donated and made kid-safe;
- cross-street signage with historic street names (Quincy, Hancock, Lee, etc.).

³ see: <http://www.bleedingkansas.org/>



Lawrence KS Planned Bikeway Map, rev'd March 6, 2001 (detail)
<http://www.lawrenceplanning.org/documents/PlannedBikewayMapMarch2001.pdf>

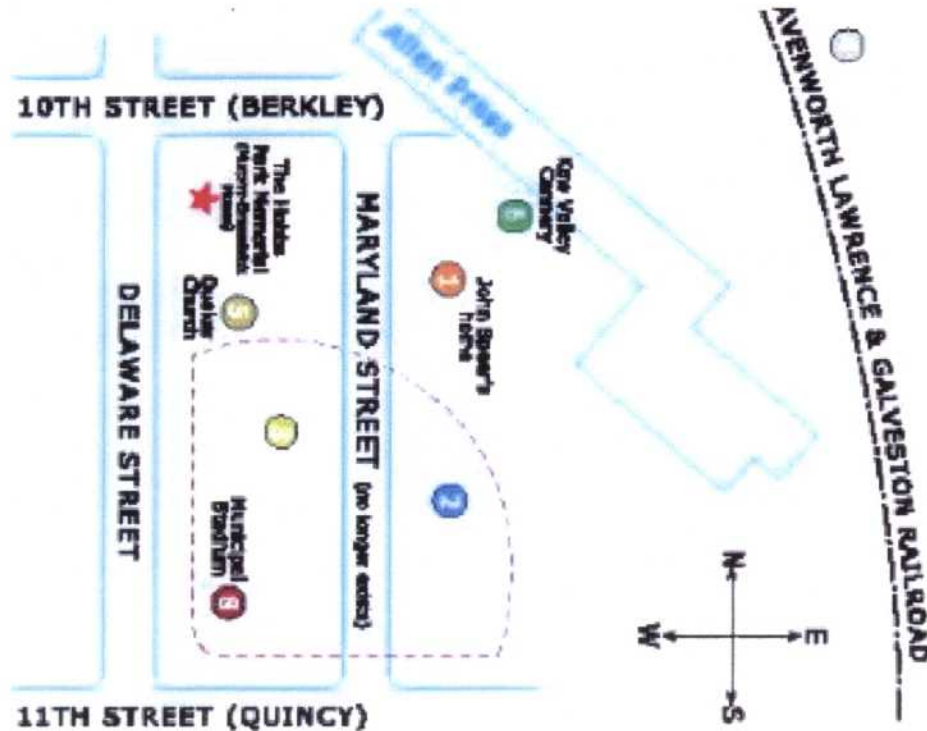
**LEGEND**

- BICYCLE LANE
- BICYCLE PATH
- BICYCLE ROUTE

Lawrence City Biking Map (detail),
Kansas Bicycle Guide webpage,
Kansas Dept. of Transportation, 2003.
<<http://www.ksdot.org/burRail/bike/pdf/lawrence.pdf>>

C: History of Sale Barn site, 1854–2005

When Lawrence was first settled by non-aboriginal peoples one hundred fifty years ago, this land was the northeast corner of John Speer's original "exemption" or land claim.



Speer, an abolitionist publisher from Pennsylvania by way of Ohio, arrived with his brother in Lawrence about two weeks after the "second party" of founding settlers, on Sept. 27, 1854.

Five months later, Speer began publishing one of the first newspapers in this State, the *Kansas Pioneer*—a direct corporate predecessor to the *Lawrence Journal-World*.⁴

Lawrence defenders used the natural promontory to surveil the eastern approach to the City, along the Kaw River lowlands—watching for raiders from Missouri. John Brown marshaled anti-slavery forces here during the first invasion of Kansas, in 1856.

Speer's home was built where the Allen Press parking lot appears on the following image, on Maryland St. as it then ran from Berkeley St. to Quincy St. (10th to 11th).

⁴ Paterik, Stephanie. Anti-slavery leader's role in Civil War history central to display. *Lawrence Journal-World*, July 16, 2001.

