



M
M

O
O

N
N

R
R

O
O

D
D

E
E

P
P

T

R

A

I

N

D

E

P

O

T

R E V I T A L I Z A T I O N



R E S T O R A T I O N

R E C O N S T R U C T I O N

R E H A B I L I T A T I O N



PHOTOGRAPHIC
RESEARCH



CINEMATIC
RESEARCH

THE TROUBLE WITH ANGELS - 1966



C O L O R
R E S E A R C H



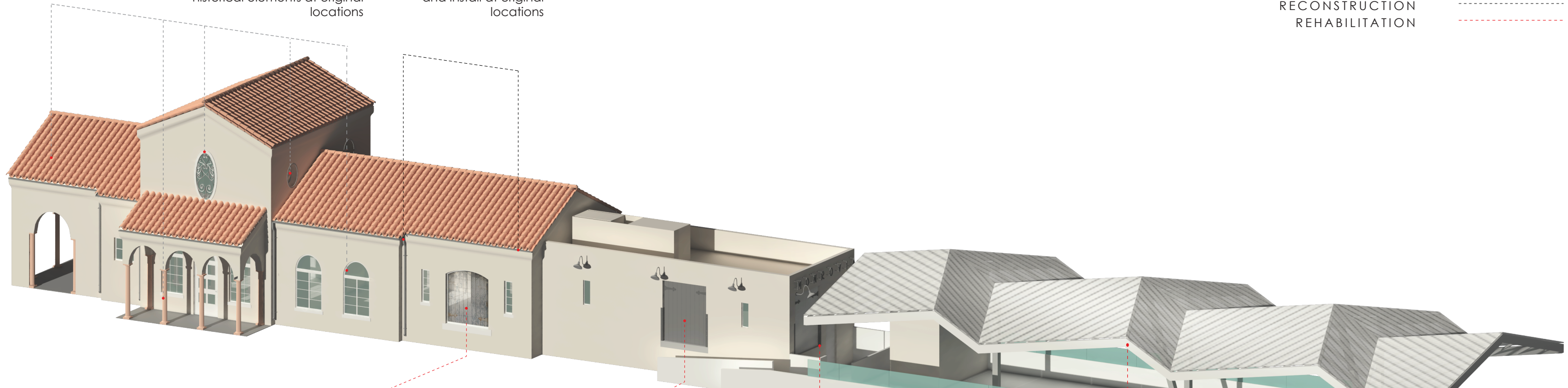
M O N R O V I A



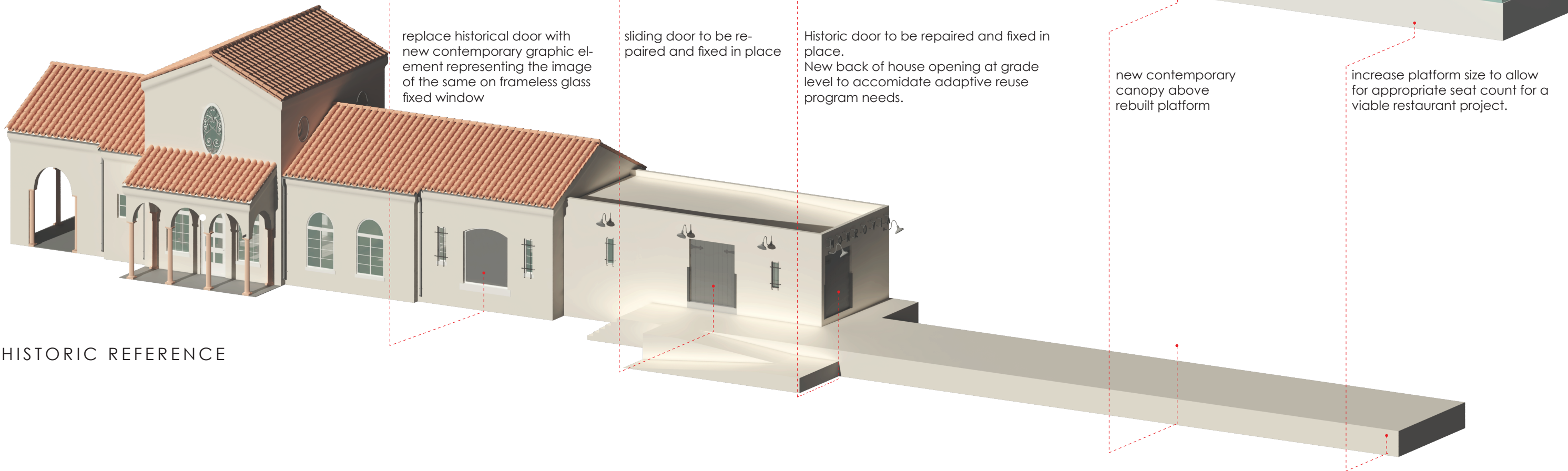
RESTORATION
repair and reinstall salvaged
historical elements at original
locations

RECONSTRUCTION
rebuild historical elements
and install at original
locations

RESTORATION
RECONSTRUCTION
REHABILITATION



PROPOSED REHABILITATION



replace historical door with
new contemporary graphic el-
ement representing the image
of the same on frameless glass
fixed window

sliding door to be re-
paired and fixed in place

Historic door to be repaired and fixed in
place.
New back of house opening at grade
level to accomodate adaptive reuse
program needs.

new contemporary
canopy above
rebuilt platform

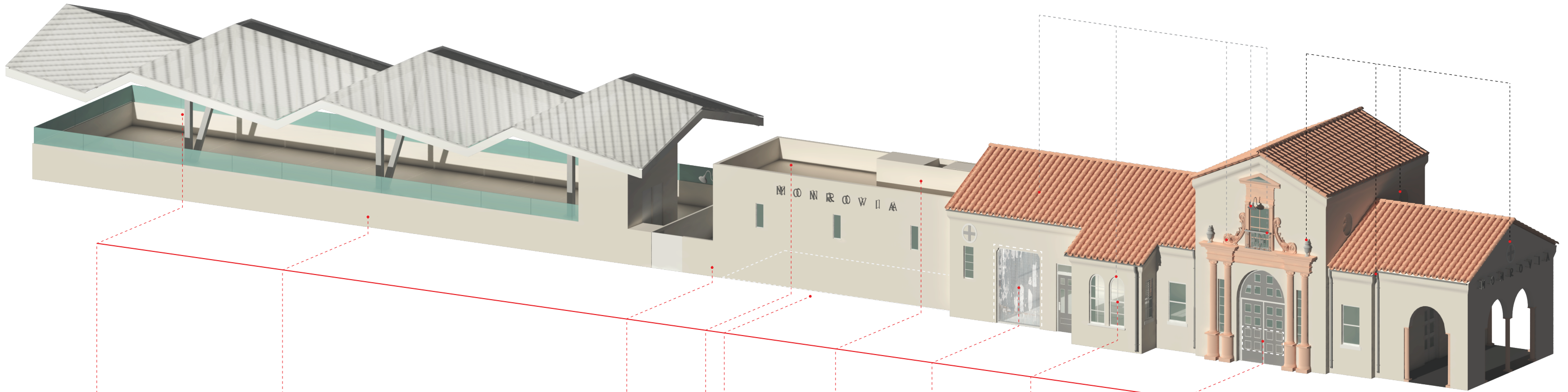
increase platform size to allow
for appropriate seat count for a
viable restaurant project.

HISTORIC REFERENCE

--- RESTORATION
--- RECONSTRUCTION
--- REHABILITATION

RESTORATION
reinstall salvaged historical elements
at original locations

RECONSTRUCTION
rebuild historical elements and
install at original locations



PROPOSED REHABILITATION

new contemporary canopy
above rebuilt platform

increase platform size to
allow for more efficient
program

lower roof
to hide
future
mechanical
units

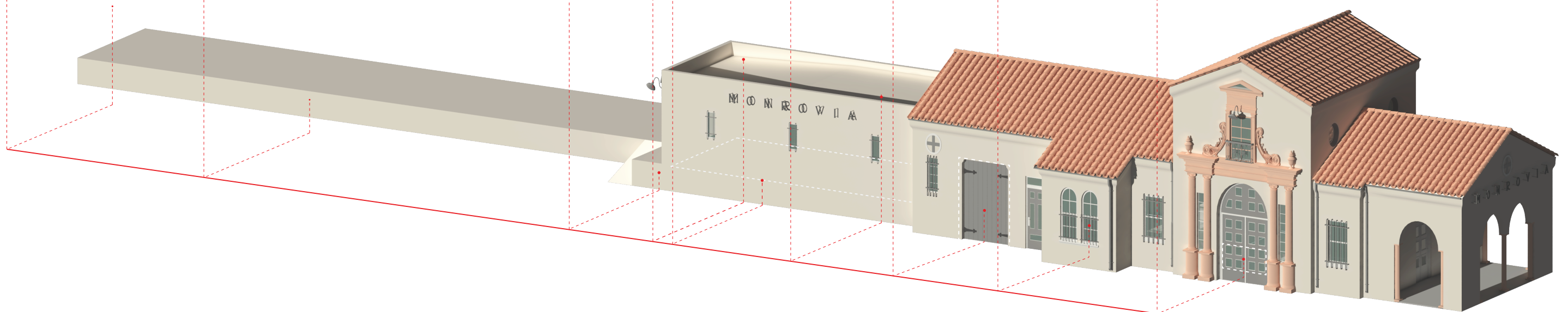
original floor
level to be low-
ered to match
adjacent
interior space
(floor height at
dashed line)

install HVAC
and mechan-
ical screen on
roof

replace his-
torical door
with new con-
temporary graphic
element on
frameless
glass fixed
window

bars on
window to be
removed

double door and tran-
som to be fixed in place
lower two rows of win-
dows to be replaced
with wood



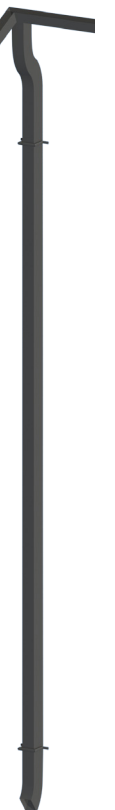
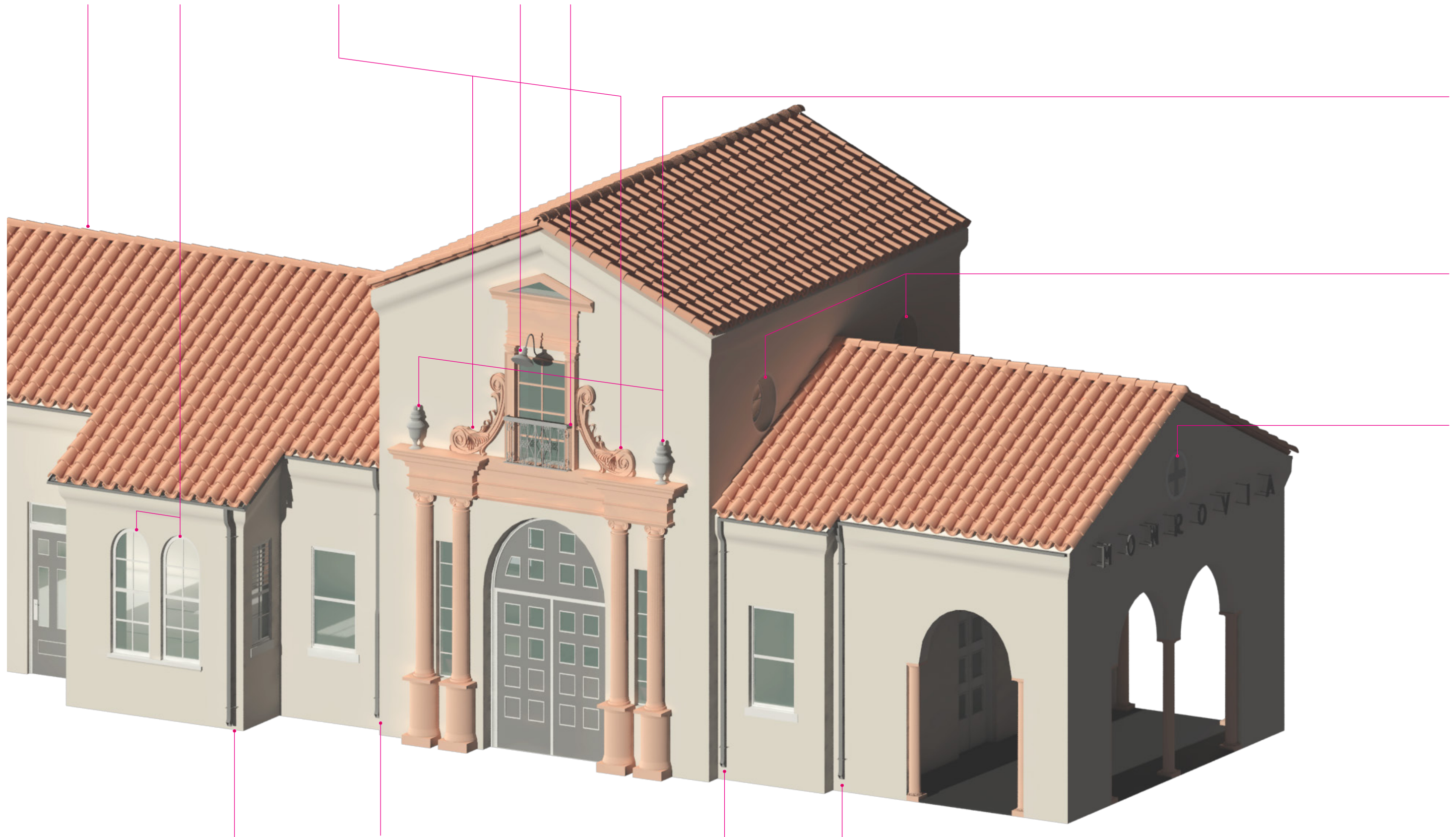
HISTORIC REFERENCE



