

THE TOPEKA LANDMARKS COMMISSION MEETING

Holliday Office Building
620 SE Madison Ave., Holliday Conference Room, 1st Floor

A G E N D A

Thursday, March 9, 2017
5:30 PM

- I. Roll Call
- II. Approval of Minutes – February 9, 2017 Minutes
- III. CLGR17-06 by Topeka Metropolitan Transit Authority, proposing the placement of a bus shelter on property facing the SE 6th Avenue public right-of-way, located at 600 SE Madison Street,
- IV. CLG Annual Commissioner Training, Katrina Ringler, CLG Coordinator, State of Kansas Historic Preservation Office
- V. Other Items
- VI. Adjournment

ADA Notice: For special accommodations for this event, please contact the Planning Department at 785-368-3728 at least three working days in advance.



TOPEKA LANDMARKS COMMISSION
MINUTES

Thursday, February 9, 2017

Holliday Office Building | 620 SE Madison | 1st Floor Holliday Conference Room

I. Roll Call

Members Present: Mark Burenheide, Jeff Carson, , David Heit, Donna Rae Pearson, Paul Post , Grant Sourk, Christine Steinkeuhler (7)

Members Absent: Cheyenne Anderson, Bryan Falk (2)

Staff Present: Tim Paris, Dan Warner

II. Approval of Minutes – January 12, 2016

Mr. Paul Post moved approval of the minutes as submitted, seconded by Mr. Heit. The motion was **APPROVED** by a vote of **6-0-0**. (Mr. Carson was not present.)

III. CLGR17-03 by Architect One, LLC, requesting a Certificate of Appropriateness for the removal of the façade on property located at 913 S. Kansas Avenue - Tim Paris presented the Staff report, stating that the property was listed as a Contributor to the Historic Integrity of the South Kansas Avenue Commercial Historic District. Mr. Paris explained that the façade was placed onto this property in two separate phases during the early and mid-1950s, reflecting a period of mid-Century modernization of America's urban retail fabric. Mr. Paris concluded that under State Historic Preservation Law, removing the façade would irrevocably damage and destroy the historic integrity of that façade, and its contribution to the surrounding historic district.

Mr. Scott Gales spoke on behalf of the property owner, and indicated that the proposal was a part of a larger renovation project to reuse the upper floor of the structure as a loft apartment. Mr. Gales said that preliminary interior demolition had revealed the presence of the three original windows within the east façade of the 2nd floor. Upon further investigation, Mr. Gales reported that the concrete panel covering the 2nd level of the façade was bolted onto the original in a manner that left a gap of approximately 6" to 8" between the two surfaces, leaving the original brick façade in remarkably good and stable condition. It was their intent, said Mr. Gales, to expose the original façade in order to reuse the 2nd-level of the building.

Mr. Gales further stated that it was not yet determined if the lower façade remained underneath the marble panels covering the lower façade storefront, but regardless, his client desired to rebuild the lower façade to be consistent with the design of the original upper level.

Ms. Pearson asked Mr. Paris how many 1950's facades remained within the Downtown Area that accurately reflected the mid-Century modernization movement. Mr. Paris responded that this was not the only façade within the historic district from that era, but it was, perhaps, the most visually striking.

TOPEKA LANDMARKS COMMISSION
MINUTES

Mr. Heit asked Mr. Gales about the possibility of the exposed original façade not being in stable condition, thus requiring its replacement after the 1950s façade was removed. Mr. Gales answered that his structural engineers had a high level of confidence that the façade was in good and stable condition, but that some repairs would be necessary to seal the points of attachment exposed by the removal of the concrete façade.

Mr. Carson made the motion that the removal of the upper and lower facades would not damage the historic integrity of the structure, or the surrounding historic district. This motion was seconded by Mr. Heit. The motion was **APPROVED** by a motion of 6-1-0.

- IV. CLGR17-04 by Architect One, LLC, requesting a Certificate of Appropriateness for the renovation of the 2nd level of property located at 913 S. Kansas Avenue to a 2-bedroom loft apartment** - Mr. Paris read from the Staff report, stating that the proposed renovation was to accommodate the renovation of the 2nd level of the structure for use as a 2-bedroom loft apartment. Mr. Paris offered the Staff Recommendation that, as submitted, the proposed floor-plan would not damage or destroy the historic integrity of the structure.

Mr. Gales spoke on the proposal, and said that the proposed floor-plan would make use of the revealed front windows, and also a newly converted deck over the 1st-level to the rear of the building. Mr. Gales also indicated that they would like to reuse the glass from the existing windows, and encase the glass panels in their existing configuration into an anodized aluminum casing.

Mr. Burenheide offered a motion that the proposed floor-plan would not damage or destroy the historic integrity of the structure. This motion was seconded by Mr. Post. The motion was **APPROVED** by a vote of 6-1-0.

