CITY OF SAINT PAUL
HERITAGE PRESERVATION COMMISSION STAFF REPORT

FILE NAME: 1082 Summit Avenue
DATE OF APPLICATION: February 5, 2015
APPLICANT: Matthew Layman & Julie Switzer
OWNER: same
DATE OF PUBLIC HEARING: February 26, 2015
HPC SITE/DISTRICT: Summit Avenue West Heritage Preservation District
CATEGORY: Contributing
CLASSIFICATION: Demolition & building permit
STAFF INVESTIGATION AND REPORT: Allison Suhan, Christine Boulware
DATE: February 19, 2015

A. SITE DESCRIPTION: Constructed c. 1910, the W. O. Washburn House at 1082 Summit Avenue is a two-story, Tudor Revival style house of large rectangular massing with a gabled roof with wide bargeboards. Walls are English bond red brick on the first story and stucco with mock half-timbering on the second. Windows are six-over-one double hung and multi-paned casements with ten-over-one double hung windows on the first story, and nine-lite fixed windows on the third story. Porch is supported by brick piers and has a gabled roof entrance.

The rear detached garage is built into the sloping terrain, with a one-stall stucco-faced, addition with flat roof extending toward (and accessed via) the alley, and two-stalls in the original garage which shares the same architectural style as the house, including a pitched roof and stucco/mock half-timber façades, that is accessed via the front driveway. The alley side of the second story contains two twelve lite fixed windows that resemble those on the house's third story.

Although the original roofing material was wood shake, both the house and the garage's upper level received HPC approval in 1998 to be re-roofed from asphalt shingles to a stone-coated steel material that resembles ceramic tile.

The house and garage are categorized as contributing to the Summit Avenue West Heritage Preservation District.

B. PROPOSED CHANGES: The applicant is proposing to demolish the contributing 3-stall bi-level garage and construct a new four-stall bi-level garage (1,243 s.f. in total). The proposed garage would measure 26 feet by 29 feet 4 inches on the lower level and have a side gabled roof with a 7:12 pitch that would either have metal shingles to match to residence or wood shingles to match the original roof material. The garage would have face brick on the lower level while the upper garage would consist of stucco and mock half-timbering to complement the residence and the two levels would be connected by an interior stair. The lower level would be at a same or similar elevation of the existing garage and will be accessed via the existing driveway off of the alley on the south side of the property. The upper level is also at a same or similar elevation as the upper level of the existing garage and would be accessed via the existing driveway off Summit Avenue on the north side of the property. The proposed garage would have a similar footprint size to the existing garage, but shifted toward the west and having an eight foot setback from the

west property line and would eliminate the 'pass-through' driveway that currently runs north-south along the western perimeter of the property.

C. GUIDELINE CITATIONS:

SECRETARY OF THE INTERIOR STANDARDS FOR REHABILITATION

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.*
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.*
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.*
4. *Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.*
5. *Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.*
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.*
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.*
8. *Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.*
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.*
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.*

Summit Avenue West District Guidelines
Sec. 74.36. Restoration and rehabilitation.
(a) General Principles:

1. All work should be of a character and quality that maintains the distinguishing features of the building and the environment. The removal or alteration of distinctive architectural features should be avoided.
2. Deteriorated architectural features should be repaired rather than replaced whenever

possible. In the event of replacement, new materials should match the original in composition, design, color, texture and appearance. Duplication of original design based on physical or pictorial evidence is preferable to using conjectural of "period" designs or using parts of other buildings.
3. Distinctive stylistic features or examples of skilled craftsmanship characteristic of structures or a period should be treated with sensitivity.
4. Buildings should be used for their originally intended purpose or compatible uses which require minimum alteration of the building and its site.
5. In general, buildings should be restored to their original appearance. However, alterations to buildings since their construction are sometimes significant because they reflect the history of the building and neighborhood. This significance should be respected, and restoration to an "original" appearance may not be desirable in some cases. All buildings should be recognized as products of their own time and not be altered to resemble buildings from an earlier era.

6. Whenever possible, new additions or alterations to structures should be done in such a manner that if such additions or alterations were to be removed in the future, the essential form and integrity of the structure would be unimpaired.

Sec. 74.37. New Construction.
(a) General Principles
The basic principle for new construction in the Summit Avenue West District is to maintain the scale and quality of design of the district. The Summit Avenue West District is architecturally diverse within an overall pattern of harmony and continuity. These guidelines for new construction focus on general rather than specific design elements in order to encourage architectural innovation and quality design while maintaining the harmony and continuity of the district. New construction should be compatible with the size, scale, massing, height, rhythm, setback, color, material, building elements, site design, and character of surrounding structures and the area.