RESTORATION
reinstall salvaged historical elements
at original locations

ENTRANCE DETAIL DIAGRAM _A

RECONSTRUCTION
rebuild historical elements and
install at original locations

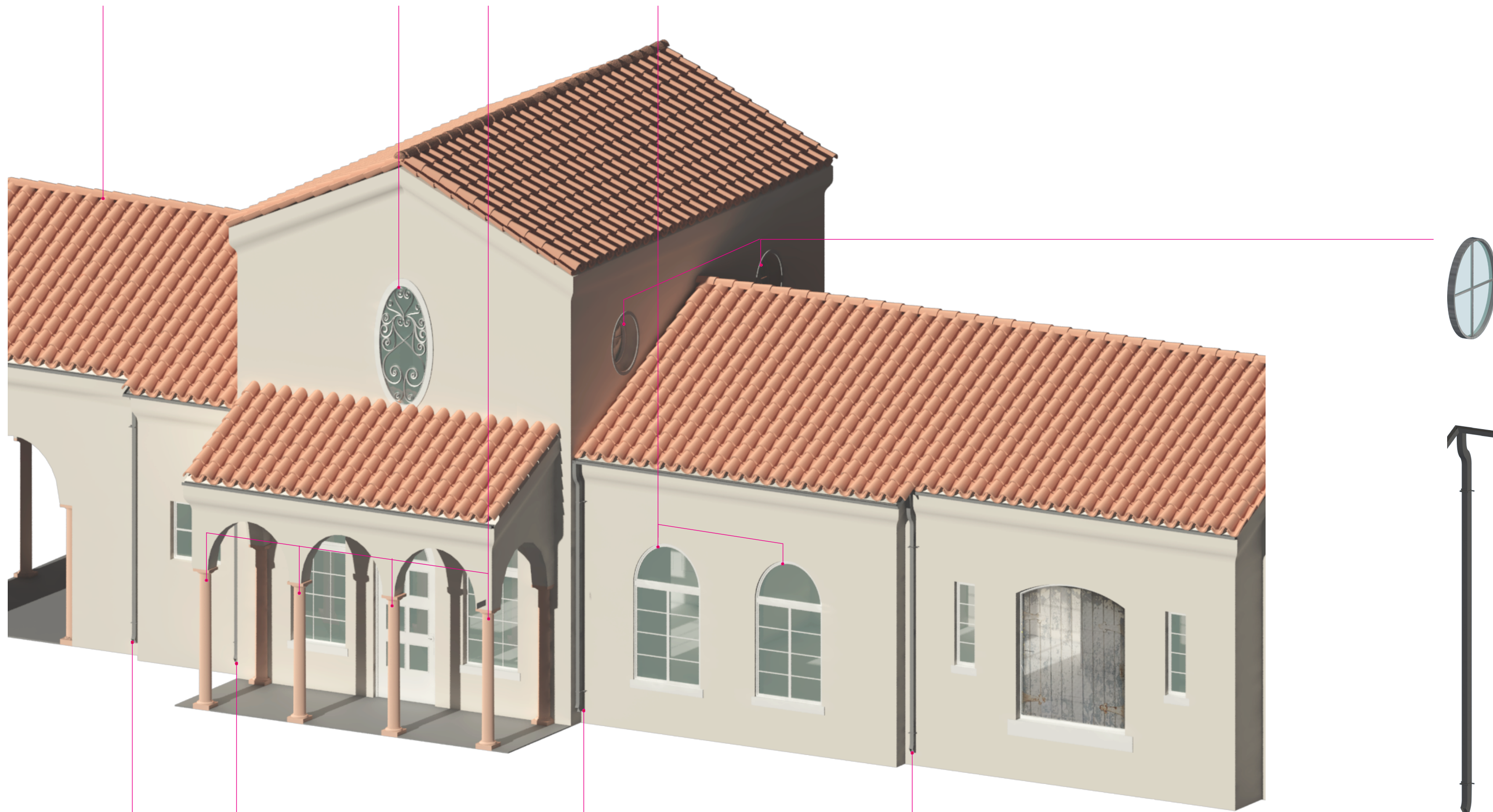


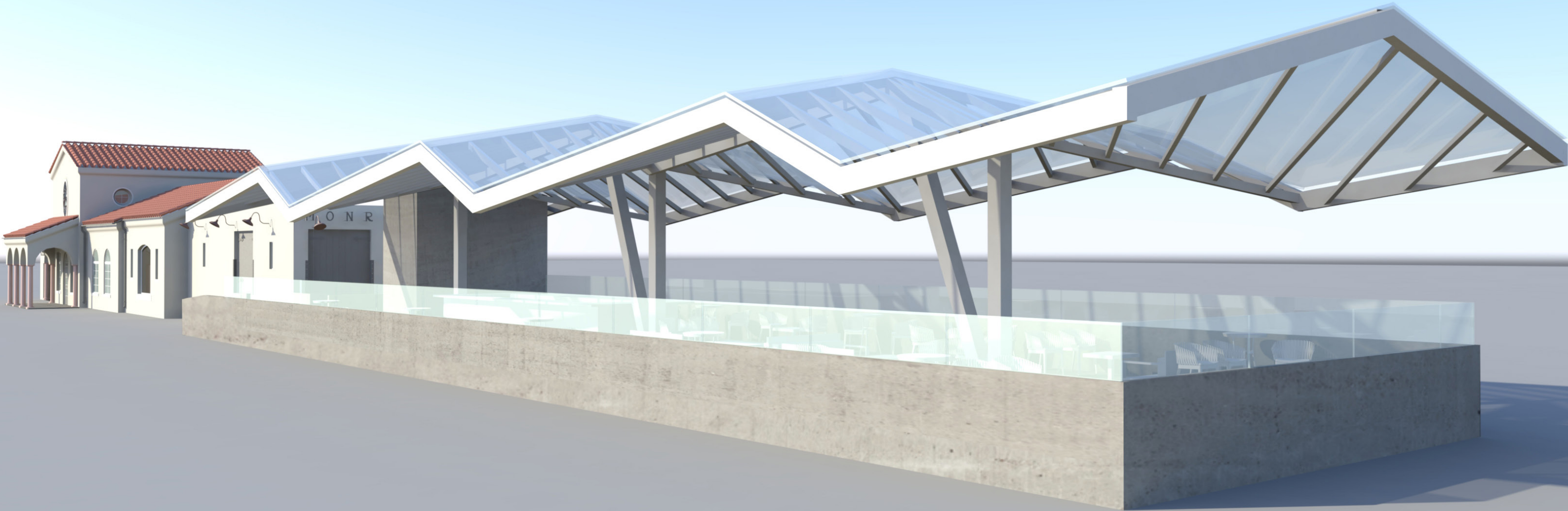


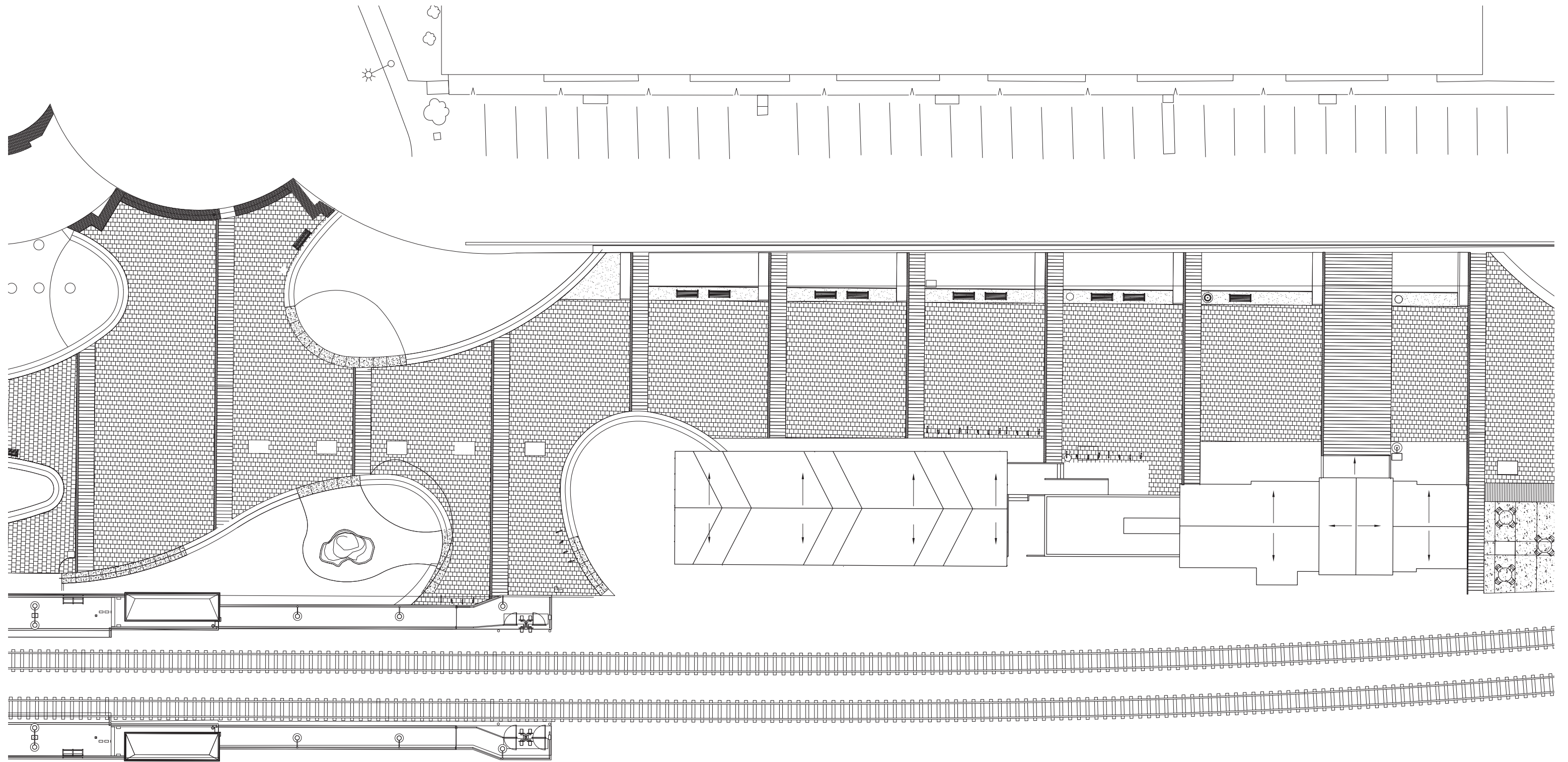
RESTORATION
reinstall salvaged historical elements
at original locations

ENTRANCE DETAIL DIAGRAM _ B


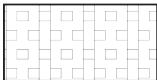
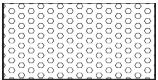

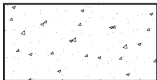

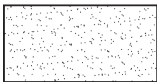
RECONSTRUCTION
rebuild historical elements and
install at original locations

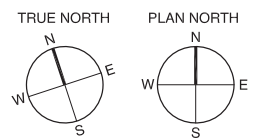






SITE PLAN LEGEND

	Concrete Unit Paving Stepstone		Truncated Dome Concrete Unit Paver		Granite Ascent Band
	Concrete Unit Paving		Concrete Paving		
	Resilient Surfaces		Decomposed Granite		

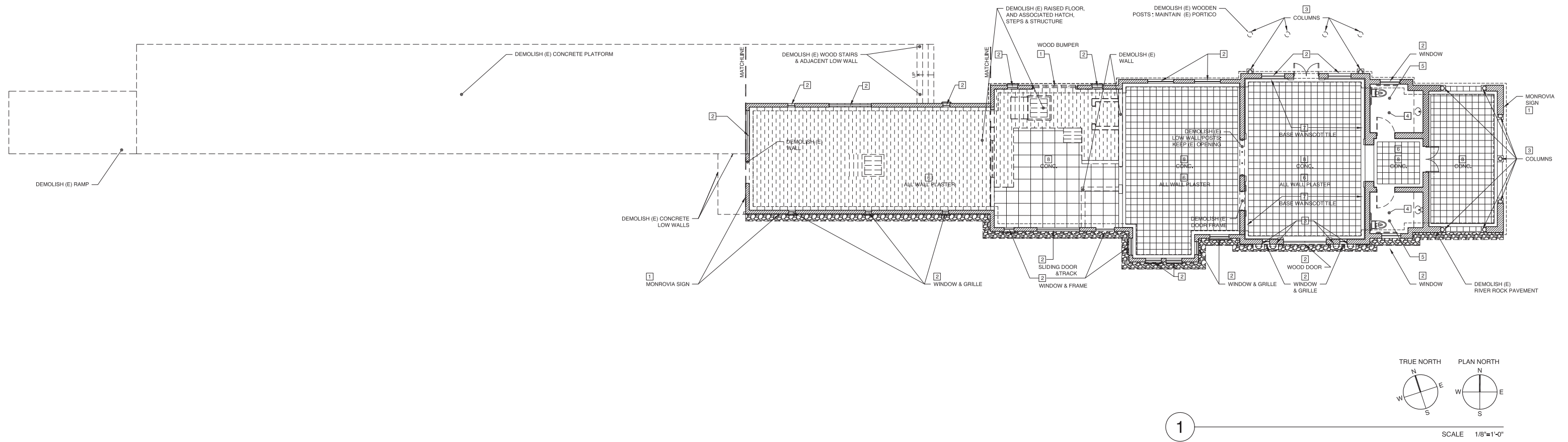


1

SCALE 1/8"=1'-0"

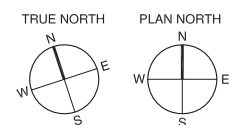
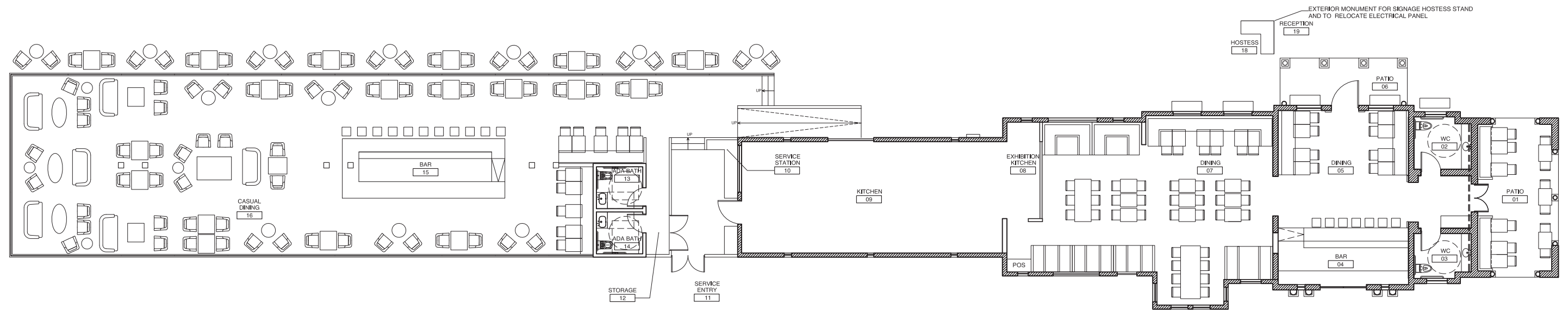
DEMOLITION KEYNOTES

1. Existing Historic Element To Remain, Protect In Place
2. Salvage Historic Item For Reuse, Remove And Store.
3. Salvage Cast Stone, To Be Used To Mold New Cast - Stone ornamentation, Shore As Needed.
4. Demo Concrete Floor At This Location. Existing Concrete Base To Remain If Existing.
5. Demo Underslab Plumbing To 5' Outside Building.
6. Remove All Plaster And Lath From Interior Face Of All Exterior Walls.
7. Salvage Ceramic Tile And Trim For Use In Replacing New Tiles.
8. Existing Scored Concrete Floor, Protect In Place, Cuts In Floor Shall Be At Scored Lines, At Wall Line Or At Door Line.
9. Remove All Loose And Flakey Paint To Solid Substrate. All Paint Shall Be Considered Lead-Based Paint Until Testing Demonstrates Otherwise.



