

MANZANOLA TRAIN DEPOT HISTORIC RESTORATION

MANZANOLA, COLORADO



A COLORADO BROWNFIELDS CASE STUDY

The Manzanola, Colorado Train Depot was designated a state and national historical site in 2004. Since the railroad donated the Depot to the town of Manzanola in 1976, two-thirds of the space has been used for storage while the buildings continued to deteriorate. The remaining space, the former passenger waiting area, was maintained as the town's senior center since 1991.

Town leaders are transforming the aging Depot into a town centerpiece, including a new town hall, police station, senior center, museum, and town park. The Manzanola Train Depot has the potential to not only serve the community's infrastructure and social needs, but also enhance heritage tourism opportunities and strengthen the local economic base.

Setting

Rural community

Site Size

2.3 acres

Former Use

4,200 square foot train depot, including passenger waiting area, baggage and freight handling

New Use

Town hall, police station, senior center, museum, town park

Environmental Issues

Related to former rail use, nearby petroleum tanks, and potential freight spills

- volatile organic compounds
- lead and other heavy metals
- polynuclear aromatic hydrocarbons
- pesticides & herbicides
- creosote-treated wood foundation



Community Profile

- Population: 525
- Median Age: 32.8
- Percent 65+: 14.9%
- Per Capita Personal Income: \$24,882*

* Otero County

Sources: U.S. Census Bureau, 2000 Census; U.S. Bureau of Economic Analysis, 2005

Employment and Wages*

- Total Non-Farm Employees: 6,542
- Employment Growth Rate: -3.0%
- Number of Businesses: 556
- Unemployment Rate: 6.1%
- Average Wage: \$24,756

*Otero County

Source: U.S. Bureau of Labor Statistics, 2006

Funding Sources and Project Partners

- Anschutz Family Foundation
- Boettcher Foundation
- CO Brownfields Foundation
- CO Department of Local Affairs
- CO Department of Public Health and Environment
- CO Department of Transportation
- The Daniels Fund
- Energy Impact Funds
- Great Outdoors Colorado
- History Channel
- State Historical Fund
- Tri-County Housing and Community Development Corporation

Environmental Considerations

The property was used for many decades as a railroad freight depot and passenger terminal. Various freight items, including agricultural chemicals, petroleum compounds, and solvents were handled on site. A Phase I Environmental Assessment was conducted to better understand the site's environmental history.

Observations made during the Phase I site inspection included the presence of slag and dross (by-products of steel foundry operations) in surface soil around the Depot. Slag and dross were often used as railroad track base in earlier times; these materials can contain elevated concentrations of heavy metals such as lead and arsenic. Exterior paint on the Depot was heavily flaked and it was suspected that the soil around the building may contain elevated concentrations of lead from decades of flaking lead-based paint. A wood foundation beneath the Freight Room, as well as the freight ramp's support posts and planking, were creosote treated and may have also migrated into nearby soils. Evidence of a coal-fired furnace raised concerns about PAH contamination.

Several drums containing chemicals were observed in the Freight Room including a corroded drum appearing to contain a pesticide. These drums, and stained soil beneath, were packed and removed from the site immediately upon discovery, mitigating this threat.

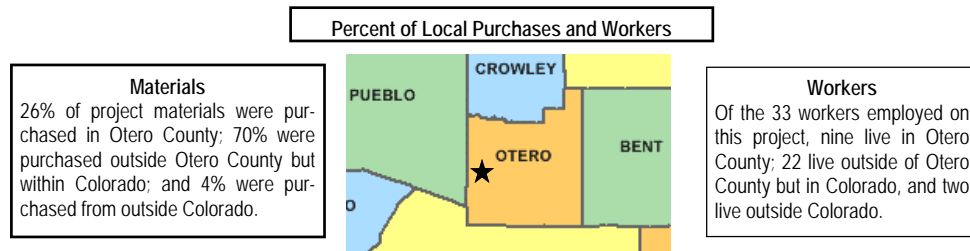
Given these issues, as well as former gasoline service stations and an auto repair facility that were located nearby, Phase II environmental assessment and sampling were recommended. Soil and groundwater samples revealed that while some contaminants were present, none exceeded concentrations found naturally occurring in the Colorado environment. Paving and concrete sidewalk were recommended (and already planned) for around the building to encapsulate any lead-based paint flakes around the building. No further remedial action was warranted. The project was free to proceed without these obstacles.

Economic Impacts

The impacts of the \$1.5 million restoration of the Manzanola Train Depot are qualitative and quantitative. Value-added to the building, as if available commercial use, is estimated at \$100,000. Other economic impacts measure the effect of spending of businesses and employees on other businesses; restoration of the Train Depot generates payroll for construction workers and purchases of construction goods and services.