(b) Massing and Scale
New construction should conform to the massing, volume, height, facade proportions and scale of existing surrounding structures. The scale of the spaces between buildings and the rhythm of buildings to open space should also be carefully considered.

(c) Materials and Details
(1) Variety in the use of architectural materials and details adds to the intimacy and visual delight of the district. But there is also an overall thread of continuity provided by the range of materials commonly used along Summit and by the way these materials are used. This thread of continuity is threatened by the introduction of new industrial materials and the aggressive exposure of earlier materials such as concrete block, metal framing, and glass. The materials and details of new construction should relate to the materials and details of existing nearby buildings.

(2) Most buildings on Summit are built of high-quality materials, often with brick or stucco walls and asphalt or tile roofs. Most brick is red and tile roofs are either red or green. Vinyl, metal or hardboard siding is acceptable only for accessory structures which are not visible from Summit. Imitative materials such as artificial stone and artificial brick veneer should not be used. Materials will be reviewed to determine their appropriate use

in relation to the overall design of the structure.

(3) The materials and details of new college buildings should relate to the materials and details of nearby contributing college buildings. The Macalester College campus has buildings predominantly of red brick with concrete or sandstone trim. The College of St. Thomas presents cream-colored Kasota stone buildings to the Summit Avenue streetscape.

(4) The color of materials should relate to surrounding structures and the area as well as to the style of the structure. Building permits are not required for painting and, although the Heritage Preservation Commission may review and comment on paint color, paint color is not subject to Heritage Preservation Commission approval.

(d) Building Elements

Individual elements of a building should be integrated into its composition for a balanced and complete design. These elements of new construction should compliment existing adjacent structures as well.

(1) Roofs

There is a great variety of roof treatment along Summit, but gable and hipped roofs are most common. The skyline or profile of new construction should relate to the predominant roof shape of existing nearby buildings.

The recommended roof pitch for gable roofs is 9:12 and in general the minimum appropriate pitch is 8:12. Highly visible secondary structure roofs should match the roof pitch of the main structure. A 6:12 pitch may be acceptable in some cases for secondary structures which are not visible from the street.

Roof hardware such as skylights, vents, and metal pipe chimneys should not be placed on the front roof plane.

(2) Windows and Doors

The proportion, size, rhythm and detailing of windows and doors should be compatible with that of existing nearby buildings. Facade openings of the same general size as those in nearby buildings are encouraged. Sliding windows, awning windows, and horizontally oriented muntins are not common in the district and are generally unacceptable. Vertical muntins and muntin grids may be acceptable when compatible with the period and style of the building. Sliding glass doors should not be used where they would be visible from the street.

Although not usually improving the appearance of a building, the use of metal windows or doors need not necessarily ruin it. The important thing is that they should look like part of the building and not like raw metal appliances. Appropriately colored bronze-toned aluminum is acceptable. Mill finish (silver) aluminum should be avoided.

(e) Site

(1) Setback - Siting

New buildings should generally face Summit Avenue and be sited at a distance not more than 5% out-of-line from the front yard setback of existing adjacent buildings. Setbacks greater than those of adjacent buildings may be allowed in some cases.

(2) Landscaping

The streetscape can be divided into three visual areas: public, semipublic, and private. Public space is provided by the publicly owned sidewalks, boulevards, streets, and

medians. Semipublic space includes front yards and side yards on corners. While privately owned, this space is open to view by passers-by. Private space is generally that which lies behind the front face of the building. Buildings, landscaping elements in front yards, and boulevard trees provide a "wall of enclosure" for the street "room." Generally, landscaping which respects the street as a public room is encouraged. Boulevard trees mark a separation between the automobile corridor and the rest of the streetscape, and should be maintained. Front yard enclosures such as hedges or walls are not common along west Summit. When they are used, they should permit visual penetration of the semipublic space. Low hedges or limestone retaining walls and visually open fences, such as wrought iron, are preferred. Chain link fences, while visually transparent, should not be used in front yards or in the front half of side yards. Privacy fences, timber retaining walls, and high hedges are also inappropriate in front yards.

(3) Garages and Parking

Parking spaces should not be located in front yards. Residential parking spaces should be located in rear yards. If an alley is adjacent to a dwelling, any new garage should be located off the alley.

Institutional parking lots should ideally be located behind buildings where they would not be visible from Summit Avenue. When this is not possible, parking lots should be set back at least as far as the building facades and screened from view from Summit by landscaping such as hedges, brick walls, and changes of grade that sink the parking from view. Shade trees should be planted between parking lots and the street, and plant materials should relate to the traditional character of the district. The scale, level of light output, and design of parking lot lighting should be compatible with the 16 foot high lantern style lights along Summit Avenue.

