Historic Context of North Lawrence
et al. (1993) suggest that the separation of the Lawrence community into distinct districts may represent a gap in the town's social and cultural development. Although there is little evidence in the available documents of significant autonomous black communities, the presence of these institutions reflects a reality that is often overlooked.

Unlike many other communities, North Lawrence experienced a panoply of commercial and residential developments. Soon after the Civil War ended, the first generation of permanent buildings in North Lawrence was constructed. Lawrence and a pattern of commercial and residential districts was established. Soon after the creation of a new town north of the river, the urban plan of North Lawrence was finalized.

The construction of a transcontinental railroad through the valley created a new industry, and North Lawrence was 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.

Historically, Lawrence was a distinct community, but it was also part of a larger regional network. The building of a railroad network influenced the location of the town, and the development of North Lawrence has been influenced by its location on the northern end of the Kansas River. The building of a railroad network influenced the location of the town, and the development of North Lawrence has been influenced by its location on the northern end of the Kansas River.

Historically, Lawrence has experienced significant demographic changes and periods of growth. The city has been characterized by a broad pattern of historical development. The narrative of the history of North Lawrence is a broad pattern of historical development in a region with a diverse history.

HISTORIC CONTEXT OF NORTH LAWRENCE
Into the modern community and marked the end of a long history of separation.

Lawrence City Hall on the adjacent south bank served to integrate North Lawrence more fully.

Lawrence grew more fully. Construction of a new divided bridge across the Kansas River and the

1980s the pressure of growth in Lawrence combined with a questionable faith in the efficiency of

perceived as a cheap and convenient site for new housing and commercial development. By

agricultural economy grew slowly in the twentieth century. Currently, the city is

After the establishment of North Lawrence, the community based on the railroad and the

As the original founders of Lawrence recognized in 1854, the city of the

690 acres of North Lawrence. However, investment and population growth in North Lawrence began

To grow and the developed area north of the Kansas River has been expanded.

Present. Beginning in the 1970's, however, investment and population in North Lawrence began

the modern period of growth in Lawrence that began after the war and has continued to the

North Lawrence, which experienced less of the prosperity during the war-time boom of 1942-45 and

inhibited investment and population growth in North Lawrence until the 1980's. Residents of

"Great Gifts" of 1903 and 1951 as well as several lesser floods. These environmental crises

increase in importance of the University of Kansas, North Lawrence was damaged by the two

in the early twentieth century, while the rest of Lawrence benefited from the growth and

and manufacturing development.

of slow population growth and building construction continued in a stable period of agriculture

water actually was more important later in the nineteenth century. From 1874 to 1900, patience

history. Interest in the use of the river for water power began during the city-building period, but
When Kansas Territory was opened for white settlement, the settlement of Lawrence, Lawrence was but a small village on the south bank of the Kansas River. As it had been a road route of the Kaw Indians, Lawrence became the major trade route of the Kaw and other Indian tribes. Lawrence was an important trading center.

In 1854, Robinson and the other original residents chose a strategic location for the settlement of Lawrence. This location was chosen because it was on the California-Oregon Trail, it was near the banks of the Kansas River, and it was near the eastern boundaries of Kansas Territory.

Charles Robinson, one of the founders of Lawrence, later became the governor of Kansas. Lawrence has since become a thriving city.

The land around Lawrence is flat and fertile, with a variety of crops and pastures. Lawrence is a beautiful city, with a climate that is mild and pleasant year-round.

Lawrence is home to the University of Kansas, which was founded in 1865. The university is located on a beautiful campus, and is home to a variety of academic programs and research facilities.

Lawrence is a vibrant city, with a rich history and a diverse community. It is a great place to live, work, and play.

The City of Lawrence is located in the northeastern part of Kansas, and is known for its beautiful parks and trails. Lawrence is a great place to explore the outdoors, with a variety of recreational opportunities available.

The Lawrence area is home to a number of museums and cultural attractions, including the Brownvill State Historic Site, the Kansas State Historical Society, and the Kansas Natural History Museum.

The Lawrence area is also home to a number of outdoor recreational opportunities, including hiking, biking, and fishing. Lawrence is a great place to enjoy the outdoors.
Charles Robinson, Robert Stevens, and William Simpson November 24, 1861. These partners

320 acres that included most of the North Lawrence site. He and his wife sold the tract to
the Luliton Shaws and the Delaware Indians retired on August 22, 1860. Enlarged Chet Sander
Sheet, later a store was built and operated by John Mathewson. One debris of a nearby between
ecuted a log building for his ferry operation and residence at the foot of present North Third
 settlement. The first building was constructed by the Delaware Indians. John Baldwin also
Ay the trees were cleared between 1860 and 1865. North Lawrence developed as a


 vicinity.

Lawrence. By June 1863, there were six saw mills running at full capacity in the Lawrence
on the north side of the river to provide logs for most of the first structures on the limestone of
1854, but did not produce as much lumber as needed. Predictions looked to the Delaware Indians
south side of the river, the Emminger Aid Company sawmill began operations about December 1,

bend was important to the settlement a source of lumber essential for town-building. On the
in the ten years before the railroad reached Lawrence, the timber lumber in the river,

December 1863.

Kansas River at Lawrence. Construction of the first bridge across the river was completed in
In 1855 John Baldwin, an early settler from Missouri, began operating a heralded ferry across the

north of Lawrence was important in the early transportation network of Kansas Territory;
actually relied on overland stage and wagon transportation. The crossing where the river bends
since the water level in the Kansas River proved to be highly variable, the founder settlement
level. Primary Street (now Sixth Street) was expected to be the wholesale commercial street.