- V. CLGR17-05 by Architect One, LLC, requesting a Certificate of Appropriateness for the the replacement of the upper cornice and lower façade on property located at 913 S. Kansas Avenue** – Tim Paris introduced the Staff report on the proposal, saying that the applicant wanted to make use of the original upper facade of the building, and replace the lower storefront with a design that matched the proportions, size, scale and massing of the 2nd-level. Mr. Paris said that the proposed design would shift the entrance of the lower storefront slightly south to align to a central position relative to the entire building, rather than a central position relative to only to the lower storefront. Mr. Paris also said that an existing brass emblem recognizing an earlier occupant of the building would be reset in a similar stone, and placed back in front of the newly positioned entryway. This action, according to Mr. Paris, would be adequate to preserve the integrity of this character-defining feature of the structure, thus enhancing the probability that the building could retain its status as a contributing property to the historic district. Mr. Paris reported that the lower storefront would be constructed of glass and anodized aluminum, featuring a line of transom windows, storefront windows, and a bulkhead, all of which are consistent with the Downtown Topeka Design Guidelines, and the Secretary's Standards for Rehabilitation.

TOPEKA LANDMARKS COMMISSION
MINUTES

Mr. Gales answered questions from the Commission, indicating that the upper cornice would be replaced with a stone veneer, and that any remaining details discovered within the cornice would be retained, such as signage from a previous building occupant. Mr Heit offered a motion that the proposed façade would not damage or destroy the historic integrity of the property or the surrounding historic district. This motion was seconded by Mr. Carson. The motion was **APPROVED** by a vote of 6-1-o.

VI. Adjournment at 6:25PM

CERTIFIED LOCAL GOVERNMENT CERTIFICATE OF APPROPRIATENESS REVIEW REPORT

TOPEKA LANDMARKS COMMISSION

CASE NO: CLGR17-06

by: Topeka Metropolitan Transit Authority

PROPOSAL: The applicant is proposing the construction of a bus shelter on property located at 600 SE Madison Street, in front of the former Santa Fe Hospital. This property is listed on the National Register of Historic Places, and the Register of Historic Kansas Places.

BACKGROUND: This property is categorized under the architectural classification of Modern Movement within its National Register listing. Its historic function and use is classified as a hospital, with its current use listed as multiple-family dwelling. The oldest part of the hospital was constructed in 1930, with several additions constructed during the ensuing years, culminating in the final addition in 1972. All additions varied slightly from the architectural detailing of the original, yet all stayed true to the Modern Movement genre of architectural style.

This proposal is for the addition a sheet-glass and black anodized aluminum-frame bus shelter to be located near the property's northeast corner, adjacent to the public right-of-way. This structure will serve a broad public use, and will not be used in direct conjunction with the structure.

REVIEW SUMMARY: The Kansas State Historic Preservation Office requires that all projects occurring on any property listed on the Register of Historic Kansas Places be reviewed for their affect on the listed property and the surrounding district. State law (K.S.A. 75-2724) establishes that the Secretary of the Interior's Standards for Rehabilitation be used to evaluate changes proposed to any property that is individually listed, or is located within an historic district. The following is an analysis of the application of each Standard to the proposed project.

Standard 1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.

Analysis: No change in use is proposed in conjunction with this proposal. The bus shelter will serve as a public amenity.

Standard 2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

Analysis: The proposed placement of the bus shelter is far-enough removed from the exterior surface of the principle structure that no combined or associated purpose is implied between the two structures. The architectural style of the structure is Modern Movement, while the architectural style of the bus shelter would best be categorized as Modern Generic. Nonetheless, due to the placement of the shelter on the property, the overall historic character of the principle structure will be preserved.

In addition, the curbing material on either side of the proposed sidewalk extension through the right-of-way is mostly intact limestone. It is Staff's recommendation that all existing limestone curb be retained and utilized in coordination with this project. New curbing, if necessary, should utilize dyed and shaped concrete material to match adjacent stone curbing.

Standard 3. *Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.*

Analysis: The placement of the bus shelter on the subject property at this time constitutes a first for any such public amenity placed on the property. However, the structure, itself, has undergone several additions since its original development, and the placement of the shelter at this location is interpreted as the continuation in the evolution of the appearance of this structure. The placement of this structure at the proposed location is not viewed as presenting a false sense of history in the property's lifespan.

Standard 4. *Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.*

Analysis: This proposal will not remove any feature of the principle historic structure.

Standard 5. *Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.*

Analysis: This proposal will not remove any feature of the principle historic structure.

Standard 6. *Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.*

Analysis: N/A

Standard 7. *Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.*

Analysis: N/A

Standard 8. *Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.*

Analysis: N/A

Standard 9. *New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.*

March 9, 2017

Analysis: This proposal will not create any addition, exterior alteration, or any new construction that will destroy any historic materials of the principle structure.