Sec. 74.39. Demolition

Proposals for demolishing structures, while reviewed with special care by the Heritage Preservation Commission, are not necessarily in conflict with district guidelines. When reviewing proposals for demolition of structures within the district, the Heritage Preservation Commission refers to Section 73.06(1)(2) of the Saint Paul Legislative Code which states the following:

In the case of the proposed demolition of a building, prior to approval of said demolition, the commission shall make written findings on the following: the architectural and historical merit of the building, the effect of the demolition on surrounding buildings, the effect of any proposed new construction on the remainder of the building (in case of partial demolition) and on surrounding buildings, and the economic value or usefulness of the building as it now exists or if altered or modified in comparison with the value or usefulness of any proposed structures designated to replace the present building or buildings.

D. FINDINGS:

1. On March 1, 1990, the Summit Avenue West Heritage Preservation District was established under Ordinance No.17716, § 1. The Heritage Preservation Commission shall protect the architectural character of heritage preservation sites through review and approval or denial of applications for city permits for exterior work within designated heritage preservation sites §73.04.(4).

2. The house and garage are categorized as contributing to the Summit Avenue West Heritage Preservation District. The character of the house and garage is Tudor Revival in style. The garage is original to the property and was constructed during the period of significance.

3. The garage appears to have had many years of deferred maintenance leading to its current condition. The structural concrete slab is deteriorated with spalled concrete and exposed rusted reinforcing steel. There is also a large crack on the east side of the floor and the slab has bulged at the crack. Two structural engineering reports were provided by the applicant that state that the concrete slab is unsafe in its present condition and should be abandoned and removed.

Findings concerning the demolition of the existing historic garage:

4. In the case of the proposed demolition of a building, prior to approval of said demolition (Section 73.07(9)(b) & Sec. 74.39), the commission *shall make written findings on the following:*

a. The architectural and historical merit of the building. The historic garage retains a good degree of historic integrity and is a good example of an early auto garage with details matching and complementing those on the house. It was constructed with the main house during the period of significance for the Summit Avenue West Heritage Preservation District, but also exhibits physical evidence of structural deficiency.

b. The effect of the demolition on surrounding buildings. The demolition of the contributing garage will have a negative impact on the property and the Program for Preservation in the Summit Avenue West Heritage Preservation District. As these early auto garages disappear, the early physical history showing the relationship of the auto to domestic construction in the district is erased. There will be no physical impact on the house from the demolition of the detached garage.

c. The effect of any proposed new construction on the remainder of the building (in case of partial demolition) and on surrounding buildings. The proposed new construction would result in the loss of character-defining features and historic materials. The proposed garage recalls the details of the house, but the siting further west will make the garage more visible from Summit Avenue and result in the loss of the 'pass-through' driveway that currently runs north-south on the western perimeter of the property.

d. The economic value or usefulness of the building as it now exists or if altered or modified in comparison with the value or usefulness of any proposed structures designated to replace the present building or buildings. As it exists, the building has been reported by BKBM Engineers and Larson Engineers as unsafe and not recommended for vehicle use. The applicant has explored the option to rebuild the garage slab and pour new floor in the lower level basement under the main garage. The projected expense of this option is estimated at over $60,000. The applicant also investigated the option of moving the garage on to a newly constructed and properly sited foundation, but it was determined that the garage was not a candidate for moving according to Otting House Movers. The new construction would increase the parking to four stalls. The proposed garage would provide multi-vehicle parking and storage.

5. **§74.36(a)(1)** The guideline states, "The removal or alteration of any historic material or distinctive architectural features should be avoided when possible." The proposal would

result in the loss of a contributing garage. The garage retains historic integrity, is a good example of an early auto garage, but it is in poor condition as evidenced in photographs supplied by the applicant and reports provided by the engineers.

6. **§73.06(e)** The loss of a contributing garage will have an adverse impact on the Program for the Preservation and architectural control of the Summit Avenue West Heritage Preservation District. However, the proposal to demolish the garage at 1082 Summit may now be necessary due to lack of maintenance and documented structural damage.