C. Hazelwood commented in 1857, "Lawrence chiffoned high over-navigation hopes -- we had a rock
expected to command the trade of a large area south and southwest of the city. As pioneer John
constructed to North Lawrence on September 20, 1863, and the railhead line was completed.

and right of way. The Railroad Act of 1864 stipulated that the location of a telegraph line was opposite Lawrence and Topeka. Leaders of Lawrence also agreed to donate land for a depot.

Finally agreed on June 13, 1864, to approach the Kansas River as the nearest practicable points.

Kansas Senator Jim Lane pressured the director of the Union Pacific to change the route. He believed the route proposed on the north side of the Kansas River missed Lawrence by three miles. In 1863, the route proposed on the north side of the Kansas River missed Lawrence by three miles.

Railroad Act approved in 1862, a branch was planned to originate at the south side of the mouth.

Lawrence to Chicago, St. Louis, Galveston, Santa Fe, and the Pacific coast, in the Pacific.

Lawrence plan proposed the city as a link in the construction of five major rail lines from the west, leading directly to Kansas City.

By the time the leaders of Lawrence realized they assumed that the Pacific Railroad of Missouri (from St. Louis) would be extended.

The leaders of Lawrence failed to execute a railhead-based growth program for the community.

An initial advantage in the urban rivalry that would be difficult to overcome.

As early as the mid-1850s, some civic leaders began to appreciate that the first

Leverage location in relation to the pattern of the expanding railroad network.

between Lawrence, Leavenworth, and Kansas City was preserved in terms of each city's
did the Lawrence newspapers express an interest in railheads. Competition in Kansas Territory

of location was continued in the shift to a railroad-based growth strategy. Not until mid-1870,

Although steamboat transportation was unsuccessful, the belief in "natural advantage"

later sold the right-of-way to the Eastern Division, Kansas Pacific Railroad.
determined the settlement pattern of North Lawrence. Two small commercial districts on Bridge

Even more dramatically than in the rest of Lawrence, the boom in city-building

City-building Period, 1864-1873

Lawrence has grown up around the depot of some 1,500 people. It

of the railroad to the opposite bank of the river, thus given a new impetus to trade, and a new

Reverend Rhoads Cordley concluded in an 1866 historical sketch of Lawrence, "the completion

North Lawrence (693 Elm) was built about 1863 by Charles Bane, a lumber dealer. As

significant structures in the historical development of North Lawrence. The oldest house in

the community's stability. The Kansas River Ferry, the bridge, and the Union Pacific Depot were

caused the development of North Lawrence and then, in the later industrial century, institutional

In the early settlement period, the expansion of transportation, particularly the railroad,

and annexation to Douglas County; 15

Jefferson County until 1865 when the legislature provided for the formation of Grant Township.

Buggs was the first postmaster of North Lawrence in 1863 and north of the river was part of

September 30, 1883. D. George J. Tallman was the first postmaster of Jefferson and Union

North Lawrence; eventually, the separate North Lawrence post office was discontinued

shied from Jefferson to Douglas County. At the time the post office name was changed to

released from December 19, 1865 until December 31, 1872 when the post office territory was

charter. A post office called Jefferson was established December 1, 1864. That name was

North Lawrence was organized after the railroad began operation, but without a formal

depot was constructed opposite the intersection of Locust and North Fifth Streets.

November 26, 1864. Regular train service began December 19, 1864. The first Kansas Pacific
The Lawrence Street Railway was established in 1871, the tracks were extended across the bridge. After

In the summer of 1865, there was local debate on the advantages of a new bridge. By 1870 a

"No man can stand an hour at the Lawrence Bridge, and see the immense amount

sides of the river in 1864. As the Kansas Daily Tribune on November 27, 1864 reported,

With the Kansas Pacific Terminus in North Lawrence, economic activity boomed on both

trusses on solid stone piers.

across the Kansas River; an improvement over the old ferry, consisted of live wooden Howe

and on Lawrence, but the bridge eventually was completed in December, 1863. This first bridge

begun constructing a toll bridge in the spring of 1862. Work stopped after Quinton’s arrest

Although the Lawrence Bridge Company, first was chartered in 1857, work actually

divided by what is now North 6th Street.

exceeded April 4, 1870. After 1870 North Lawrence included Wards Five and Six of the city

Lawrence, Lawrence voters approved the consolidation. March 21 and new city officials were

filed, but on March 17, 1870 citizens of North Lawrence voted to consolidate with the City of

during this period still remain standing. In an attempt in 1869 to annex the city to Lawrence

North Lawrence as a city, building began in earnest and many of the buildings constructed

city of the second class. As an early history recalled, "Immediately after the Incorporation of

railroad tracks and the river. North Lawrence was held out by S.N. Simpson in 1866 as a town

(North 2nd) and locally streets were built up at this time with residential districts paralleling the
Another North Lawrence businessman was James Walker, who built a two-story brick
undeveloped at this time:
the 1873 ALVA of Dighton County. Most of the land in the vicinity of these two structures was
and the couple built a nearby brick house in 1871. Both the store and residence were
moved in 1870 to a new brick building on Locust Street. Dicker married November 25, 1869.