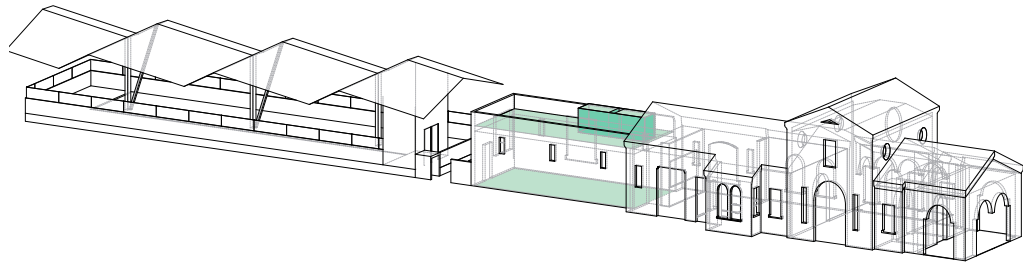
FURNITURE PLAN

Proposed Seats Count Interior :	91
Proposed Seat Count Front Patio :	18
Proposed Seat Count Back Patio :	81
Proposed Seat Count Uncovered :	22

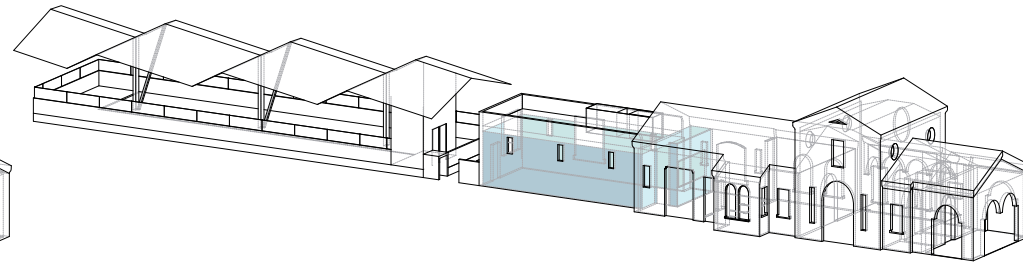


1

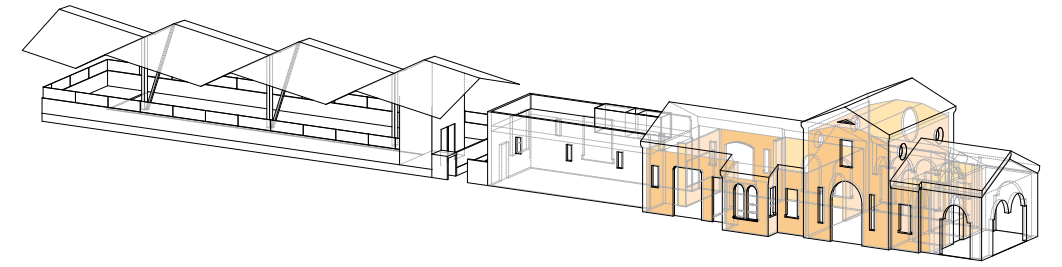
SCALE 1/8"=1'-0"



FINISH FLOOR AND CEILING HEIGHT OF LUGGAGE ROOM



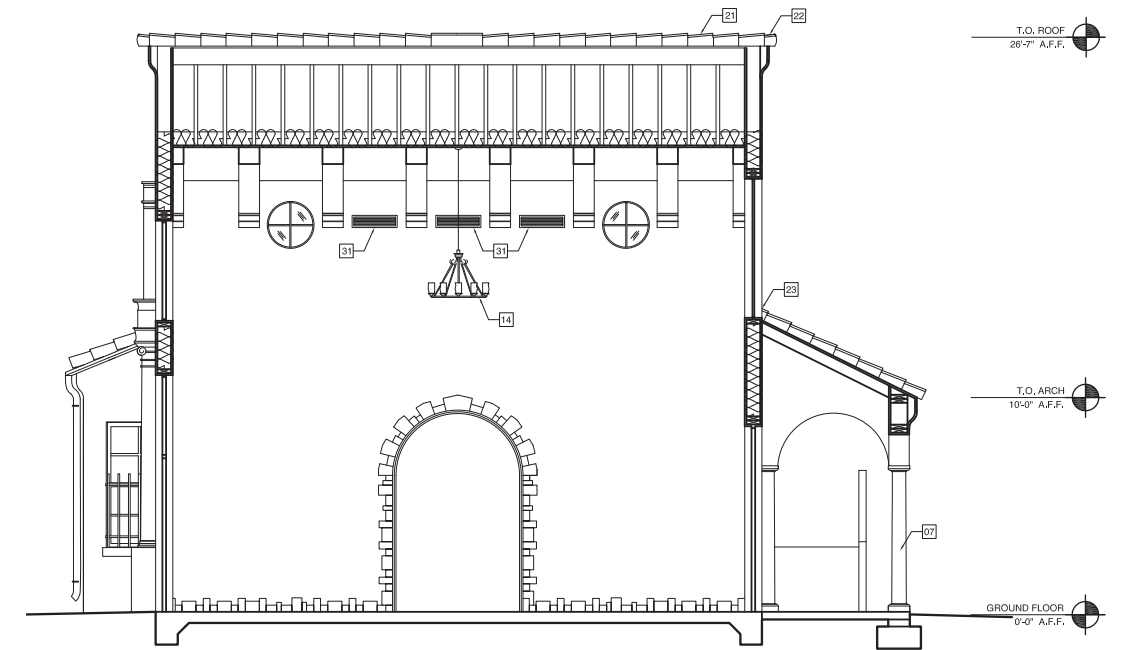
RECONSTRUCTION OF LUGGAGE ROOM



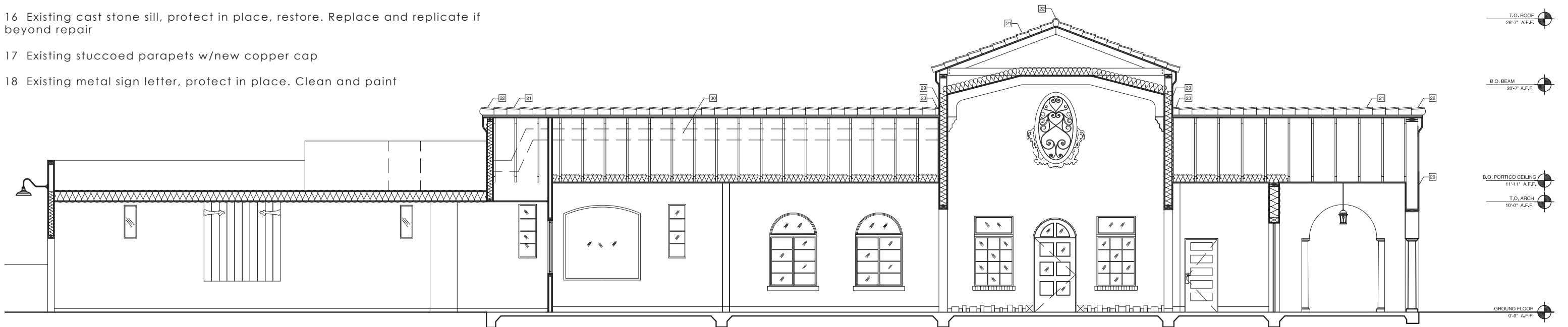
INTERIOR FINISHES

- 01 Existing historic elements to remain protect in place
- 02 Replicate missing historic feature in kind
- 03. Restore and refinish wood jams and trim. Reinstall restored or provide replicated doors and hardware. See door schedule
- 04 Replicate damaged or missing wood door, and trim. See door schedule
- 05 Restore wood windows, sills, frames, hardware and trim. See window schedule
- 06 Replicate damaged or missing wood window and trim
- 07 New gfrc column replicated from original
- 08 New gfrc column replicated from original
- 09 New gfrc frontispiece replicated from original
- 10 Salvage and replace ceramic tile and trim
- 11 Replicate damaged or missing ceramic tile and trim
- 12 Existing scored concrete floor, protect in place, replace in-kind areas that require removal for plumbing etc. Cuts in floor shall be at scored lines or to wall or door line. Refinish per finish scheme
- 13 Flip and reverse door swing
- 14 New light fixture. Mount at historic location
- 15 Existing stucco: prime and paint
- 16 Existing cast stone sill, protect in place, restore. Replace and replicate if beyond repair
- 17 Existing stuccoed parapets w/new copper cap
- 18 Existing metal sign letter, protect in place. Clean and paint

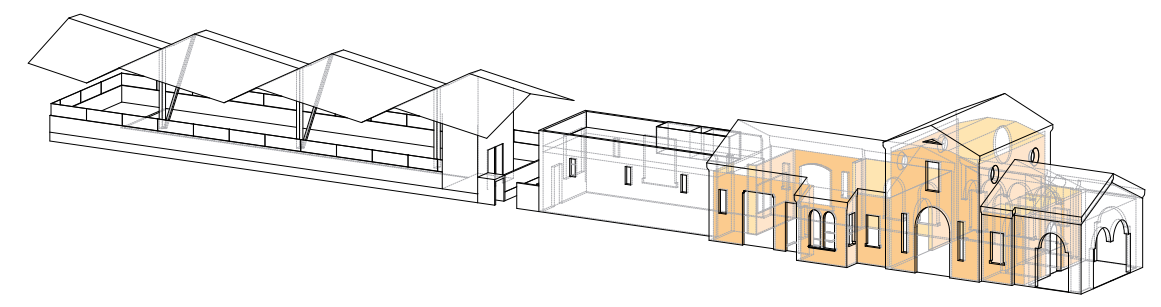
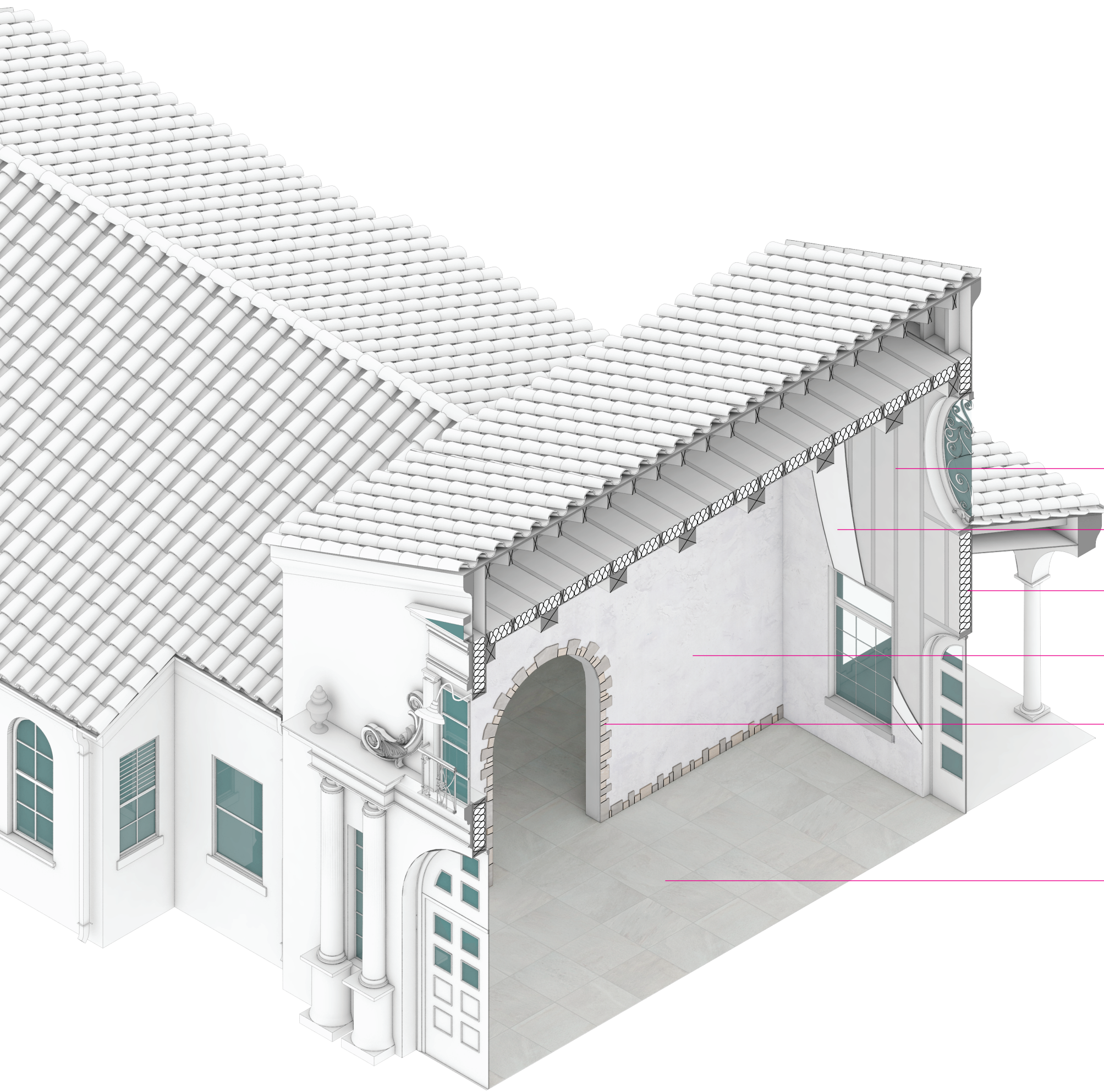
- 19 Install historic railing. Refinish and paint
- 20 Existing wood sliding freight door with metal panels. Restore missing panels. Re finish mount fixed in place at historic location
- 21 Install historic barrel clay tile roof. Patch roof in kind as needed
- 22 New clay roof tile quarter sphere end cap custom color to match existingz
- 23 New copper flashing at roof to wall transition
- 24 (N) santa fe sign
- 25 Existing metal door frame guards protect in place. Refinish and paint
- 26 New hvac and kitchen equipment with metal screen surround
- 27 Existing wood door sill bumper, protect in place, clean and stain 3 coats min
- 28 Install historic wrought iron grate
- 29 New batt insulation
- 30 New mechanical hvac system
- 31 New mechanical hvac diffusers



SECTION B - B'



SECTION A - A'

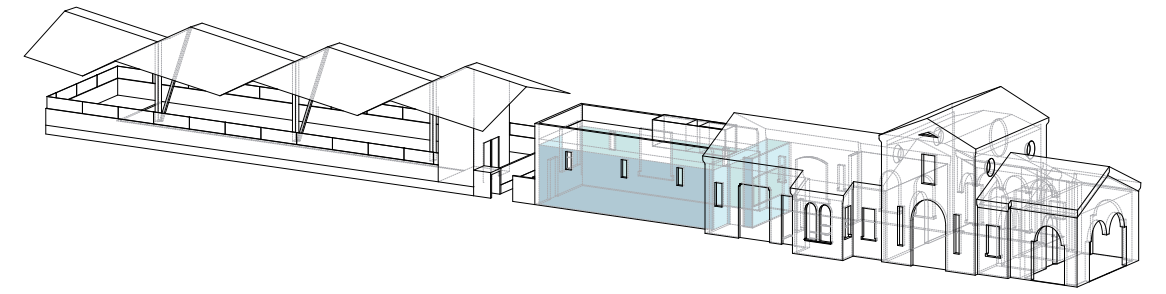


INTERIOR FINISHES

The interior wall finishes are intended to be Venetian plaster in order to give the interior a softer hand than drywall which is more akin to lathe and plaster.