Findings concerning the proposed new construction:

7. **§74.37(b)** The proposed new two story, four-stall garage has a similar footprint to the existing historic garage. The garage volume will increase, but is still clearly and appropriately subordinate to the house.
8. **§74.37(c) & (d)** The proposed materials of the new construction appear to relate to those of the main house. However, the proposed half-timbering is thinner than that found on the historic garage. Façade materials were not provided, but should consist of stucco with wood to comply with the guideline. The roof shape is compatible with the house and original garage with a roof pitch of 7:12.
9. **§74.37(d)(1) & (2)** The side gabled roof shape is compatible with the house and original garage. The proposed roof material is either cedar shingles or stone-coated steel material to match that of the house. The proposed window size and mostly vertical proportions are compatible with the main house, but lack the divided lite detailing found in the historic garage as well as the main house. Service and garage door materials were not provided, but should be of a darker finish to complement the house and details.
10. **§74.37(e)(3)** The single door garage openings comply with the guidelines. The location of the proposed construction is in the rear yard and close to the rear of the house; its front and rear setbacks are consistent with the historic garage, but it's side yard setback is reduced, thus the garage is more visible from Summit Avenue than the historic garage. If not constructed in the historic location or moved to be setback behind the house, landscape screening should be added to comply with the guideline.
11. **§73.06(e)** The demolition of the contributing historic two-story, three-stall garage and construction of the two story, four-stall garage will not adversely impact the Program for the Preservation and architectural control of the Summit Avenue West Heritage Preservation District so long as the conditions are met.

E. STAFF RECOMMENDATIONS:

Based on the findings, staff recommends approval of the building permit application to demolish the three-stall garage and construct a new four-stall garage provided the following conditions are met:

1. The historic garage shall be documented with photographs prior to demolition. The photos shall be submitted to staff as digital images on a CD and should have a minimum resolution of 300 dpi. Required format is TIFF.
2. Window and door specifications shall be submitted to HPC staff for final review and approval. The stucco shall match the color and texture on the house and allow for a profile of the trim and detail. The mock half-timbering on the garage shall relate in profile and size to the detail on the historic garage, specifically, the horizontal elements

of the watertable and frieze.

3. The garage shall be sited with the same sideyard setback as the original garage or should be constructed mostly behind the house. If not, it shall be screened from the street and sidewalk by landscaping with plans submitted to HPC staff for final review and approval.
4. All final materials and details shall be submitted to HPC staff for final review and approval.
5. Any revisions to the approved plans must be reviewed and approved by staff and/or the HPC.
6. The HPC stamped approved construction drawings remain on site for the duration of the construction project.

F. ATTACHMENTS

1. HPC Design Review Application
2. Materials submitted by the applicant
3. Photos taken by staff in 2007
4. Drawings, 11” x 17”

Attachment 1: Application

Saint Paul Heritage Preservation Commission
Department of Planning and Economic Development
25 Fourth Street West, Suite 1400
Saint Paul, MN 55102
Phone: (651) 266-9078

HERITAGE PRESERVATION COMMISSION
DESIGN REVIEW APPLICATION

This application must be completed in addition to the appropriate city permit application if the affected property is an individually designated landmark or located within an historic district. For applications that must be reviewed by the Heritage Preservation Commission refer to the HPC Meeting schedule for meeting dates and deadlines.

1. CATEGORY

Please check the category that best describes the proposed work

☐ Repair/Rehabilitation
☐ Moving
☒ Demolition - Garage
☐ Sign/Awning
☐ Fence/Retaining Wall
☐ Other _____
☐ New Construction/Addition/ Alteration
☐ Pre-Application Review Only

2. PROJECT ADDRESS

Street and number: 1082 Summit Avenue Zip Code: 55105

3. APPLICANT INFORMATION

Name of contact person: Matthew Layman and Julie Switzer

Street and number: 1082 Summit Avenue

City: Saint Paul State: MN Zip Code: 55105

Phone number: (612) 356-1872 e-mail: mattlayman@icloud.com

4. PROPERTY OWNER(S) INFORMATION (If different from applicant)

Name: Matthew Layman and Julie Switzer

Street and number: 1082 Summit Avenue

City: Saint Paul State: MN Zip Code: 55105

Phone number: (612) 356-1872 e-mail: mattlayman@icloud.com

5. PROJECT ARCHITECT (If applicable)

Contact person: Chip Lindeke

Company: Rafferty Rafferty Tollefson Lindeke Architects

Street and number: 278 E. Seventh Street

City: Saint Paul State: MN Zip Code: 55101

Phone number: (651) 224-4831 x3025 e-mail: clindeke@rrtlarchitects.com

6. PROJECT DESCRIPTION

Completely describe ALL exterior changes being proposed for the property. Include changes to architectural details such as windows, doors, siding, railings, steps, trim, roof, foundation or porches. Attach specifications for doors, windows, lighting and other features, if applicable, including color and material samples.

This Design Review Application relates to the proposed demolition of the garage located at the Project Address of 1082 Summit Avenue, St. Paul, Minnesota. Please see the attached Project Description for a more thorough discussion of the project.