Construction Costs	
Total Investment	\$1.5 million (funded through grants and a \$30,000 town contribution)
Value-Added	\$100,000
Cost Breakout	Design: ~ \$200,000 Materials: ~ \$520,000 Labor: ~ \$780,000
Workers	33 workers employed on the project

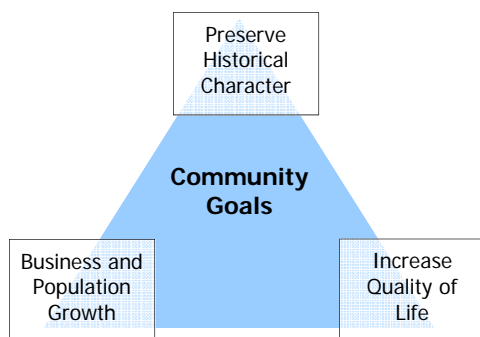
According to construction budgets, this project generated over \$135,200 in revenue for Otero County suppliers and payroll for nine construction workers living in Otero County. In addition, the project had multiplicative impacts on the community as the initial dollar expenditures for materials and payroll circulate throughout the economy.



Community Impacts

The Manzanola Train Depot restoration project plays an integral role in advancing the town's collective goals of increasing the quality of life for residents, stimulating business and population growth, and preserving the local character of the town. Together, these three objectives are intended to develop the town into a welcoming community for residents, visitors, and businesses, full of community pride, unique cultural resources, and opportunities for economic growth.

The restored train depot and adjacent park advances all three goals by:



- Adding a unique cultural and historical centerpiece to the town and serving as a successful model for other historical renovations the town may pursue;
- Presenting the opportunity for heritage tourism-related business growth and motivating the former central business district and population growth in the area; and
- Increasing the quality of life for current and future residents by increasing the esthetic appeal of the town, building community pride, and increasing the significance of the town.



History

The Atchison, Topeka, and Santa Fe Railroad reached the Colorado-Kansas state line in 1873 and on to Pueblo in 1876. Passenger service was active by the turn of the century and several new depots were constructed, including the Manzanola Train Depot in 1913. The Manzanola Depot provided both passenger and freight service. The Railroad discontinued its use in 1973 and donated the Depot to the Town of Manzanola in 1976 along with its surrounding 2.27 acre site. The Depot building exemplifies classic early 20th century transportation-oriented architecture.

Impacts of Cultural and Heritage Facilities

The Manzanola Train Depot restoration project creates an excellent opportunity for the town of Manzanola to recover a heritage tourism asset. The site is located just off U.S. Highway 50, which connects both coasts, from Maryland to California, and channels cross-country tourists through Manzanola. As envisioned by community leaders, the town has the potential to develop their local heritage tourism industry to bring new visitor dollars to the area, and attract related businesses to strengthen their economic sustainability.

Heritage tourism is expanding in Colorado. Several historical projects in Southeastern Colorado have been completed recently, leading the area to aggressively promote their heritage tourism opportunities. Otero County, in which Manzanola is located, is one of six counties being marketed through the Southeast Colorado Heritage Tourism Marketing & Capacity Building Campaign. Created by the Southeast Colorado Regional Tourism Group, this campaign was established to increase visitation and revenues to historical sites and local tourism-supported businesses in the area.

The National Trust for Historic Preservation notes potential benefits from heritage tourism ranging from business and community development to economic impacts. Heritage tourism can create and diversify jobs and businesses, increase tax revenues, generate local investment in historic resources, increase revenues from historic attractions, and create opportunities for partnerships to maintain and restore historical sites in a community. Heritage tourism destinations attracts visitors who are interested in history, preservation, and local traditions and culture. Community benefits include increased awareness of their area's significance and community pride in its heritage.

The Colorado Cultural Heritage Tourism Industry

Heritage tourism, is a fast growing industry in Colorado:

- About 38% (8 million) of overnight visitors to Colorado visited at least one historical site.
- Heritage travelers accounted for 45% (\$2.6 billion) of the \$5.85 billion in total expenditures by overnight visitors to Colorado.
- Heritage visitors tend to stay longer at their destination, and tend to use commercial accommodations, visit more places, and visit paid attractions more frequently than other types of visitors to Colorado.
- Heritage visitors spend 22% more money per stay than the average overnight visitor to Colorado.

"Colorado's Heritage Tourism, Travel Year 2003," Longwoods International, March 2005.

Sources and information provided by: Town of Manzanola, Marc Diament Architecture PC, White Construction, Colorado Office of Economic Development and International Trade, Colorado Department of Local Affairs, U.S. Bureau of Economic Analysis, U.S. Bureau of Labor Statistics, U.S. Census Bureau.



Prepared July 2007 by Colorado Brownfields Foundation & Development Research Partners, Inc.