Alfred J. Dicker took over an existing Lawrence grocery business in 1868 and then
street became an important commercial district;
side directly opposite the intersection of Locust and North Fifth Street, the southern side of the
Locust). Since the original railroad passenger depot and freight house were located on the north
incorporation) were the A.J. Dicker Building (646 Locust) and the Walker/Allenby Building (500

Two commercial buildings in North Lawrence from the city-building period (after
West." Together the two men had recently visited all the leading urban rivals in the region.
that "the town of Lawrence is today perhaps the most floridizing and enterprising in the whole
in any western town outside of St. Louis and Chicago." His associate, Charles Perkins, added
by the railroad, visited Lawrence in August 1866, he said that "the city's main street was "the best built
while Lawrence was growing rapidly. When James P. Joy of the Hannibal and St. Joseph
Kansas City's rise to the regional railroad center had been made. This decisive change occurred
During the few months from 1865 to 1866, all the crucial decisions that would lead to
several hops across the river on November 25.
reported on October 29 that looming across the bridge was completed and a locomotive made
east was built in 1867. For the Lawrence, Lawrence, and Galveston Railroad, the
nearby to the Kansas Pacific Depot in North Lawrence:
A second bridge across the river to the
Along with the business in the North Second and Locust Street Commercial District, the

By the mid-1870s, North Lawrence had all the physical elements of a sizable community.

cheaper power from a nearby source of coal or natural gas or the development of water-power.2

each succeeding year. Transportation costs made coal expensive and led to attempts to secure

years, as the Tribune reported April 8, 1869, wood was becoming more scarce and high-priced

in an attempt to solve the problem of the high cost of power that Lawrence had faced for twenty

recipientship, the property passed into the hands of T.D. Bowserock in 1879. Building a dam was

initially rebuilt in September 1876. After the original waterpower company went into

The dam was completed in the spring of 1874, partially destroyed by high water, and

operation in a new building south of the river in 1879.

River dam in 1874. S.D. Person took control of the Delware Mill and eventually moved the

largest in the state with a 1,000-bushel daily capacity. While the Delware was building the Kansas

operated the ferry, overhauled and renovated the mill in 1870. At that time, it was one of the

the river in 1866 by Orlando Daniel. During the city-building period, Daniel, who also

1878. The Delware Mill, a combining flour and sawmill, was established on the north bank of

designated as permanent in 1870, but the railroad moved their mill to Kansas City, Kansas about

included the Kansas Pacific repair shops. Temporary shops were erected in 1867. They were

Along with commercial and residential development, manufacturing in North Lawrence

north side of Walnut between Fifth and Sixth Streets.

building also from the city-building period. Walker lived in a residence closer to the river on the

decor. The nearly new Valley Hotel building (444 Locust) was a wood-frame commercial

Sandborn map showed the Walker building occupied a row of businesses across from the railroad

housed the post office and the second floor of the store building was the 100 Hall. The 1883
and the company sent miles of wire to Indian Territory, Colorado, New Mexico, Wyoming.

used by Kansas farmers came from the Lawrence plant than from all other sources combined.

Company. The company completed a new plant August, 1884. In later years, "more of the wire

Company. The most important manufacturing plant in Lawrence was the Consolidated Hays Wire

barbed wire and brick manufacturing were two important activities in the late nineteenth

architectural styles.

illustrated, the replacement structures were higher quality, larger, and more representative of

revenues and interest in the 1880's justified this building program. As the Lawrence example

Pacific System in 1880, most of the original wooden frame depots were replaced. Increased

than impressive stations. After the route across Kansas was incorporated into the larger Union

other towns. As historian H. Roger Grant commented, "the Kansas Pacific initially erected less

North Lawrence. The replacement of the North Lawrence depot was typical of the practice in

The Union Pacific depot constructed in 1889 became one of the prominent landmarks of

because of the popular activities in Bismarck Grove on the eastern edge of the area.

the Kansas River. North Lawrence also benefited during the period from 1870 to 1898

included the development of a1 invention manufacturing district on the south bank of

railroads.77 Important events in the urban history of North Lawrence later in the nineteenth century

insisting that if county bonds were approved, they should encourage manufacturing rather than

An end to the city-building era was indicated by a March 14, 1879 Tribune editorial

Agriculture and Manufacturing (1874-1899)

of the river.

community had neighborhoods, churches, schools, homes, and gardens with manufacturing south
The development of business and institutions in North Lawrence can be traced in the
products (fruit and feed mill, vegetable canning, viner and dairy products),
the city in 1940, four of the surviving manufacturing plants were dependent on agricultural
decreasing demand led to the local brickyard's closing about 1920.

When Middlesex assessed the community to pave Massachusetts Street, eventually, problems with the plants' fuel supply and
construction of a new manufacturing plant in the summer of 1899 after the city made a
construction of a new manufacturing plant in the summer of 1899 after the city made a
improvement. The company incorporated with new capital investment and began the

Lawrence. By 1897 the Meridian brick plant, which had been in operation for about ten years,

When economic conditions improved in the 1880s, the demand for brick increased in
the hub, too.

As hission, these black pointed out, "the dam has Outline the industry for which it was
established. When power stimulated Lawrence's early industry, but was unnecessary after
however, Lawrence lost one of another many of her most important manufacturing

enterprises that might have moved away or been abandoned. By the turn of the century,'

Chy' until after 1880. As Kennebunk Middlesex concluded, the dam helped remain in Lawrence
the dam was completed in November, 1874. Lawrence was not a successful "manufacturing
Lawrence was likely y local of many other towns in Kansas and neighboring states. Although
scope and variety of economic activity and manufacturing during the period from 1874 to 1900,

Even though the Kansas River dam and the bank, the bank were unique in the

the greatest misfortunes that had happened to Kansas.
hundred residents were chosen out of work. The Topeka Capital recalled to the closing as one of
American Steel & Wire Company. The Lawrence plant was closed March 21 and more than two

\*[Hub, "Lawrence"] Despite its success, the company was transferred in a forced sale in January 1899 to the

\*[Hub, "Lawrence"] Despite its success, the company was transferred in a forced sale in January 1899 to the
Entrepreneurship in North Lawrence was still evident. There were three restaurants, three groceries, and

In 1894, the separation of major businesses south of the river and neighborhood

integral associations including the Exeter #6110 and District #74 ANW lodges.