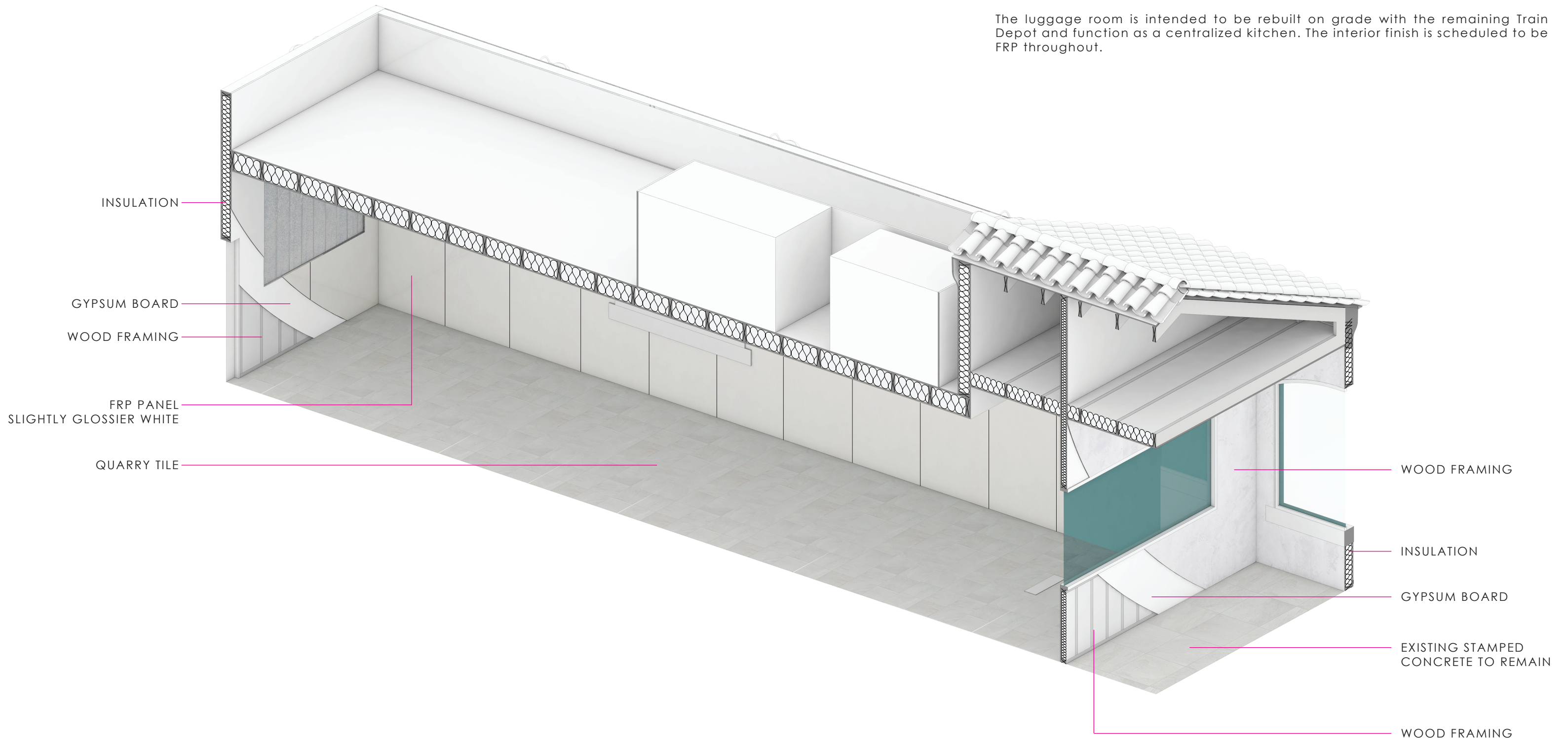
The stamped concrete floor is to be preserved and replicated where missing.

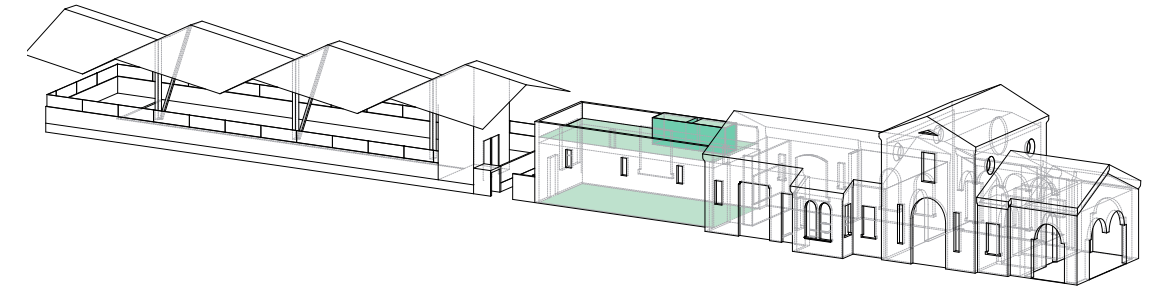
- WOOD FRAMING
- GYPSUM BOARD
- INSULATION
- VENETIAN PLASTER FINISHING - WHITE TEXSTON
- EXISTING TILES TO REMAIN
- EXISTING STAMPED CONCRETE TO REMAIN



RECONSTRUCTION OF LUGGAGE ROOM

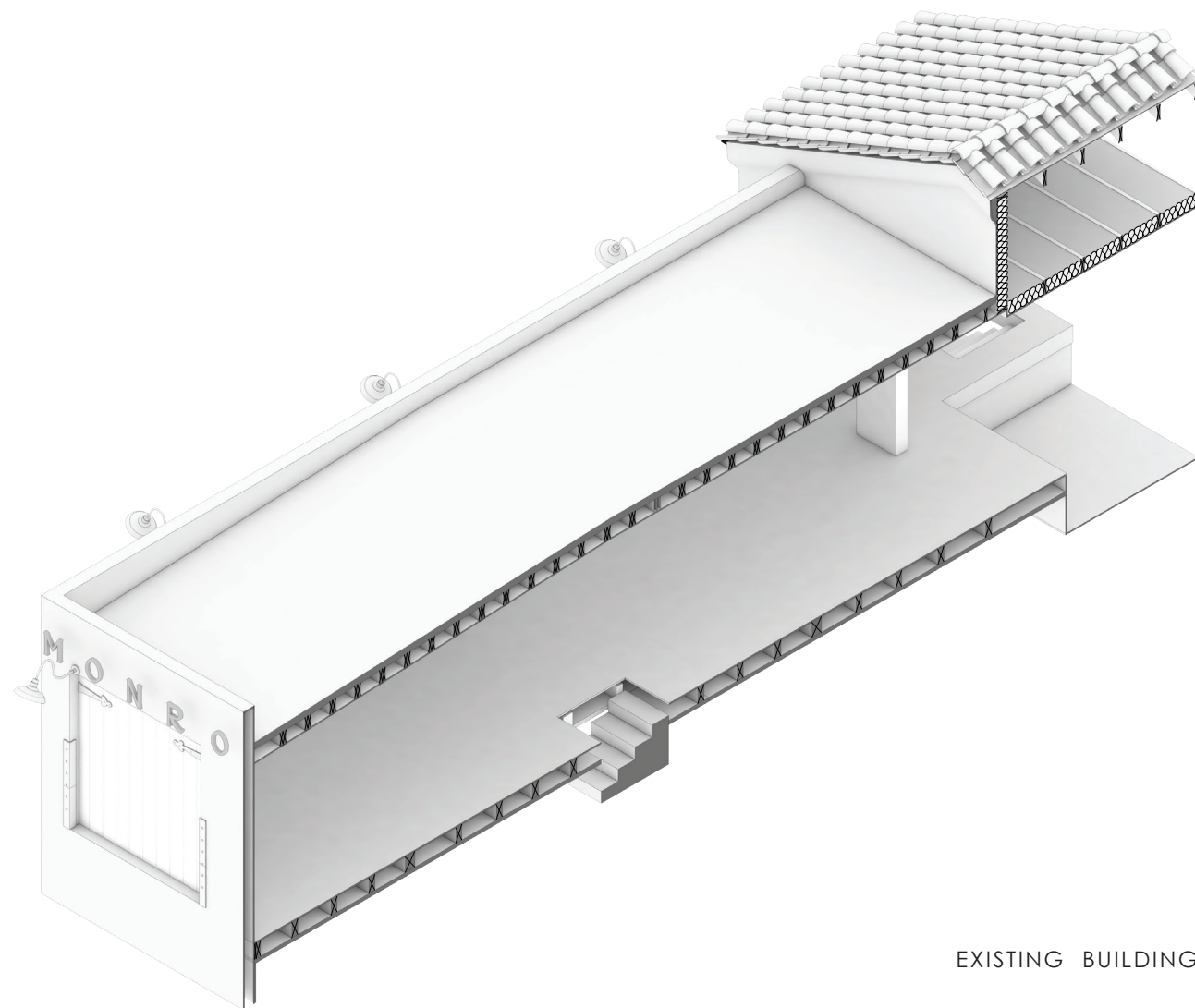
The luggage room is intended to be rebuilt on grade with the remaining Train Depot and function as a centralized kitchen. The interior finish is scheduled to be FRP throughout.



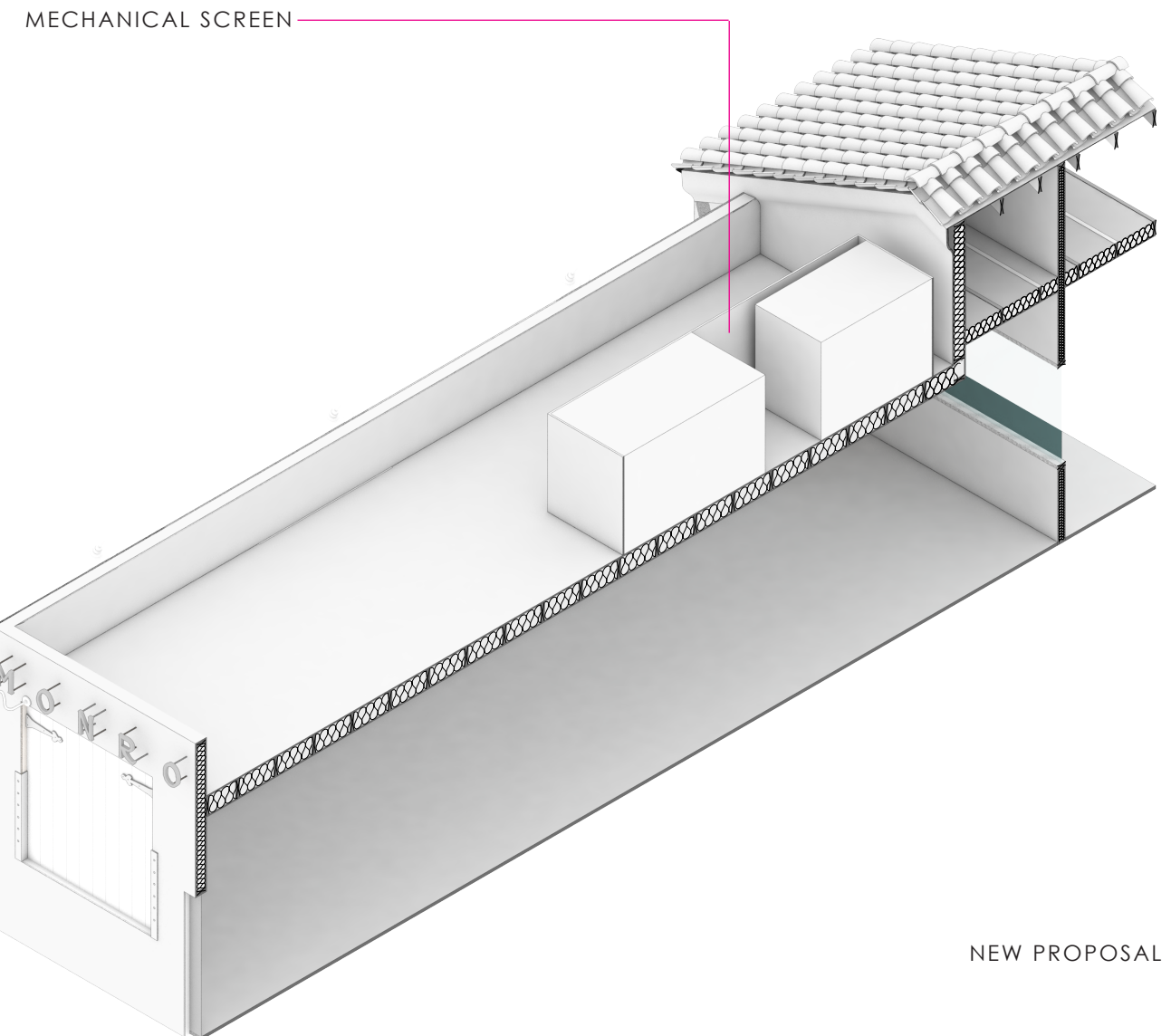


FINISH FLOOR AND CEILING HEIGHT OF LUGGAGE ROOM

The Luggage Room at the Historic Train Depot is in severe disrepair. It is also the only volume on the site with a parapet condition where necessary HVAC and kitchen mechanical equipment can be located. The ceiling would drop correspondingly with the floor to sit on grade with the Historic Train Depot thereby providing a larger parapet condition. Though the mechanical ventilation would still be visible, by concealing it with a mechanical screen, locating it on the center-line and providing a higher perimeter parapet, more discreet visibility is achieved.

