

APPENDIX B

SUPPLEMENTARY NARRATIVE

Historic Leavenworth Union Depot

Historic Leavenworth Union Depot is evidence of the city's position at the apex of Kansas cities in the nineteenth century, and reaffirms its importance as a center for transportation and commerce during that period. The Leavenworth Union Depot, designed by architect H. H. Richardson, is the most imposing when seen from the banks of the Missouri River, the perspective from which passengers arriving in and departing from Leavenworth viewed the building.

Completed on the first day of January in 1888 at a cost of \$100,000, the depot officially opened in November of that same year and remained in operation until 1963 when the property was sold to V.B. Greenamyre. In 1984, the Greenamyre family deeded the building to the city of Leavenworth. A bond issue and a one half cent sales tax were received to renovate the building and to build additional facilities along with approximately \$500,000 in private donations.


The Historic Union Depot now serves as the Leavenworth Riverfront Community Center for the use and enjoyment of all the people of Leavenworth and their guests.

Historic Chronology

1886 – 88	Union Depot constructed by the Union Pacific Railroad.
1888 – 1963	Working train station.
1963 – 1984	Privately held by V.B. Greenamyre.
1982	Placed on the Nation Register of Historical Places.
1984	Deeded to the City of Leavenworth Kansas.
1984 - 1988	Major adaptive reuse; the Union Depot is incorporated into and made the central feature of the Leavenworth Riverfront Community Center complex.
2007 - 2008	Condemnation and reconstruction of massive stone chimney; car crashes into west elevation of the north waiting room.
2008	Engineer's evaluation of failing structural sandstone.

Background - Adaptive Reuse of the Leavenworth Union Depot


The historic depot was the focus of a major rehabilitation effort between 1984 and 1988. At that time, the City of Leavenworth transformed the dilapidated structure into



a thriving community center featuring gymnasium, natatorium, fitness center, indoor running track, racquetball court and public assembly areas. With the natatorium and gymnasium additions on the north and south respectively, the historic depot anchors the central core of the development. This very special, multi-purpose facility has now become, what many considered to be, *the most important and widely used civic asset in the Leavenworth community.*


The most recent usage data (2008) shows that excluding classes, over 100,000 people accessed the many resources available at the Riverfront Community Center. Here are a few of the ways that the citizens of Leavenworth use the center on a daily basis:

- Aquatics usage including swimming lessons, lifeguard training, SCUBA lessons, Aquacise, boat regattas and baptisms. The natatorium also hosts four high school swim teams, and Boy Scouts and Girl Scouts swimming classes.
- Exercise and martial arts classes including Taekwon Do, Yoga, CrossFit, Tryathlon and dog obedience training.
- Sports facilities including basketball court, volley ball court, racquetball court, fitness center and indoor jogging track.
- Special Events including Easter egg hunts, Halloween parties, Thanksgiving and Christmas events, Mayor's Christmas Tree lighting ceremony, Graduation Parties, Birthday Parties and Weddings.
- Regularly scheduled group meetings including Kiwanis, Rotary, Lions Club, Senior Citizens, Women's Division, Master Gardeners, Rotary Exec's, and Harvey Girls Luncheons.
- Political events including Town Hall meetings, community meetings, candidate forums and public speaking events



Letters of support from civic leaders and the general public have been included in Appendix C of this submittal.

Structural Decay of Sandstone



The slow decay of the Leavenworth Union Depot sandstone has been a maintenance concern for many years. However, the structural condition of the building became a priority in the fall of 2007 when city officials discovered the unnatural settling of the massive stone chimney on the west elevation. In order to perform a proper investigation of the settlement, structural engineers were engaged to evaluate the chimney and to recommend a course of action in order to protect the public safety. The engineers immediately condemned the chimney and ordered it demolished to prevent the large sandstone quoins from dislodging and plunging through skylights located directly below the chimney. After much consultation with architects, engineers and state and local preservation interests, the chimney was carefully removed and subsequently rebuilt in the spring of 2008.

In their report on the chimney the structural engineers alluded to other areas of the stonework that were also seriously compromised. Because of this observation, it was decided that a broader and more comprehensive structural evaluation of the depot be performed. The second and more thorough study concluded that the stone decay had advanced to such an extent that conventional masonry restoration measures, such as waterproofing and tuck-pointing, would have little to no long-term affect in preserving the stone or underlying masonry walls. Further, the engineering report recommended replacement of virtually all the structural stone occurring on the exterior of Union Depot.

Public Safety

Architects and engineers have determined that the cause of the decay is related to the calcareous sandstone that was used in the construction of the depot. Calcareous sandstone decays in the presence of airborne pollutants and is less durable than limestone. This acidic pollution, in conjunction with natural freeze-thaw cycles has caused the sandstone to break down. As it decays, it exfoliates causing shards of stone to fall to the ground. Although the building is not currently in danger of immanent collapse, from a public safety standpoint, there are many areas of the building where the falling stone presents a very serious threat to the general public, such as the decaying tripartite arches over the main entry on the west elevation of the building. The attached photographs show the serious extent of the exfoliation and decay of the stone arches directly above the main entrance doors.

Proposed Scope of Work

The extent of the restoration will involve the removal and replacement of all structural sandstone components on the exterior of the Union Depot. This will be accomplished by either removing and replacing entire stones (where possible) or extracting the damaged surface areas and replacing these sections with new limestone veneers. It should be noted that the depot stonework *is not merely decorative but is an integral structural component of the building envelope*. This is particularly true of the working arches at the main entry and also the interlocking quoin corners of the building where the restoration presents greater technical challenges for stone masons. The extent of the replacement shall include all exterior cut sandstone elements including corner quoins, stone arches, tooled window sills, belt courses, corbelled corner posts, coves, and finials. Interior, climactically controlled areas protected by the 1984 renovations will not be included in the restoration as these stones are in generally good structural condition.

Preservation Compliance Standards: Project design and implementation shall comply with the Secretary of the Interior's Standards for Rehabilitation and Guidelines for

Rehabilitating Historic Buildings and “preservation briefs” prepared by the National Park Service.

A Propitious Head-start

Shortly after the chimney was demolished in 2007, a spectacular car crash leveled a large wall section of the west elevation of the north waiting room. Both the chimney demolition and crash offered architects and engineers a unique opportunity to actually look inside the original depot wall sections, facilitating the project design. The subsequent design and reconstruction predetermined the contemporary replacement materials, such as stone species and color (Indiana Buff Limestone), bricks, mortars and colorants that will be used in the larger restoration project. In short, everything that was learned in the 2007 chimney restoration and automobile crash reconstructions will benefit the implementation of this more comprehensive phase of the restoration due to accelerated design and project engineering lead-times.

Project Phasing:

Preliminary programming examined the possibility that the stone restoration could be divided into two phases involving the north and south halves of the building. It was determined that although the project could be phased, construction mobilization costs would effectively double making phasing a possible but less desirable option.

APPENDIX C – PHOTOGRAPHIC DOCUMENTATION (ATTACHED)