Baptist and African Baptist churches had been added to earlier churches. There were four

Businesses in North Lawrence were located near the market and resturants. The Unified

main town of Lawrence. Hotels and physicians were located only in Lawrence proper.

clothing, drug, hardware, and hardware stores were located on the south side of the river in the

services to the immediate neighborhood and the agricultural hinterland to the north. All the

institutions. There was more specialization as North Lawrence businesses provided goods and

By 1894 directory listings indicated a significant change in the pattern of businesses and

the Merrimac Valley Lodge #0 of North Lawrence was organized in 1867.

accept. Churches included the Pilgrim Congregational, Christian, and Methodist Episcopal and

North Lawrence had two hotels, three resident attorneys, two physicians, and a real estate

dry goods, liquor, hardware, and grocery stores. There were also saloons and groceries on Bridge

Bridge Street offered the services of a confectioner, shoemaker, and dressmaker as well as druggist.

By 1871, North Lawrence had a full range of established businesses and institutions.

Congregational Church which held services at the district schoolhouse.

character of North Lawrence at this time was suggested by the only church listings. For the

the depot and another on Massachusetts Street south of the river. However, the Provisional

example, G.W. Smith & Company, a grocery, had two locations—one in North Lawrence near

These included five saloons, four boarding houses, two bakeries, and seven grocers. For

businesses represented in the commercial district clustered around Bridge and Locust Streets.

changing listings recorded in city directories. As early as 1866, there were a variety of


Baptist Church south of the river. The Baptist Church replaced their church building in 1891. In
river decided it would be more convenient to have their own church, rather than attend the
The First Regular Missionary Baptist Church was organized in 1868 when residents north of the
Maple in 1884. When the building burned in 1896, the church was rebuilt on the same site.
was organized in 1865. The congregation consisted of a church building at the present site (647
North Lawrence. Two black churches were primarily, The St. James Methodist Episcopal Church
Beginning in the city-building period, black community institutions were significant in
area.
Kindergarten, library, office, clinic, and well-stocked classrooms as well as a large playground
(p6) was constructed in 1924. This up-to-date structure had a large auditorium-gymnasium,
were built from the same plan. After Woodlawn School burned in 1923, a new building (508
(708 p6) in North Lawrence, Cordley and McAllister in Lawrence proper were all erected.
The first Lincoln School was replaced in 1916. The new Lincoln School
Schools April 12, 1890. The old Woodlawn School building (319 p6) is now used as a
known as the Fifth and Sixth Ward schools. The names were changed to Lincoln and Woodlawn
malls, and residence. In 1868 two schools were constructed. After annexation the schools were
school buildings constructed, education for as many as 250 students was carried out in churches,
community support in North Lawrence, Even before the town was incorporated and public
Along with churches and fraternal associations, schools were important institutions of
allocation as a picturesque and spacious district for colonization,
there were live building contracts residing in North Lawrence. Hence the neighborhoods
blacksmiths and veterinarians included an orientation toward the community.
Two meat markets, one drugstore, and one hotel in North Lawrence, While the presence of two
North Lawrence was lost to the river in that flood.

1905 Sabinson Insurance map and the 1916 city plat map showed that part of the original town of Lawrence. On June 1, "the Kaw River was ten miles wide at its mouth, and the bridge south into Lawrence in the "Great Flood" of 1903, remained flooded. When the river inundated the area, the appearance of an inland sea was presented. When North Lawrence was laid out in 1865, Chief Seesaw of the Delaware warned about the effects of the 1844 flood. When the river inundated the mouth of the Missouri was completely submerged, and from bluff to bluff the river

Kaw River was noted in 1826. In the "Great Flood" of 1844, the entire bluff from the Kaw River bluffs on the Missouri River system is located in 1785 and 1811, but the earliest known flood on the

illustrious century, but there were no major floods until the "Great Flood" of 1903. There were

High water on the Kaw River damaged the Lawrence dam several times in the

University Town, (1900-1945)

He used the grounds as a supply station for his house and mail market in Kansas City.

unsuccessful, however, and the association sold to Captain W. S. Tope of Kansas City in 1900.

the property from the Union Pacific Railroad. Two subsequent fires were financially

association from 1880 to 1888. In the fall of 1897, the Kaw Valley Park Association

conversion in 1878, and the regionally important fairs held by the Western National Fair

and hosted such formal meetings as the Odd Fellows Lodge in 1876, a National Temperance

on the east side of North Lawrence. The grove became a popular community gathering place

Bismarck Grove was a local association with the railroad repair shops in the countryside

1874 and conducted a church at 427 Elm in 1896.

In addition to the black churches, the North Lawrence Christian Congregational was organized in
The authors of the Lawrence Social Survey predicted that construction of a new river

When the city of Lawrence received the franchise,9

By 1933, passenger service on the interurban ended in 1935; the line was abandoned in 1949.