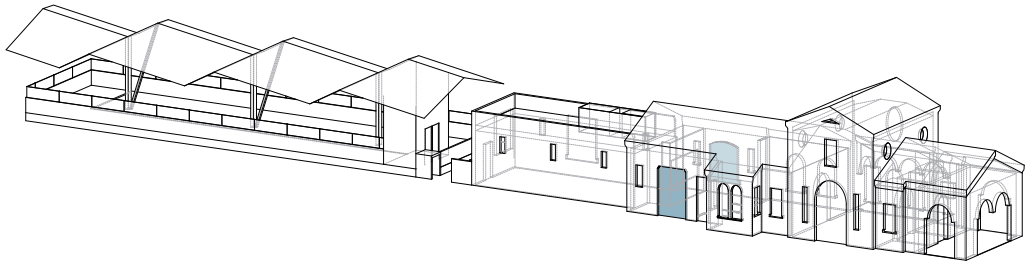


EXISTING BUILDING

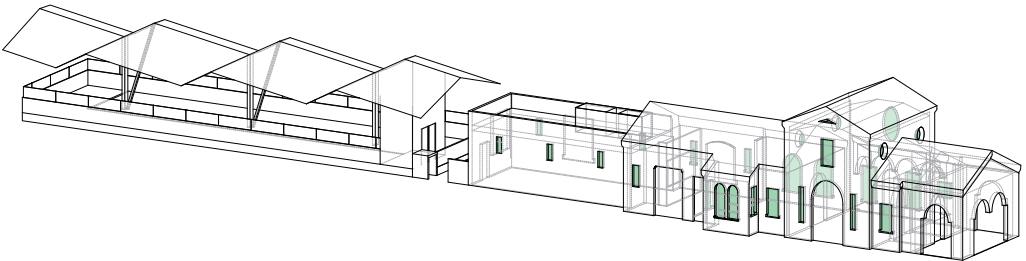


MECHANICAL SCREEN

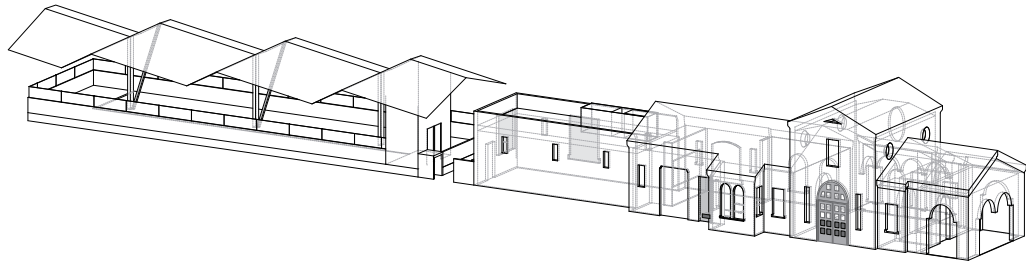
NEW PROPOSAL



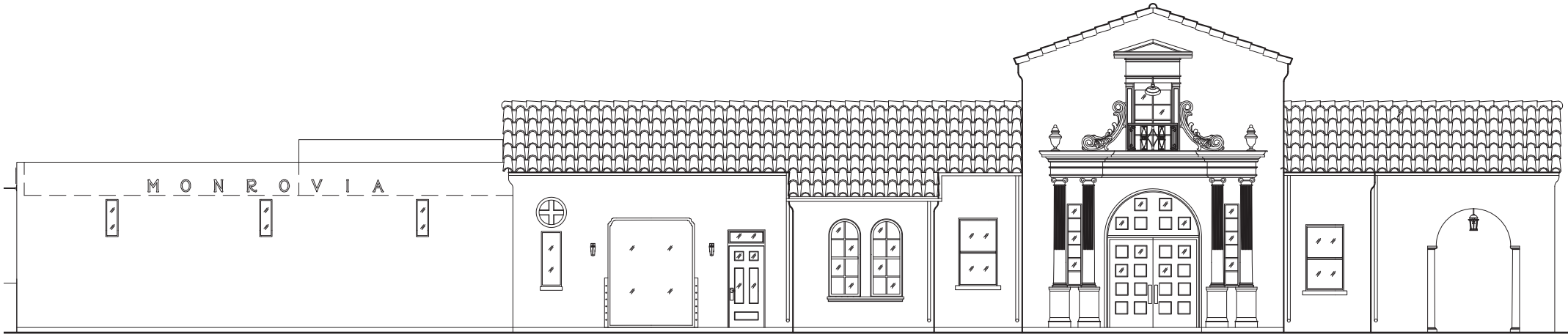
REPLACEMENT OF SLIDING WOODEN DOORS WITH FIXED PANE GLASS



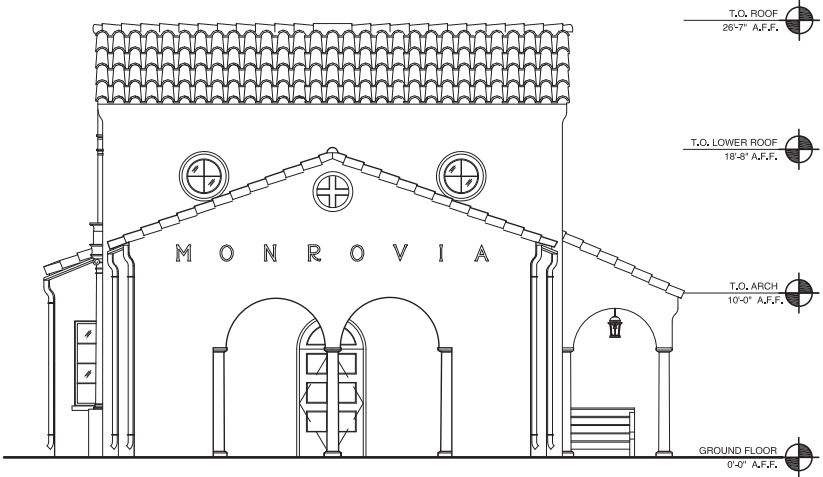
REMOVAL OF METAL BARS AT REPLICATED TRUE LIGHT DOUBLE PANE WINDOWS



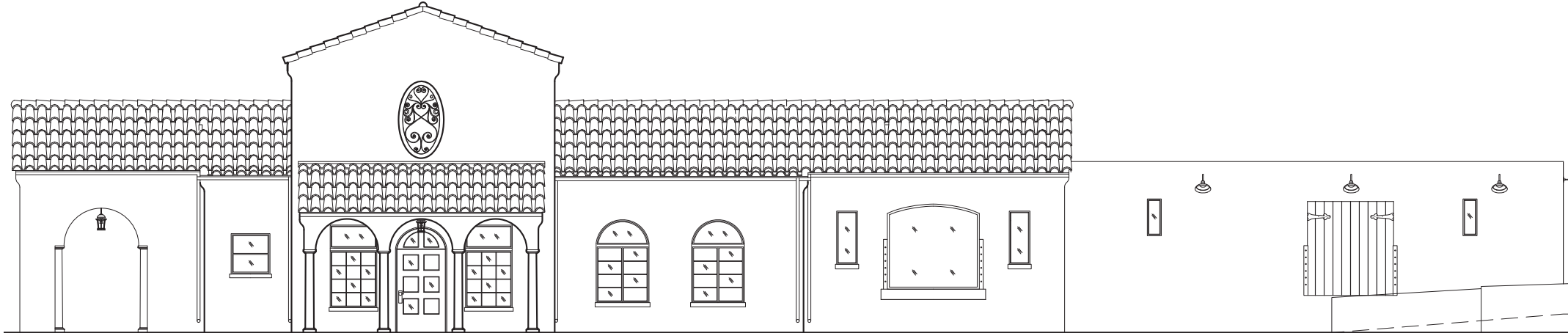
FIXED IN PLACE DOORS WITH STRATEGIC REMOVAL OF WINDOW PANES



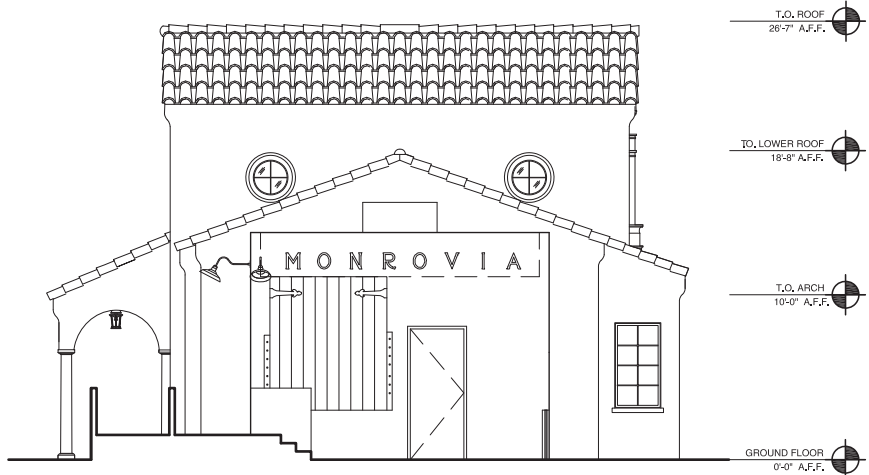
SOUTH ELEVATION



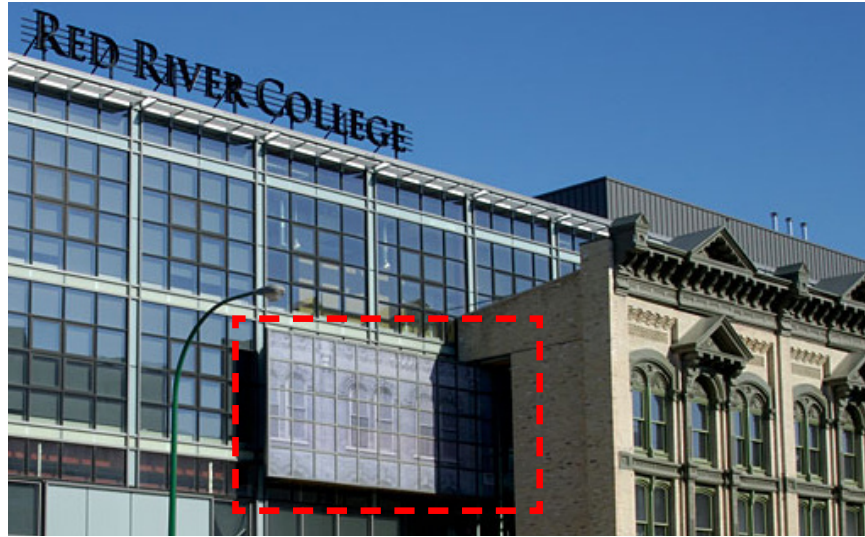
EAST ELEVATION



NORTH ELEVATION



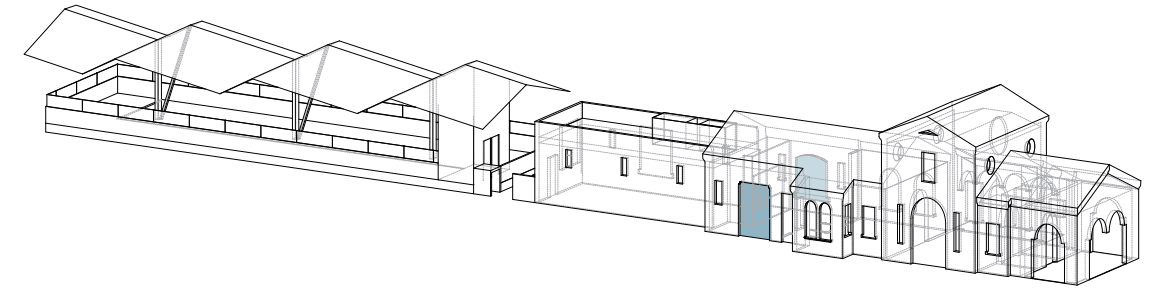
WEST ELEVATION



Example of real application

Red River College Princess Street Campus
Winnipeg, Manitoba Canada

RAIC Heritage Preservation
Award Winner



REPLACEMENT OF SLIDING WOODEN DOORS WITH FIXED PANE GLASS

Historic train depot sliding metal doors to be replaced with a large fixed pane glass opening to enable sunlight to enter the back quarter of the proposed dining venue.

Traces of the original facade to be graphically captured on glass pane as a ghosted image of the original door.