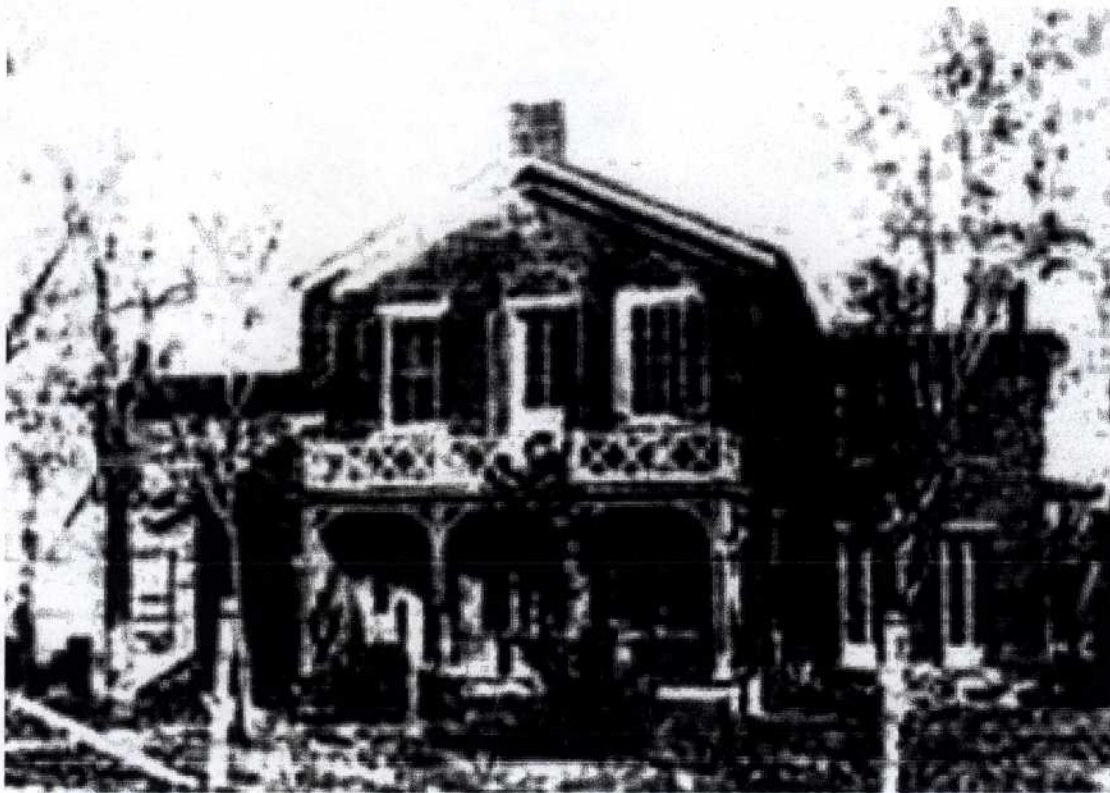


*Aerial view of Hobbs Park and Sale Barn site
(Murphy-Bromelsick House, upper left; Allen Press, upper center)*

In Quantrill's infamous raid on Aug. 21, 1863, Speer lost two teenage sons and the entire contents of his publishing office. He narrowly escaped assassination, by hiding in the brush along the Kaw River. And yet he bravely wrote, in an extra edition published from Topeka four days later: "Lawrence is not to 'wink out' ... We have a glorious record, and a destiny. There is no possibility of mistaking that."⁵

Following the 1853 massacre, federal troops were garrisoned here, under Lt.-Col. Edmund G. Ross (later a U.S. Senator from Kansas).

⁵ Kansas History Online project. "Defy Away" (for week of Sept. 18, 1855). At: <http://www.kansashistoryonline.org/ksh/ArticlePage.asp?artid=109>