Lawrence electric streetcar service was replaced by a bus and all streetcar service ended in Lawrence
permanent on Massachusetts Street. In 1927 the North
operation. This line came into North Lawrence on Locust Street and ran across the river to a
depot. In 1916 the Kansas City, Kaw Valley, and Western electric interurban railroad began
hauling goods to operate an electric street railway; the company provided service to the Union Pacific
in 1909 when new investors took control of the Lawrence Electric Light Company. With the
Leavenworth to its closest location in the year. Transportation to North Lawrence was interrupted until
the community.11 The 1903 flood washed out the river bridge, disrupting the street railway and
1903, 1904, and 1905; interurban "the social and economic changes between the two sections of
1903, 1904, and 1905; interurban, "the social and economic changes between the two sections of
north and south." According to the Lawrence Social Survey published in 1917, the floods of

North Lawrence was slightly flooded as recently as 1995.

Ten feet. Despite several federal reservations that were later established on the Kansas River,
water in the Union Pacific depot. To the north at Cave's Food Center, the depth was estimated at
Early in the afternoon, the river broke through loaves and the next day there was one foot of
The Lawrence Journal-World reported July 7, 1951 that North Lawrence had been evacuated.
Lawrence history occurred in 1951. Many homes and businesses were lost in North Lawrence.
As devastating floods followed in 1904, 1908, 1920, and 1935, until the worst flood in

Streets were lost. The bank moved to the east and north so that portions of Massachusetts, Second, and Third
this city and Kansas City and bus service each half hour between Lawrence and

daily on three different lines. Hourly interurban service is maintained between
Forty-seven passenger trains and twenty-two freight trains pass through Lawrence

Centered on Lawrence with North Lawrence as a busy junction,

some anniversary issue, the reporter described an active and diverse transportation network

the dedication of a modern airport two miles north of the town early in October, 1929. In the

Proud of keeping pace with the development of aviation, the Journal-World announced

dollars annually. 47

into one and pointed out that dedication on the North Side cost the community several thousand

sparsely settled 48. This survey recommended combining the two schools in North Lawrence

The 1922 School Survey of the town reported that "the part of town north of the river is

had one of the largest layouts. He supplied many of the local grocery stores.

made a living from them. Rely Rogers, who at one time was County Treasurer,

North Lawrence residents had bigger gardens and many of the newer families

Fischer Rowe, who resided there,

North Lawrence in the years from 1900 to 1940 was further described by local historian Elbridge

lows mitigated the housing evils." - i.e. sanitation, determination, and crowding. The character of

The 1917 survey reported that North Lawrence was inhabited almost entirely by wage

employers and beauty. 49

over, that flows through our boundaries, is an unprefaced and unalloyed resource of

in a privileged remark that was not realized until recently, the author asserted that "the Klaw

the south side to North Lawrence--paved streets, an adequate sewer system, and a public park.

bridge, which was dedicated January 6, 1917, would extend the civic improvements enjoyed by
The vigorous pace of development continued after the war's end. A Civic Action Committee worked on plans to remove the old Lawrence railroad and automobile bridge in 1939.

Strangers in our midst, but now the same person may passilly unknown before the number of strange faces and places along Massachusetts Street on the business day. Not so long ago a long-time resident was quick to spot a change in the bustle of Lawrence. Perhaps, the most noticeable change to residents is in the business district. Lawrence has moved in four months ago to consist of a huge number of plans, schemes, and developments planned before the war. Lawrence's new airport has undergone many changes since officials of thesmower.

Good old Lawrence. Kansas, lunched into a boom town almost overnight. The old victory of Lawrence, Kansas, began to change Lawrence. As the Journal World reported, just four years after the underpass was built, the mobilization of the United States for war.

Sheets. The park of approximately two acres along the riverfront from the bridge east to Seventh Street was converted into a park and in Lawrence was adequate and proposed the acquisition for the north. The other important recommendation for North Lawrence was not implemented. Lawrence River bridge, and the highways were an important connection between the north and south Lawrence. Lawrence and the highways increased demands of present-day automobile traffic, "the underpass on North Second Street."

unless intersection events take place, Lawrence is not destined to be a great city. With the Lawrence was the business center for a large and fertile agricultural area and concluded their recommendation from the 1930 Lawrence City plan prepared by Howe and Howe. The text noted, separating railroad and automobile traffic at the north Lawrence was a need.

north end of the Kansas River bridge was opened June 11, 1939. One local hazard in a new automobile age was connected when the Union Pacific underpass at the parkway.

highways the city is connected with every important point in this state by both Lawrence City and Topeka over the new slab road. For longer trips over the
Lawrence looked for the additional east interchange to insure more adequate access to the city's one interchange was planned for Lawrence, but the Chamber of Commerce and City of

Lumpke Interchange just north of the Lawrence city limits was opened in months. October 21, 1956. Only

Lumpke Project the approach to the Shilling Kansas River Bridge near Lawrence. The completed

Kansas City, Ground breaking on December 31, 1954 began with the first section of the

capital city of Topeka and gave the most convenient access to the business centers of the two

county paralleling its highway 40 on the north side of the Kansas River because it linked the

Interchange between Kansas City and Oklahoman, a route was chosen for the high-speed toll road.