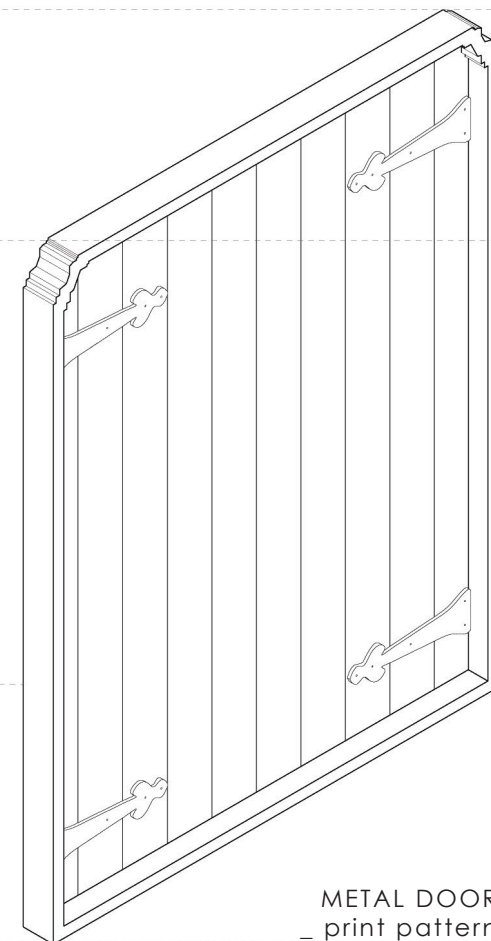
GHAPHIC CAPTURE
_ clear Focus Film



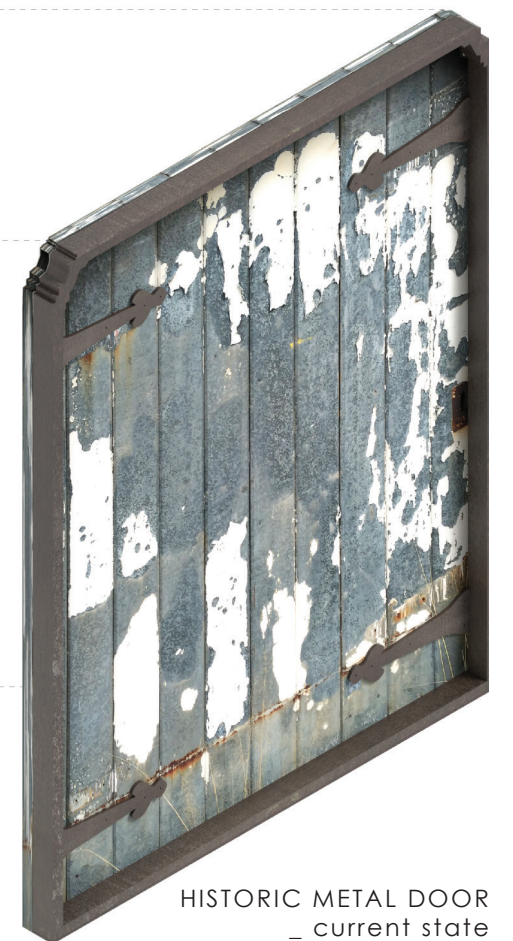
FIXED GLASS OPENING
_ pane of glass



FINAL PRODUCT
_ ghosted image

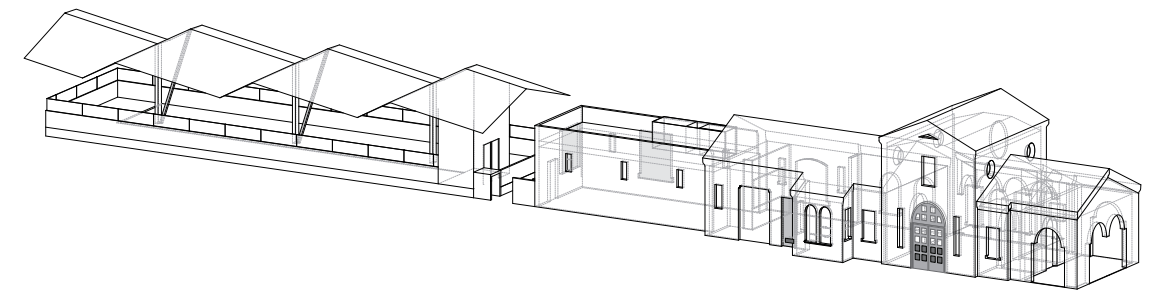
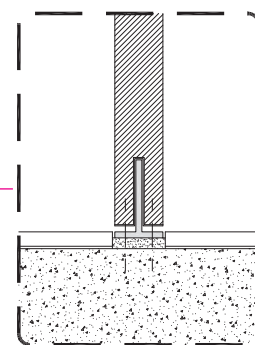
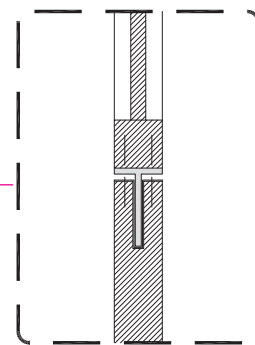
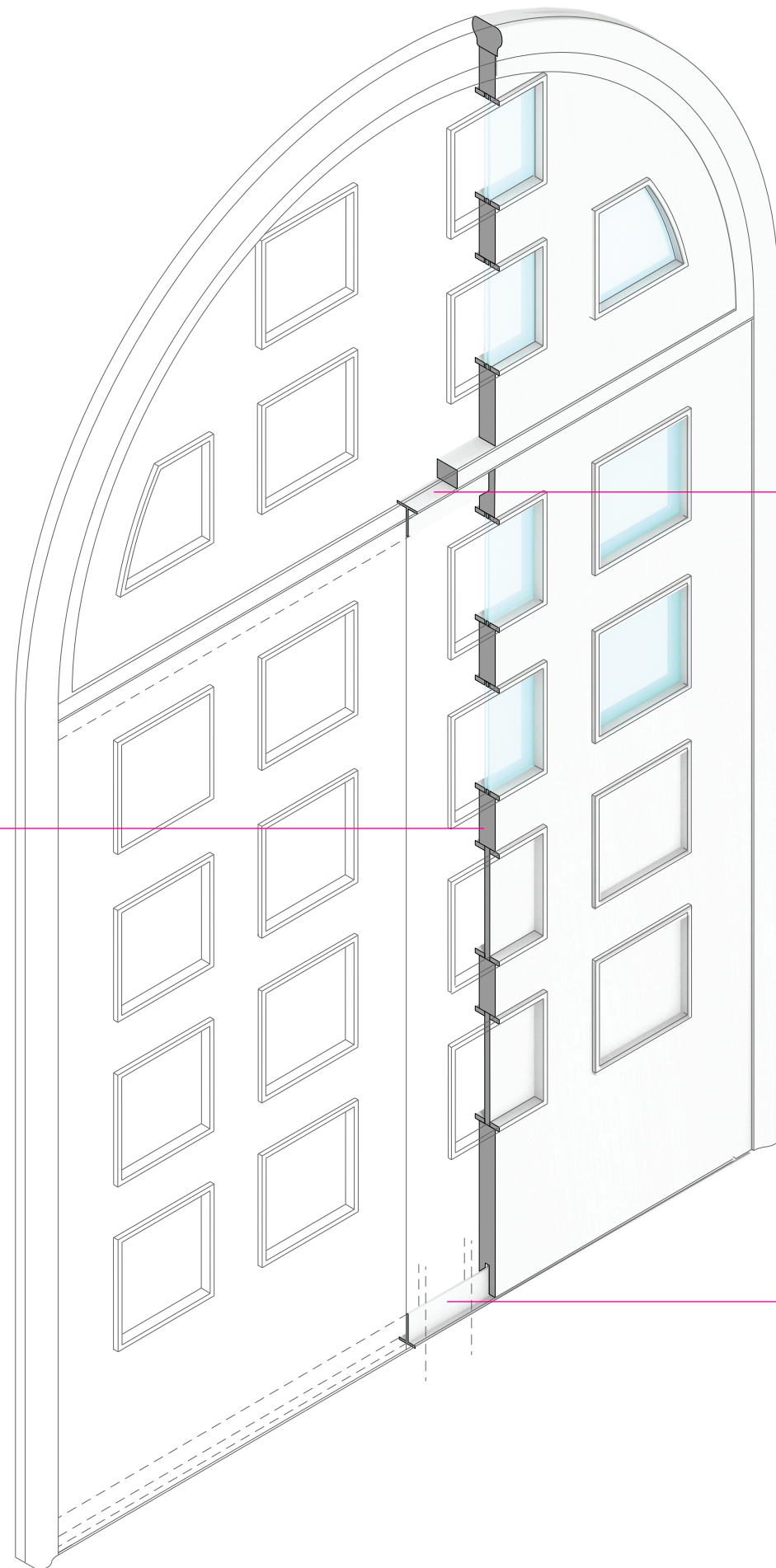
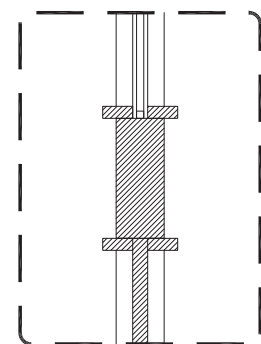


METAL DOOR
_ print pattern



HISTORIC METAL DOOR
_ current state

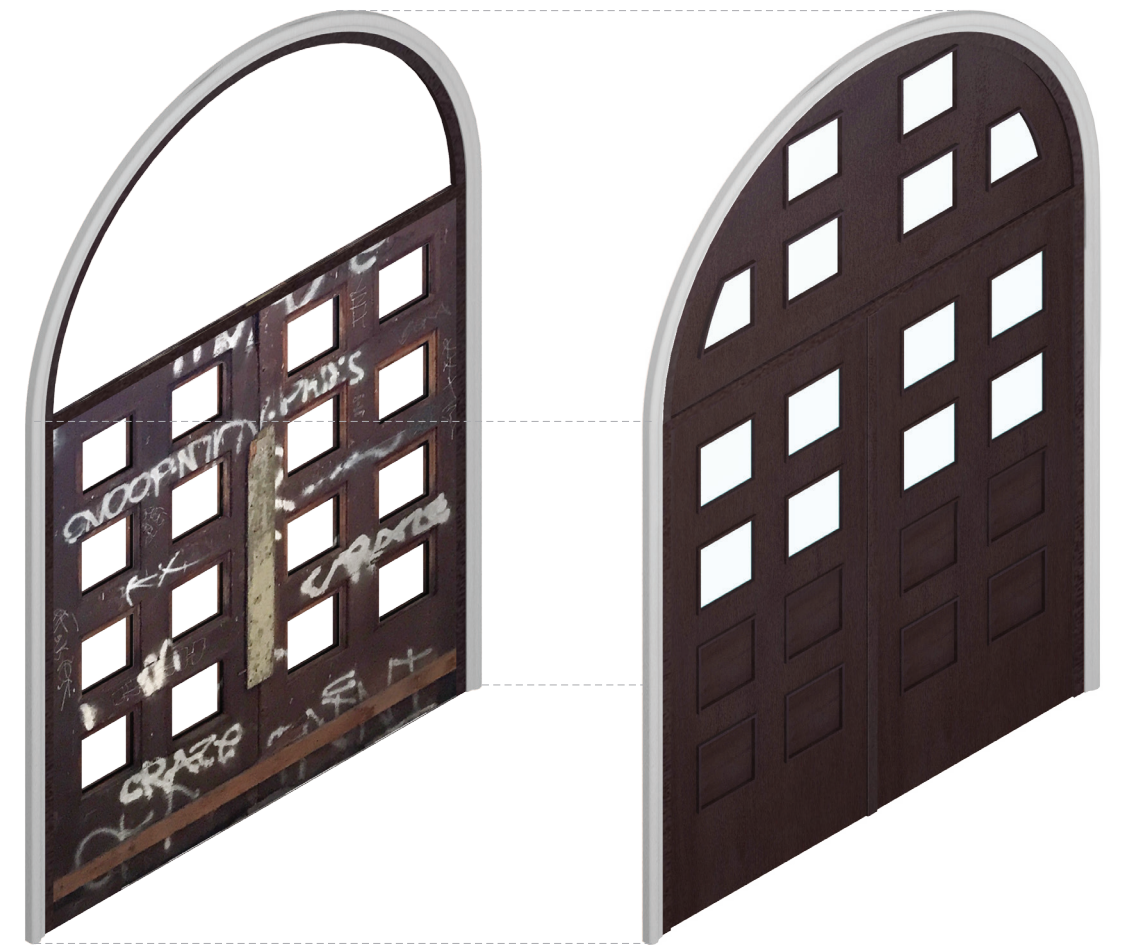
DOUBLE PANE GLASS



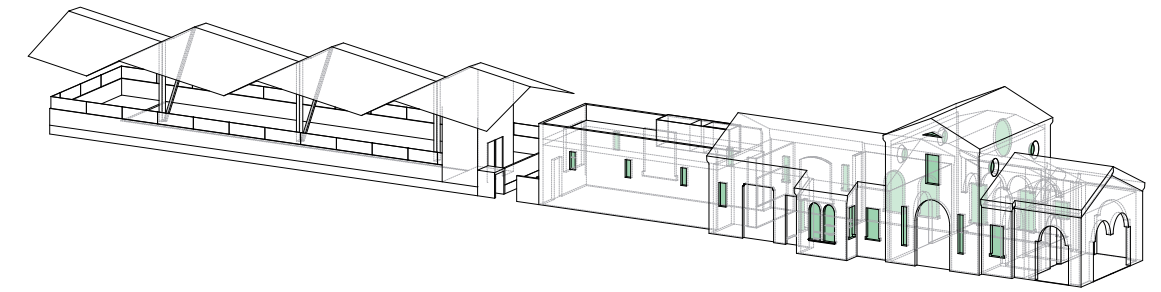
FIXED IN PLACE DOORS WITH STRATEGIC REMOVAL OF WINDOW PANES

Due to the adjacency to the existing train tracks, some Historic Train Depot doors can no longer be operable for safety reasons. These south-west facing doors are intended to be fixed in place.

The lower glass panes within these doors are intended to be replaced with solid wood painted to match the doors such as to enable these locations to be utilized without unpleasant sight-lines into the back bar or banquette seats scheduled to be located in these areas.



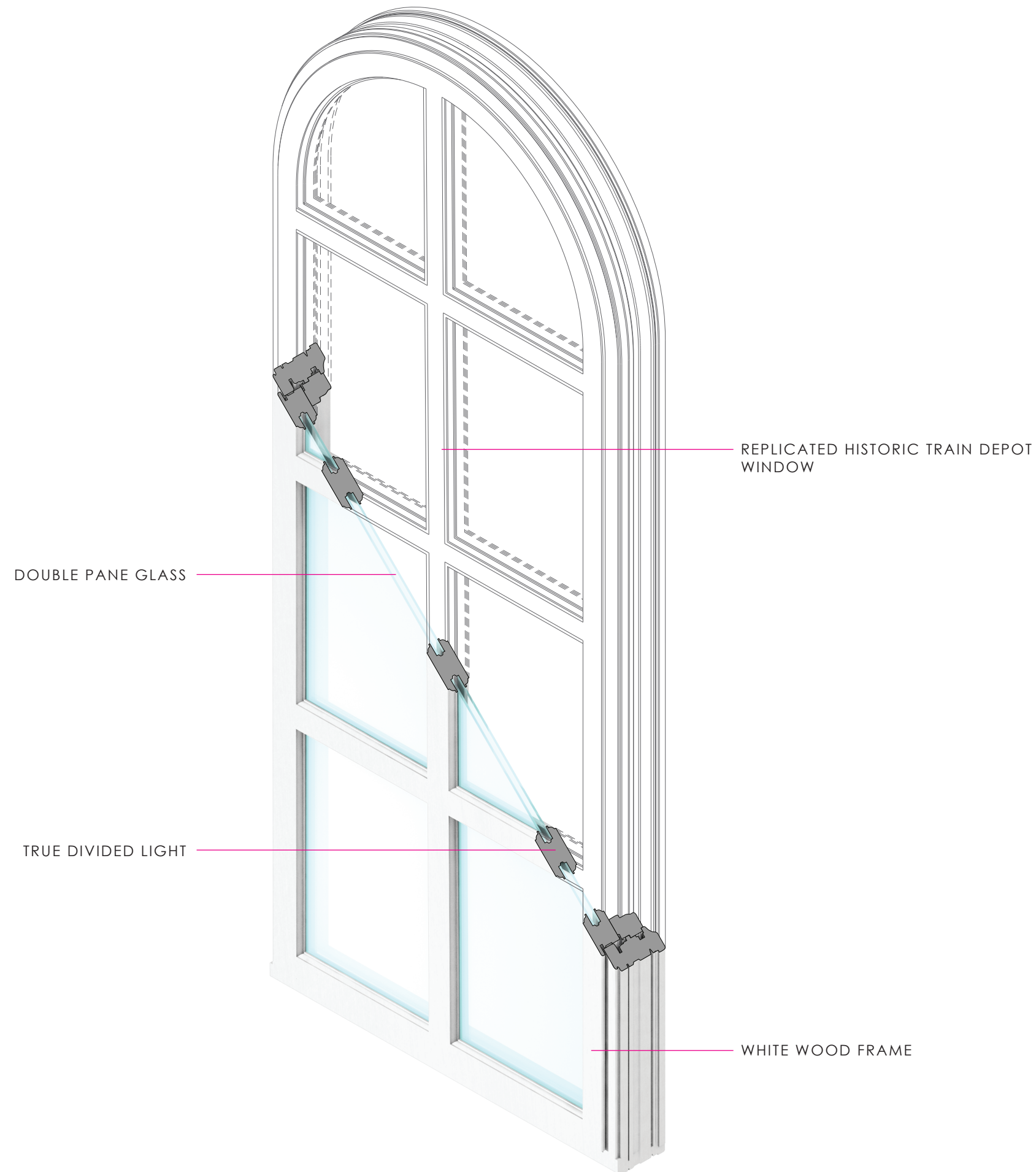
EXISTING WOOD DOOR TO BE RESTORED



REMOVAL OF METAL BARS AT REPLICATED TRUE LIGHT DOUBLE PANE WINDOWS

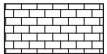
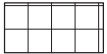


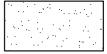


Historic train depot windows are to be replicated utilizing wooden framed true divided light, double pane windows in order to provide a more energy efficient solution, provide additional acoustic insulation while maintaining the aesthetic integrity of the original aperture system.