Standard 10. *New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*

Analysis: N/A

STAFF RECOMMENDATION: In the performance of this review under KSA 75-2724, Staff is recommending a finding that the placement of the proposed sheet-glass and anodized aluminum bus shelter at the specified location along SE 6th Avenue, and on property located at 600 SE Madison St. **will NOT damage or destroy the historical integrity of the principle structure, conditional to the retention and reuse of as much existing stone curb as possible.**

APPEAL TO THE GOVERNING BODY: If the Landmarks Commission determines that the proposed treatment will damage or destroy the historic integrity of the property and/or the surrounding historic district, the applicant may appeal to the governing body. It will be incumbent upon the governing body to make a determination, after consideration of all relevant factors, that: (1) there are no feasible and prudent alternatives to the removal of the facade; and (2) that alternatives to the project include all possible planning to minimize harm to the property and the district that may result from those alternatives.

Prepared by:

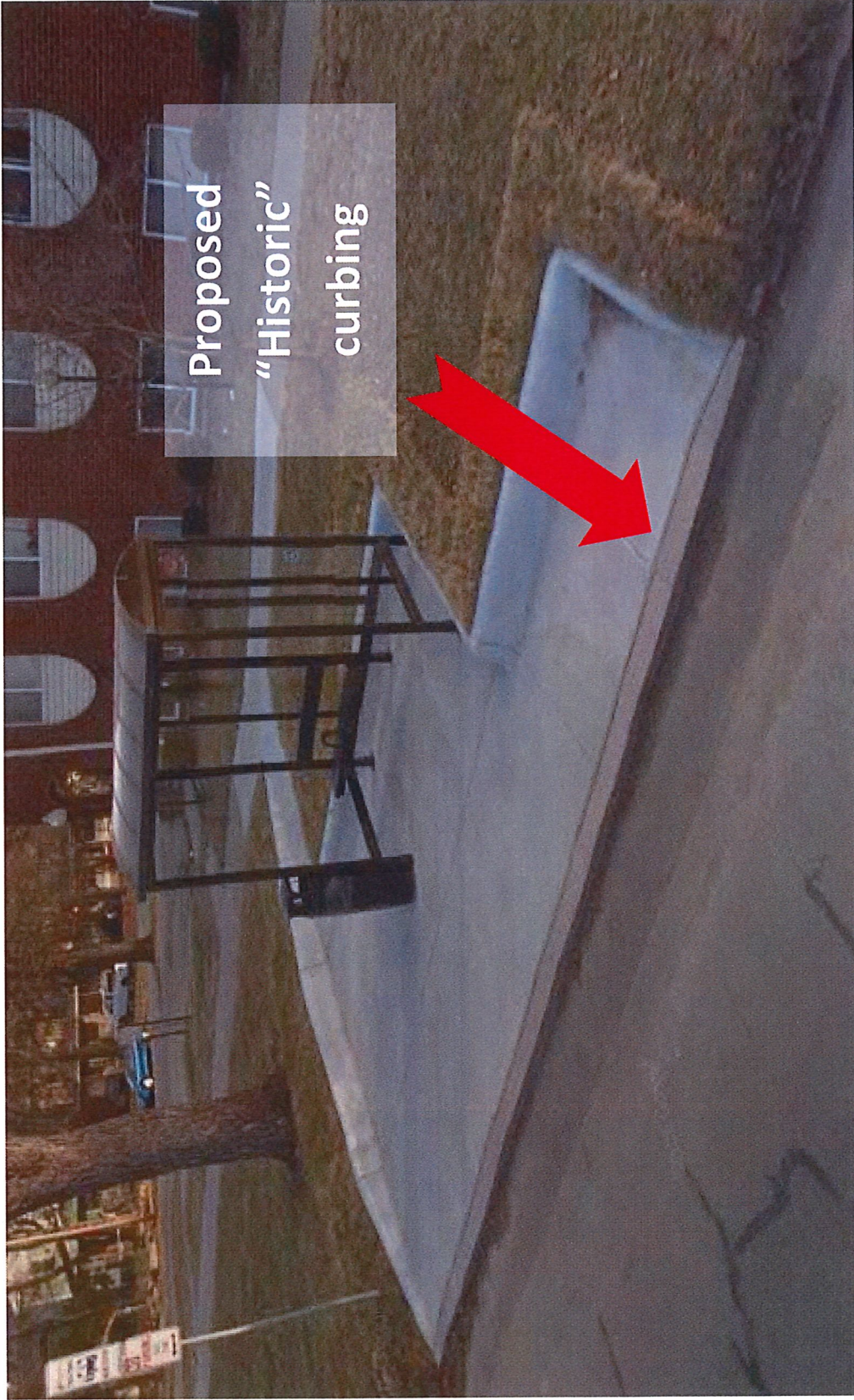

Timothy Paris, Planner II

Proposed Bus Shelter
6th @ Jefferson SW corner

Adam Weigel | Transit Planner |
Topeka Metro | 201 N. Kansas Ave. Topeka, KS 66603
P (785) 730-8625 | F (785) 233-3063







Proposed
"Historic"
curbing

Shelter Example