After World War II, North Lawrence was affected by the development of the Kansas

Modern city-building a continuing boom)

develop a flyover near on the north bank of the river as a parkway was not realized.

that would serve most of North Lawrence. This park was acquired by a more ambitious idea to

twelve-acre tract of open ground in the vicinity of 4th and North be developed as a "playfield"

connected to the city sewer system. Park land was needed and the plan recommended that a

of North Lawrence was served by the municipal water system, but large tracts were still not

vacant land were located in the northwest part of the city and in North Lawrence. By 1949 most

study rechecked the goals of the 1930 plan. The post-war plan noted that the main areas of

Here and Here brought the Lawrence City plan up to date again in 1949. Much of this

airport, additional city parks, city water improvements, and an effort to attract more visiors.

seveneen projects including new homes on downtown business buildings, an improved

originized in 1945 prepared the "Lawrence Victory Plan." This "face lift" plan provided for
of a Woodbridge has heightened the risk of flood damage. Also, the lengthy rehabilitation of the old Second Street has demonstrated a commercial stigma by slowing the conversion and low cost
important as one of the main elements into the city. Construction of an enclosed mall on North
the Kansas River doubled the end of North Lawrence, isolation. Presently, the district is
Construction in 1980 of a new divided bridge and a modern city hall on the south bank of

Lawrence.
Prospornous Chumleys Pavilion (9th & Maple) established in 1951 on the east edge on North
Construction Company. Another significant group of industrial structures is the
Center (604 North Second), a modernistic brick building erected in 1950 by the Council.
Two stunning buildings representable of the post-war period are the old Colonel Food
were located on sizable lots of land or small farms.

Dwellings were relatively small in North Lawrence, but many of them
of the rest of the city. Dwellings were relatively small in North Lawrence, but many of them
regular blocks. In the years ago was an exception to the compact residential pattern
memory of wood was still fresh. In 1963, the scattered development of North Lawrence in large
Planes commoned that there had been virtually no new building in the north, where the

Easily provided, very little grading is required for construction of any type, and rail service can be
from Woodbridge. However, the WoodBridge other splendid sites for industry since
seriously handicapped development. Add to North Lawrence. If proceed
area on high sites whose plans are subject to periodic flooding. Which has
the east and low flood plains of the two rivers which surround the main developed

Established by

concluded that limitations on the pattern of growth and development in Lawrence were

Even though the impairments increased within North Lawrence in the mid-1950s, the
North Lawrence is a large district with a number of north-south commercial corridors, along

Physical Description

land

and the importance of planning effective water networks, what is the effect of new retail and high industrial development

The provision of a district of low-income housing and sustained long-empty blocks of homes and social

as large lots and what were the long-range effects of repeated flooding. Since North Lawrence

Questions remain about spatial development. Why was most of North Lawrence planned

other significant ethnic groups in North Lawrence?

manufacturing plants south of the river. Where formed the identity of the black community and

the residents worked. Presumably, they worked for the railroad in agriculture, or in the

history of North Lawrence. Questions raised from this study, for example, included where did

If a bias in historic perspective remains, is the need for more information about the social

both the methodology applied and survey area in this project were comprehensive.

Valley.

Lawrence will be affected by the growing population and development of the Kansas River

Even if these components of a more extensive network are posited, the future of North

By a proposed eastern connection with Highway K-10 and the South Lawrence Trailway,

development of railroad transportation stimulated North Lawrence in the past, it may be affected

Union Pacific Depot represents a symbolic commemmoration of the city to North Lawrence. As the
Historic commercial buildings have many inherent architectural features, although the wood-frame
644-642 Locust consists of two brick buildings and a one-story wood-frame building. These
an ornamental pressed-metal wave cornice. Another group of these adjoin these buildings (646-
neatly commercial building (436 Locust) has brick sidewalks and a wood-frame storefront with
and paneled. The storefront is relatively intact despite modern asbestos shingle sheathing. A
ype since it is wood-frame rather than masonry construction with a gable rather than a flat roof
ornamental cornice. The old Kaw Valley Hotel (444 Locust) is an unusual example of this
he commercial block include a rectangular form, ent measurements harkened by display windows, and an
buildings in North Lawrence were two-story commercial buildings. Character-defining features of
some of the most significant and well-preserved nineteenth-century commercial
and/or forms and period of construction.
ies of general architectural characteristics such as building type, materials, plan shape, style
records only minimal descriptive information, buildings in North Lawrence were analyzed in
records compiled by the Kansas Historical Resources Reconnaissance Inventory Program. While the
In describing the built environment, the following summary was based on the information
popular styles.
North Lawrence are examples of nineteenth-century folk house forms or twentieth-century
buildings erected for schools and churches are significant property types. Most residences in
the railroad and the PCMchevelled plan. Although few in number, the large and durable
locally. Street districts. Significant examples of industrial buildings are the grain elevators beside
are typical of North Lawrence. Commercial buildings are concentrated in the North Second and
residential with many lots, large yards and gardens and even small cultivated fields.
The Kansas River bridge that was constructed about 1930. It has a low parapet and flat roof with
in North Lawrence of the one-story commercial block (315 North 2nd) has a flat roof. The most distinctive example
parapet while a one-story example (790 North 2nd) has a flat roof. A similar concrete block building (694 North 2nd) has a stepped
masonry the main gable roof. A similar concrete block building (612 North 2nd) has a brick front and parapet.
Street. A two-story concrete block building (623 North 2nd) has a brick front and parapet.

The construction of commercial buildings also was represented by buildings on North Second

The transition from the mid-twentieth century from brick to concrete block masonry in
commercial building (304 I'coon) has a later concrete block addition.