The metal security bars at the windows are to be removed. It is unclear if these elements have accompanied the building from its inception, this security measure is not appealing to restaurant operators and thanks to the improvement in the area, security bars are no longer necessary.

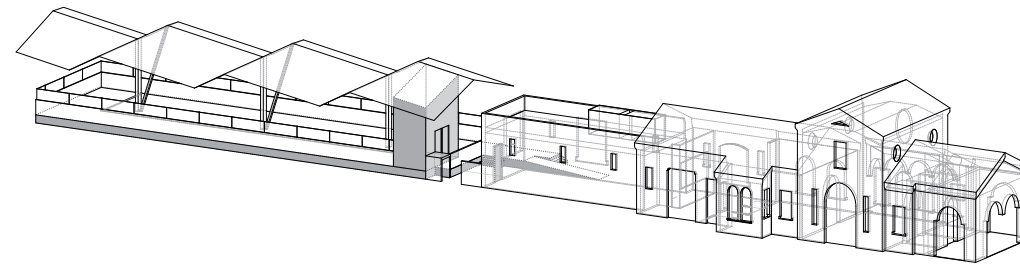


EXISTING METAL SECURITY BARS TO BE REMOVED

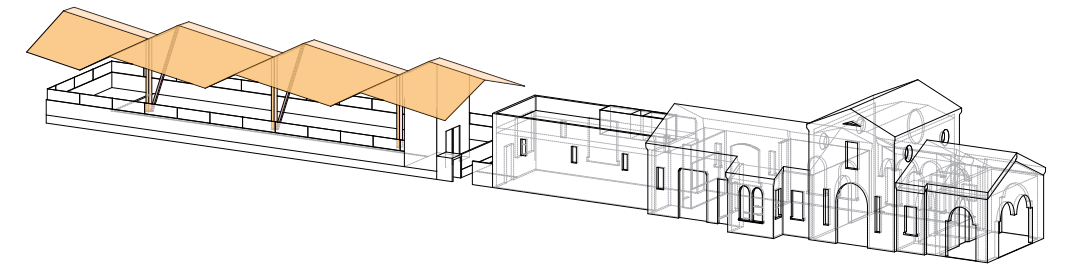
FLOOR FINISH LENDGE

- CT 01  Ceramic tile
- CT 02  Existing stamped concrete
- CT 03  New stamped concrete
To match CT 02
- QT 01  Quarry tile
Color: ec0 gray
- EF 01  Sealed concrete
- MT 01  Metal inlay
Color: bronze
- WD 01  Hardwood

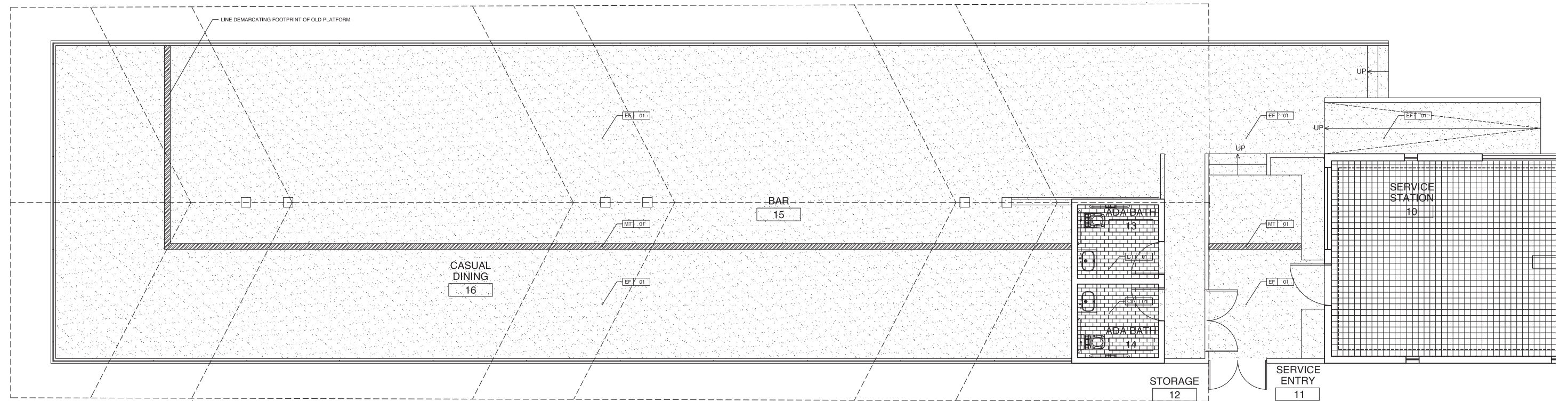
DIAGRAM_NEW PLATFORM
+ CANOPY



TEN FOOT SEPARATION FROM THE HISTORIC TRAIN DEPOT AND EXTERIOR BATHROOM VOLUME



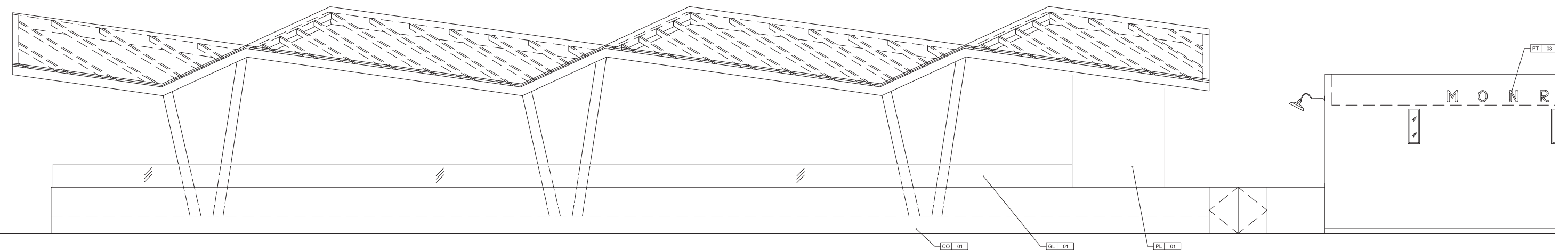
PLATFORM EXPANSION AND CANOPY COVER



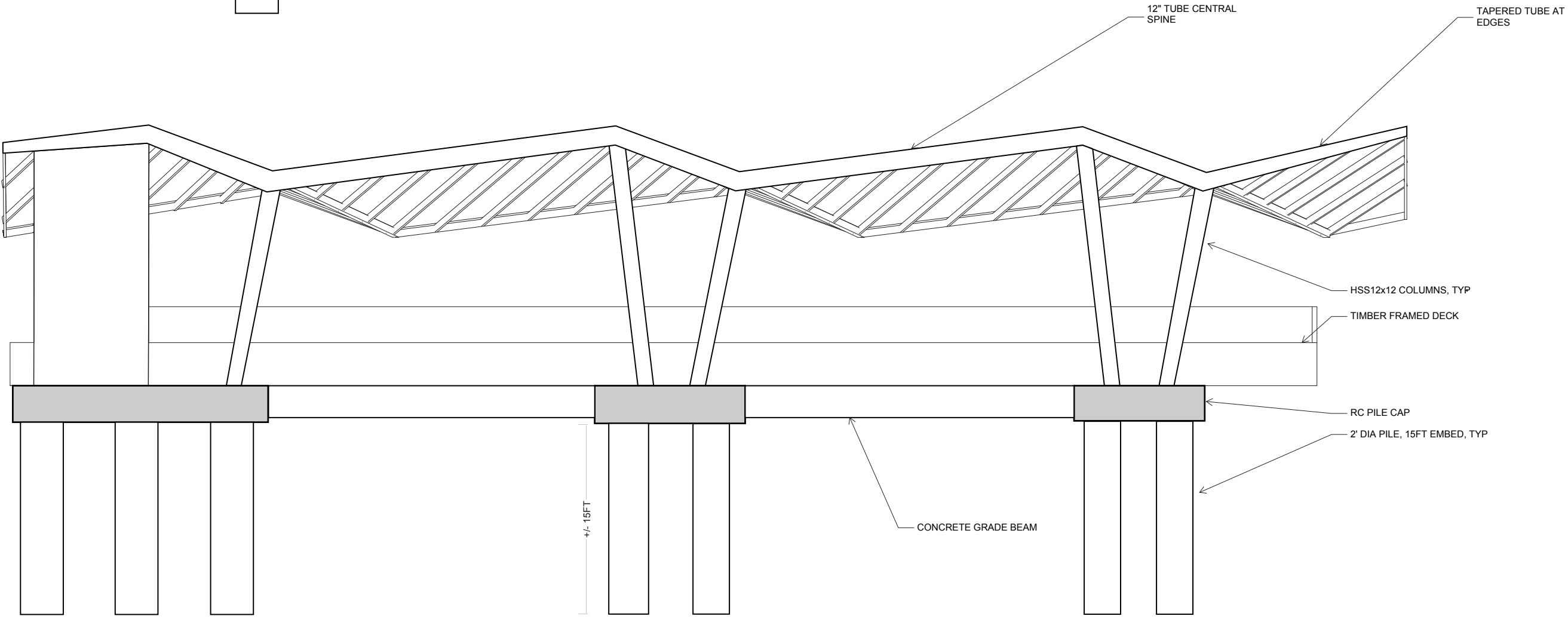
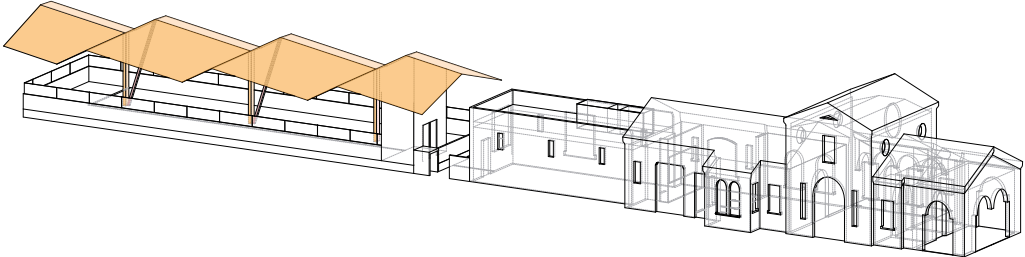
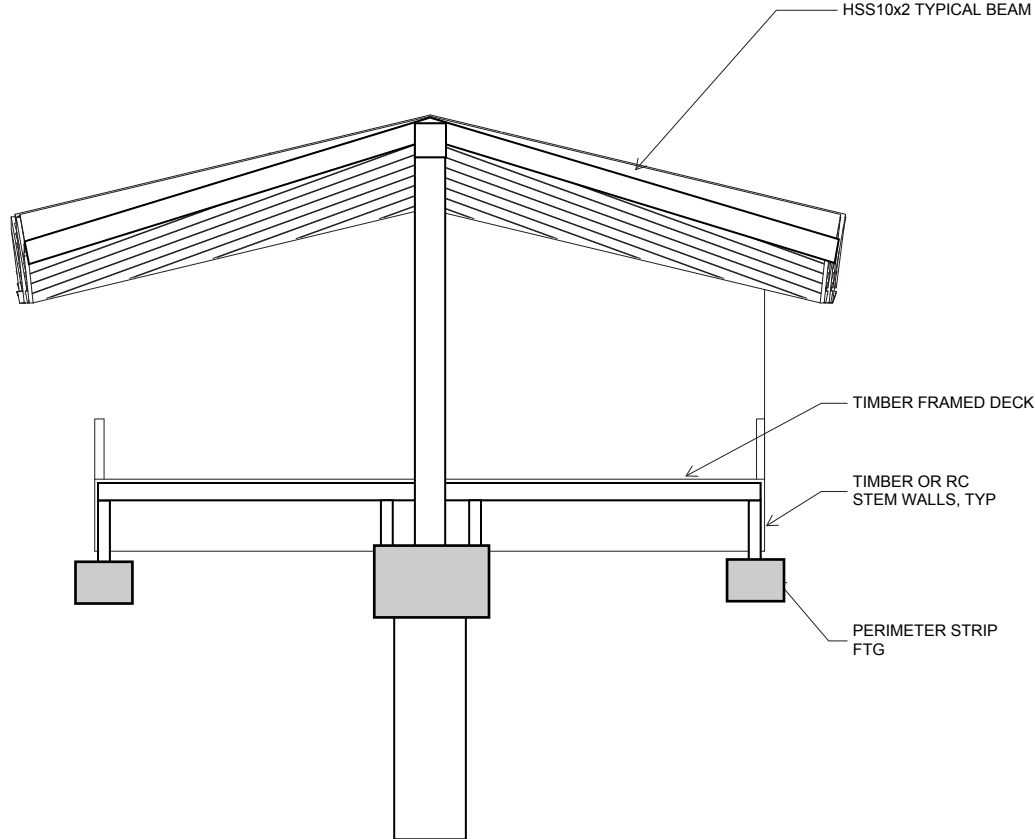
T.O. ROOF
19'-7" A.F.F.