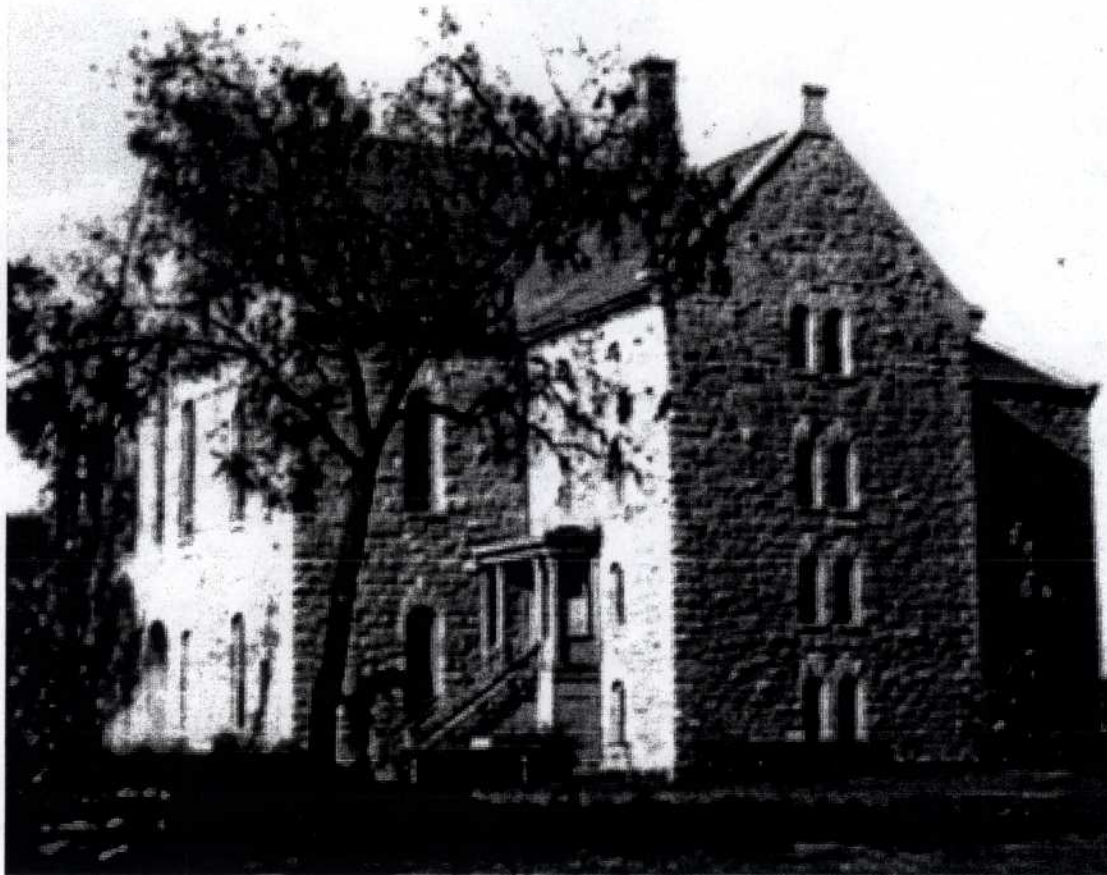


John Speer's home on Maryland St., built ca. 1860, razed before 1941.

After the Civil War, Speer developed a railroad partnership that became known as the Leavenworth, Lawrence and Galveston Rail Road. In 1868 tracks were built along the eastern edge of Speer's land, and south to Ottawa.

The L.L.&G. venture failed, and bankrupted Speer. In 1883 he left Lawrence headed west, and lived in western Kansas cities until his final years in Denver, where he died in 1909 at age 88. His body was returned from Colorado and rests today in Oak Hill Cemetery.

The Society of Friends (Quakers) Yearly Meeting House. designed by Kansas architect John G. Haskell, was built on Delaware St. in 1872, where the parking lot for today's Ballpark is located. It was razed in 1941.



Quaker Yearly Meeting House on Delaware St., mid-1930s.

Speer's land changed hands and was subdivided a number of times after that. It remained outside the city limits until 1970, by which time it had been annexed. Modest homes built during the 1940s-1960s Lawrence housing boom had filled in between a few 19th-century homes, and the workers' hotels of the "East Bottoms."

The Lawrence Livestock Sale Barn opened at this remote three-acre site in the late 1930s. The Sale Barn served Lawrence-area livestock producers for five decades, before changing market conditions finally caused its demise, in spring 1995.

The City's new Ballpark opened in July 1947, and a year later, the Municipal Baseball Stadium, a 1,200-seat concrete grandstand structure, was completed. It hosted numerous ballgames until 1972 when baseball shifted to Holcom Park.



*Municipal Ballpark, May 1949.
(Sale Barn structure visible in upper right.)*

In Sept. 2004 a mural for the old stadium was completed. The project was led by the Old East Lawrence Neighborhood Association, and it received City support. The mural's execution was coordinated by Dave Loewenstein.



A Rail-Trail project on the two-mile rail spur in eastern Lawrence has been part of the City's long-range plans since 1988. The Haskell Rail-Trail, from 23rd to 29th St., opened in 1991, but the northern part of the Trail project, from 23rd to 11th St., could not advance until the railroad ceased to serve its last customer there in 2001.

Mastercraft, Inc., the new owners of the Sale Barn site after 1995, removed a large amount of soil from the hilltop in 1996, for their company's other construction projects. In early 1996 they received a permit to demolish the dilapidated old sale barn.

In 2000 Mastercraft received site-plan approval for an office-warehouse project. That approval expired as of Feb. 2005, or before then. Upon resubmission by the owner soon after Feb. 15, 2005, this development plan became a new project, and is subject to requirements added after 2000, including a Traffic Impact Study and a Stormwater Drainage Study.

The Burroughs Creek Area Plan temporary building-permit moratorium (Ord. 7841) also affects any new submission before Nov. 16, 2005, requiring the granting of a formal "exception" by the City Commission, presumably after review by the BCAP study committee.

The site is currently vacant.