Commercial buildings associated with earlier commercial buildings. Another one-story
has been succeeded. Both have brick defining without the eave line and pressed metal
parapet (409 N. 2nd) and a similar building (623 I'coon). The small brick building on Locust
story commercial block. Examples include a one-story brick building with a flat roof and

A similar building type more characteristic of the early twentieth century was the one-
building has been succeeded and the original roof covered by a modern gable roof.

with six floor bays. There are arched window openings on the second floor front, but the
district. One of the most prominent (401 North Second) consists of two brick masonry sections
parapet. The two-story commercial block also was found in the North Second commercial
North 3rd) has been converted into a residence. This wood-frame building has a flat roof and
window openings. One additional example of the commercial block, a neighborhood store (603
the first floor sections have been altered. Both buildings still have original second floor
The old Lively store (500 I'coon) and the Campbell building (401 Elm) have been succeeded and

Two other commercial blocks have been changed in ways typical of North Lawrence.

Structure has been altered.
part of the first Woodlawn School building dating from 1868 (319 E. 1st St.) survives as a one-story two-story brick building with a gable roof and gable end block. It has evidence of masonry ornamentation.

Lincoln School constructed in 1916 is now the Ballard Community Center (708 E. 3rd St.) It is a

wooden school constructed in 1916, it serves as an original structure. This is a two-story brick building

Woodlawn School (508 E. 3rd St.) still serves its original purpose. It is a three-story educational building

serving in North Lawrence. Constructed in 1924, it has a rectangular plan with gable roof and a front gable entrance bay.

in North Lawrence. One example is the concrete block Church of God (531 E. 3rd St.) which has a

ornamentation. The front has been altered. After World War II, other churches were constructed

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

across the street (519 E. 3rd St.) is

a large building across the street (416 E. 3rd St.) has a

AWME Church (647 E. 3rd St.) has similar features. The old Baptist Church (416 E. 3rd St.) has a

addition, a high gable roof, an entrance tower, and some brick-style ornamentation. The nearby

North Lawrence. Poor similar Wood Ranch churches date from about the turn of the century.

In addition to commercial buildings, churches and schools are some of the landmarks of

1910 to the post-World War II period.

This example shows evidence of masonry, including structural elements found in age from about

prominent structure in the survey are the main elevation. Complex (325 E. 3rd St.) near the railroad

has an eave, monitor and gable roofs, and an attic with large rolling doors. The most

Massachusetts) located near the Kansas River, the structure is covered with metal sheeting.

Examples of the industrial property type include an old elevator building (Maple St.)

two smokestacks on the south and gable roofs to the north.
commercial buildings. The next most common plan shape was irregular (224 structures). Such structures often resembled older ones, and a rectangular plan shape, which simple form was common for both residences and commercial buildings, appeared in the distribution of plan shapes in the survey area. More than half of the structures were commercial; of these, 44% had a rectangular plan shape. The simplicity of form was common for both residences and commercial buildings, and a rectangular plan shape, which simple form was common for both residences and commercial buildings, appeared in the distribution of plan shapes in the survey area. More than half of the structures were commercial; of these, 44% had a rectangular plan shape.

The survey area, which is located in the western area and includes the entire survey area, consists of six brick residences, three brick commercial buildings, and seven commercial buildings. Of the specialized building types, there were 10 examples each of a wood-frame industrial, agricultural, and educational building.

North Lawrence, a group of 852 inventoried structures, was also predominantly framed in wood. In the western area and in the eastern part of the survey area, there were 315 for a total of 649 wood-frame residences in the entire survey area. In the survey area west of Sixth Street, there were 334 wood-frame residences. In the survey area east of Sixth Street, there were 311 wood-frame residences.

The overwhelming majority of buildings in North Lawrence were of wood-frame construction with arched openings now hidden by modern brick additions. It is used as a commercial building.
North 34th, and 226 North 4th Streets.

The Hainesite style were identified in the survey area. These included houses at 313 E. 207th St., popular in the mid-twentieth century but preserved for a shorter time. Only a few examples of this style remained in North Lawrence.

Along the National Folk style, a more elaborate architectural style, Hainesite was.

The Greek Revival and Greek Revival styles were also surveyed in North Lawrence.

North 3rd. These wood-frame houses have modern symmetrical designs. Other folk houses such as the L-shaped, type, the L-shaped, was represented by examples at 709 E. 21st, 716 E. 21st, and 615 E. 21st. A similar building at 401 Maple really was used as a boarding house, it has later additions and asbestos shingle siding.

Well-preserved examples of the Greek Revival folk building type included the two-story

the western survey area and 140 examples in the east.

American residential building through the late-19th and early 20th centuries. These were 126 examples of the National Folk style in

American residential building through the late-1800s and new plans and innovations made up distinctive categories of houses that dominated in

helped spread and reinforce a national culture expressed in architecture, for example, House.

national railroad network changed the nature of American folk houses. Improved transportation

most common as described in A Field Guide to American Houses, the development of a

in both the western and eastern survey areas. In North Lawrence, the National Folk style was

The pattern of plan shape and architectural styles in residential construction was similar

(64) were L-shaped, square (25%), or T-shaped (15%).

The historical development of North Lawrence over time. A much smaller number of structures

frequently likely represents additions and modifications to simple forms that are associated with
Without ornamentation. Some examples included 317 Elm, 762 Walnut, 110 examples illustrated the range of such houses from large fully detailed houses to smaller houses in North Lawrence since only efficient Classical-Revival-style residences were identified. Several The most popular style in the early twentieth century for small houses was not common located at 476 Elm, 312 Perry, and 47 North St. houses identified in the survey. Well-preserved examples with decorative ornamentation were modern styles. Although not common in North Lawrence, there were two-story four-square-plan paramount of hip-and-gable roofs became popular as a transition between earlier folk building types and vertical entrance was a rear shed and a common building type was the outbuilding at 428 Elm. Another at 542 Walnut also was wood. Over the years, many have been demolished. A surviving example illustrates this once NINETEENTH-CENTURY RESIDENCES in North Lawrence often had accessory outbuildings.