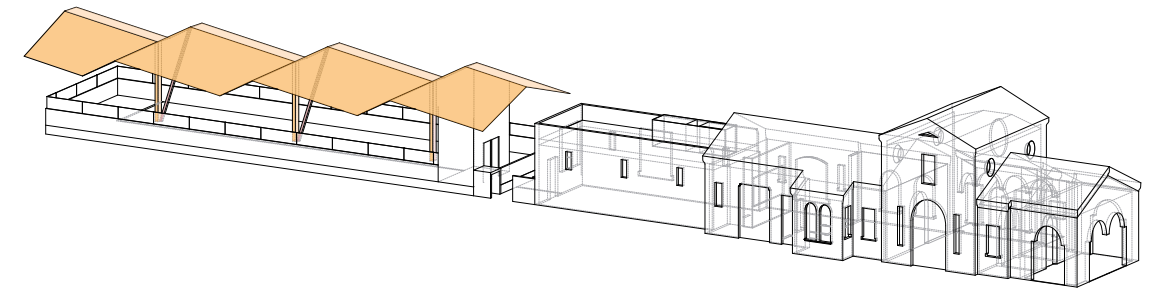
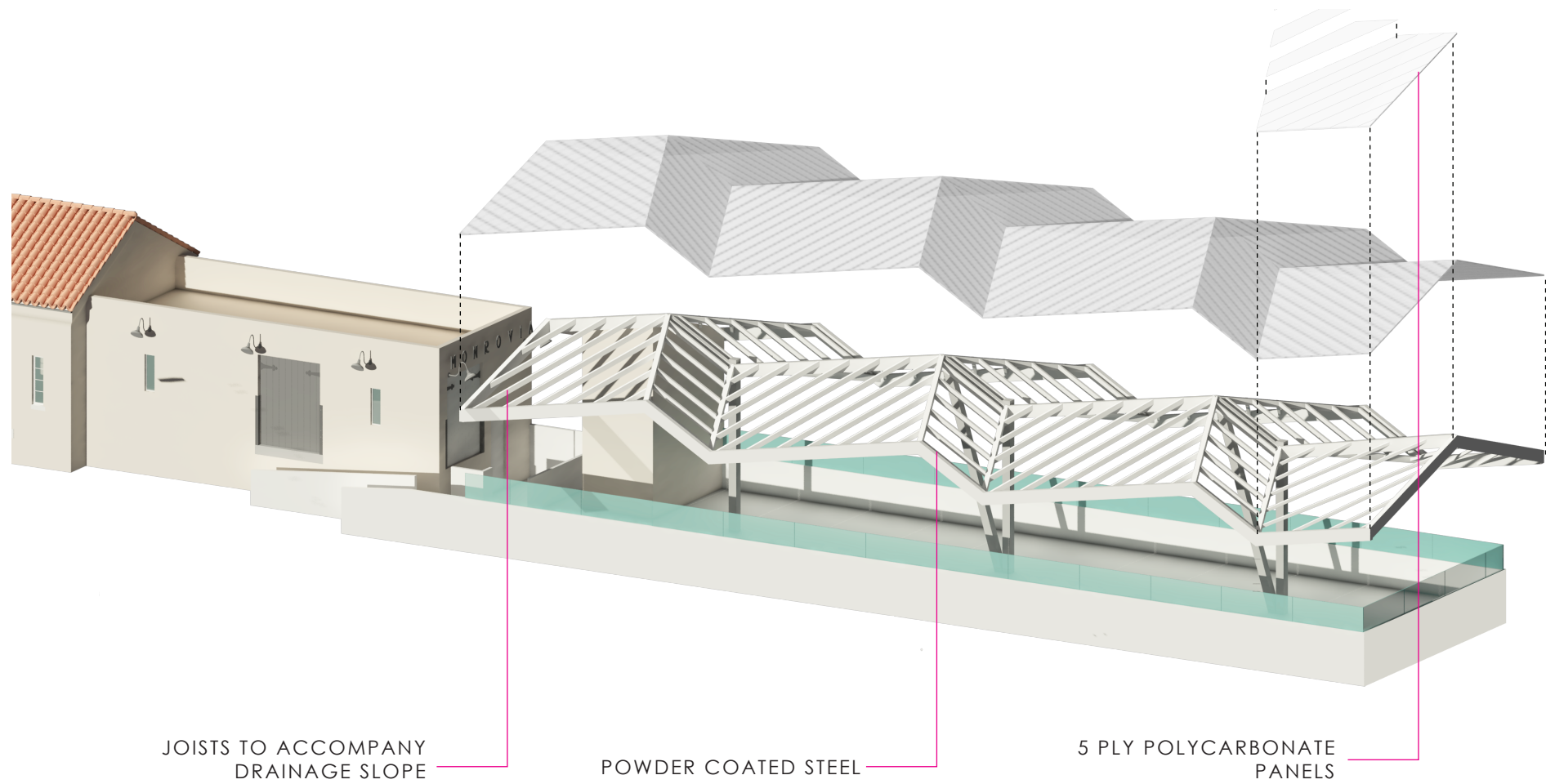
GLASS RAILING
6'-0" A.F.F.

T.O. PLATFORM
1'-6" A.F.F.
GROUND FLOOR
0'-0" A.F.F.



DIAGRAM_PRELIMINARY STRUCTURE

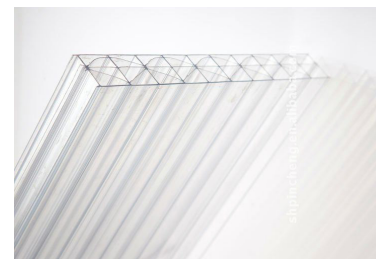




PLATFORM EXPANSION AND CANOPY COVER

Historic train depot platform expansion with proposed canopy cover would double the seat in this adaptive reuse restaurant concept.

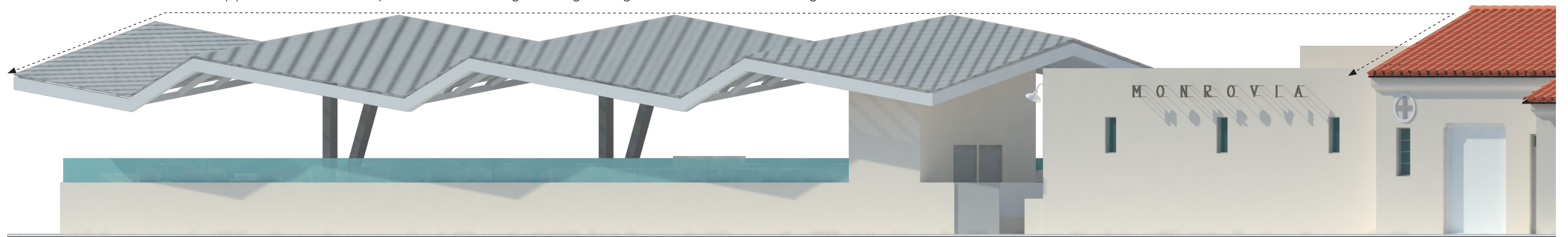
Traces of original building footprint would be illustrated in their original locations with a bronze metal inlay on the floor finish. This applies to both interior walls and the outline of the original depot platform.



5 WALL POLYCARBONATE SHEET

Five wall polycarbonate provides shading while allowing for shading from solar rays while maintaining a minimal drop in light transmission. The polycarbonate sheet is highly durable; resistant to wind loads, hail, snow load and heavy rain.

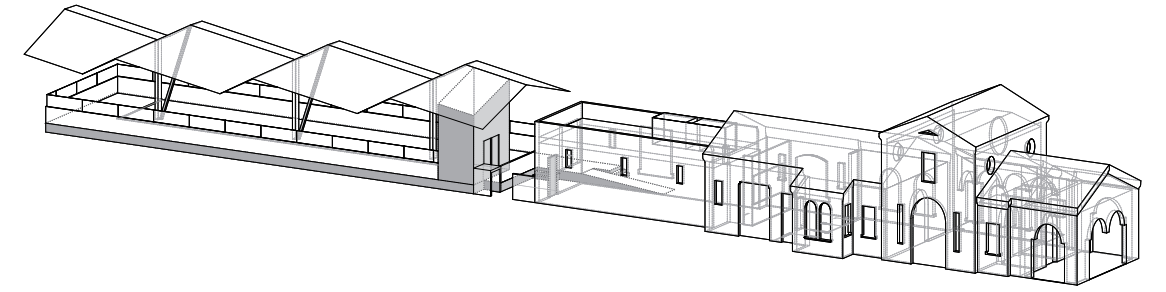
Canopy is intended to complement the existing building through its articulations and height





COPPER INLAY FLOORING

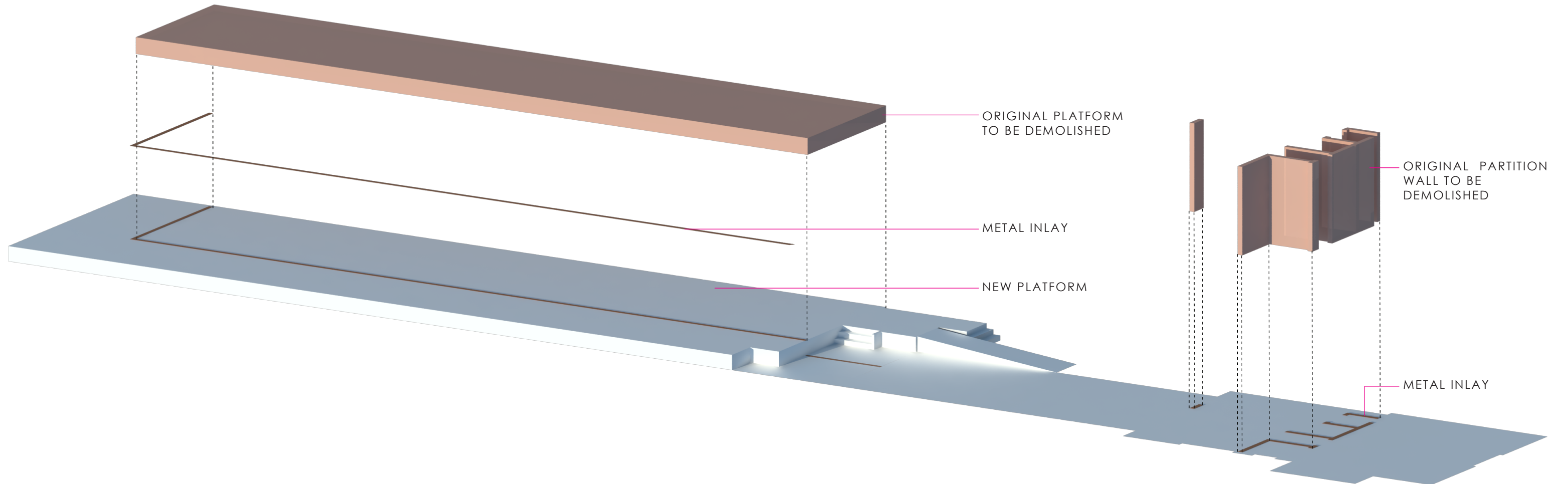
The Copper inlay provides not only an aesthetically pleasing and durable finish, but is intended to demarcate the size and shape of original historic elements. The copper inlay reveals the original location of the Monrovia Train Depot platform and partition walls.



TEN FOOT SEPARATION FROM THE HISTORIC TRAIN DEPOT AND EXTERIOR BATHROOM VOLUME

In order to avoid upgrading the Historic Train Depot with a sprinkler system, the exterior canopy and structure are to be separated from the building by ten feet.

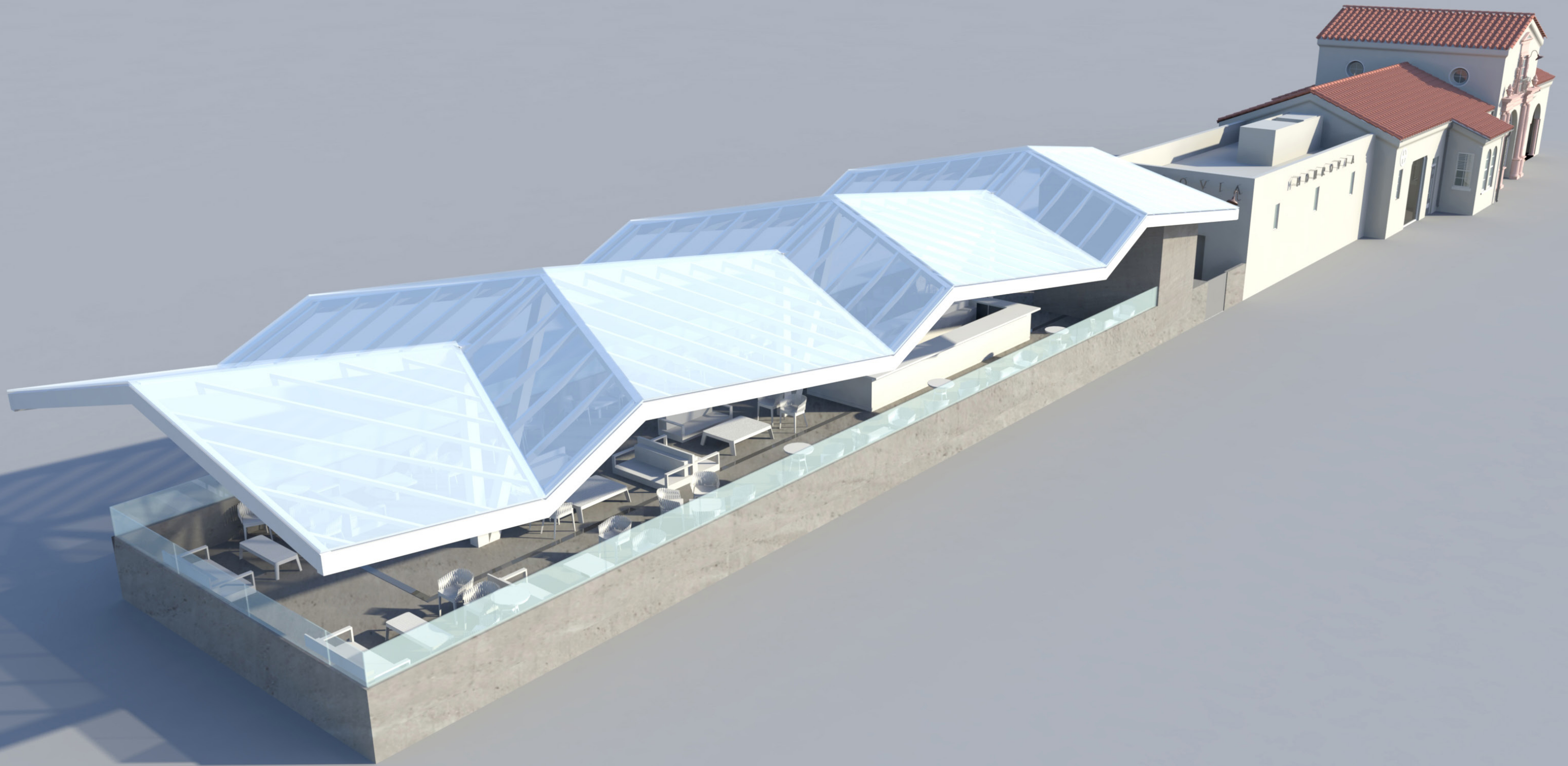
The proposed restaurant seat count requires an additional set of bathrooms which are intended to be situated on the back platform, below the canopy facing the back of house entrance to the kitchen. This volume aligns itself with one side of the luggage compartment while accompanying the Train Depot Building's staggered rhythm on the other side.





MONROVIA

MONROVIA









M O N R O V I A