Perry, and 216, 217, and 219 I'm below.

Preserved folk Victorian details. Examples were found at 401 Elm, 619 and 623 Walnut, 222 located at 620 Elm, 601 Walnut, and 219 Perry. Several one-story L-plan houses had well- L-shaped houses. Examples in North Lawrence of the two-story centered-gable type were been lost over the years. Building types in the folk Victorian style included centered-gable and likely that more of the folk houses classified by form once had Victorian ornamentation that has only six examples were identified in the Western Survey area and five in the east. However, it is Victorian. Defined by the presence of Victorian decorative detailing on simple folk house forms.

Another style popular for common houses in the late nineteenth century was folk
educational, and three religious buildings. There were one hundred twenty-one residential
and commercial buildings (1874-1899); there were seven commercial, one
affiliations and manufacturing dominance (1874-1899) and there were seventeen residential buildings. From the much longer period of
school, three commercial, and seven residential buildings. From the city-building period (1869-73) included a
Building in North Lawrence dating from the city-building period (1869-73) include a
buildings in significant periods of development should remain consistent.
particular conclusions may be modified by more detailed research, but the general distribution of
architectural form and feature. Since some buildings have been extensively altered over time,
For this survey report, conclusions depend were estimated according to the visible
were located at 632 E 21st, 520 Maple, and 713 Lyon.
were constructed of concrete block with steel-sash windows. Examples date from the 1950s
Sixth Street, in North Lawrence, a number of modern ranch houses dating from the 1950s
larger group probably represented relatively recent construction on undeveloped land east of
In the western survey area, there were 61 such residences and in the east there were 123. The
later modern style houses were more numerous than Craftsman or Period style houses.

Keenleys
associated with the Dutch Colonial type. An example at 716 North 3rd has Mediterranean
was located at 219 North 3rd. The house at 703 North 2nd is simpler except for a gambrel roof
Lawrence; however, there were only a few examples. An example of the Colonial Revival style
historic European and Colonial American styles were dominant in residential housing. In North
especially during the 1920s and 1930s, Period style houses express the entire range of
period of popularity.
precise and a concrete-block house at 746 North 3rd was an example constructed here in the
North 3rd, and 419 Perry. A Success Craftsman house at 603 Elm was particularly well-

Public and one industrial building, and eight-room residences were constructed from 1981 to the present.

Forty-nine residences date from this period. More recently, eleven commercial buildings, one two religious buildings, one industrial, and one agricultural building were surveyed. One hundred of the river. During the period from 1946 to 1980, there were ninety-three commercial buildings.

After World War II, the growth of Lawrence was reflected in buildings constructed north educational building and two hundred eighty-two residential buildings date from this period. University town period (1990-45). Twenty-five commercial buildings, one agricultural and one building attributed to this period. The largest group of buildings was constructed during the
of government with commissions elected from the city at large rather than from wards.

The Kansas Pacific Railway shops were moved to Kansas City, Kansas in the late 1880s. Residents in the Sixth Ward to the east may be related to a decline in railroad employment after the two wards were roughly equal in population until that date. A decline in the number of the population of North Lawrence peaked in 1900.

<table>
<thead>
<tr>
<th>Year</th>
<th>Sixth Ward</th>
<th>Fifth Ward</th>
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<tbody>
<tr>
<td>186</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1881</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1885</td>
<td>748</td>
<td>1881</td>
</tr>
<tr>
<td>1891</td>
<td>1,037</td>
<td></td>
</tr>
<tr>
<td>1896</td>
<td>1,291</td>
<td>1,005</td>
</tr>
<tr>
<td>1901</td>
<td>1,106</td>
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<td>1906</td>
<td>6,094</td>
<td>3,658</td>
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<tr>
<td>1911</td>
<td>1,591</td>
<td>1,075</td>
</tr>
<tr>
<td>1916</td>
<td>1,085</td>
<td>1,151</td>
</tr>
</tbody>
</table>

*Population statistics were published in the Biennial Reports of the Kansas Board of Agriculture.*
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END NOTES
1996
Barbara Anderson
North Lawrence Survey
METHODOLOGY REPORT
The City of Lawrence did not require building permits until the 1950s; thus, construction

Lawsence for 1869 and 1880 were examined for building existence. Records were consulted to

are for use in conjunction with visual assessment and inspection. The assessed valuation records in the tax

were examined for building permits were determined by using Douglas County Tax

...
Introduction of the draft guidelines for interim construction and redevelopment.

The first public presentation will take 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 be held several weeks after the first.

Area.

Redevelopment plans were prepared based on the existing physical historic character of the survey.

Recommendations for the development of guidelines for design of interim construction and development were presented in National Register Bulletin 15.

The following guidelines in National Register Bulletin 15, the historic context statement for the Lawrence area was developed by the City of Lawrence. The historic context statement for the survey area was based on the survey work developed by the Lawrence Area Historical Society.

A survey report was prepared using a number of sources (see Bibliography attached). Data collected in consultation with the Lawrence Area Historical Society, city directories, building directories, and published histories (all included in the City's site files) were also used in the survey.

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's Directory Research will begin within the directories published until 1893 and 1911, which was the first year the city directories were indexed by street address.

Sources of information about the "original" owners of each property are the only ones 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" owners of the structure(s).
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New Bridge-Kansas River (1917) description MS Caleb

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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, 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.

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