7. ATTACHMENTS

Refer to the *Design Review Process sheet* for required information or attachments.
****INCOMPLETE APPLICATIONS WILL BE RETURNED****

ARE THE NECESSARY ATTACHMENTS AND INFORMATION INCLUDED?

☒ **YES**

Will any federal money be used in this project?	**YES**	____	**NO**	**X**
Are you applying for the Investment Tax Credits?	**YES**	____	**NO**	**X**

I, the undersigned, understand that the Design Review Application is limited to the aforementioned work to the affected property. I further understand that any additional exterior work to be done under my ownership must be submitted by application to the St. Paul Heritage Preservation Commission. Any unauthorized work will be required to be removed.

Signature of applicant: _____ **Date:** 05 JAN 2015

Signature of owner: _____ **Date:** 05 JAN 2015

DANIEL L. SCOTT, REPRESENTATIVE FOR APPLICANT/OWNER

FOR HPC OFFICE USE ONLY

Date received: 1/5/15 **FILE NO.** _____

Date complete: _____

District: SW /Individual Site: _____

Pivotal/Contributing/Non-contributing/New Construction/Parcel:

Type of work: Minor/Moderate/Major

____ Requires staff review

Supporting data: **YES** **NO**
Complete application: **YES** **NO**

The following condition(s) must be met in order for application to conform to preservation program:

It has been determined that the work to be performed pursuant to the application does not adversely affect the program for preservation and architectural control of the heritage preservation district or site (Ch.73.06).

_____
HPC staff approval

Date _____

____ Requires Commission review

Submitted:
- ☐ 3 Sets of Plans
- ☐ 15 Sets of Plans reduced to 8 ½" by 11" or 11" by 17"
- ☐ Photographs
- ☐ CD of Plans (pdf) & Photos (jpg)
- ☐ City Permit Application
- ☐ Complete HPC Design Review application

Hearing Date set for: _____

City Permit # ____ - _____

Attachment 2: Materials Submitted by the Applicant

PROJECT DESCRIPTION TO DESIGN REVIEW APPLICATION

STINSON
LEONARD
STREET

Daniel L. Scott
612.335.1691 **DIRECT**
612.335.1657 **DIRECT FAX**
dan.scott@stinsonleonard.com

February 5, 2015

VIA EMAIL and MESSENGER

Amy Spong
City of Saint Paul
Office of Planning and Economic Development
1400 City Hall Annex
25 W. Fourth Street
Saint Paul, MN 55102

Re: HPC Design Review Application (Demolition – Garage)
1082 Summit Avenue, Saint Paul, Minnesota

Dear Amy:

In accordance with your request, we hereby further supplement our client's HPC Design Review Application, previously submitted January 5, 2015. The Application seeks a demolition permit concerning the existing garage structure located at 1082 Summit Avenue (the "Property").

Our supplementation follows several conversations and meetings with you and other City staff, and addresses the issues, concepts and recommendations identified in those discussions. Fundamentally, our supplementation focuses on the proposed new garage structure and its siting on the Property. In this regard, project architect Chip Lindeke, of the RRTL firm, and landscape architect Jim Hagstrom, of Savanna Designs, further studied the Property and applicable guidelines and codes, and thereafter reworked the plans submitted as part of the original Application herein, again taking into account our post-submission collaboration. From these new plans (fifteen copies in the requested 11x17 format enclosed herewith), you will see that each issue and or concern articulated has been squarely addressed or otherwise eliminated.

Revised Replacement Garage Plan

The proposed replacement garage is designed to accommodate two vehicles on each level. The upper level is at a same or similar elevation as the upper level of the existing garage, and will be accessed via the existing driveway off Summit Avenue on the north side of the Property. The lower level is at a same or similar elevation as the lower level of the existing garage, and, working with the existing south sloping grade, will be accessed via the existing driveway off the alley on the south side of the Property. The two garage levels will be connected via an interior stair. This configuration allows the Property owners the flexibility to park on either level, as well as have additional storage space for equipment, tools, bicycles, etc. The interior stair and personal doors allow for convenient access and usability. The proposed replacement garage respects and meets district guidelines, and seeks to harmonize with the style, scale, detailing, location, siting, massing and materials of the principal residence and the

existing structure similar. An example concerns the proposed roofing materials, which are intended to match the existing three-dimensional metal shingles on the existing garage.

Revised Landscape Site Plan

The revised project site plan reflects the proposed replacement garage would be sited in the same location as the existing garage, and a structure very similar in size and proportions to the existing garage, but with a shift toward the west that anticipates an 8' setback from the Property line. As conceived, the footprint of the replacement garage is actually smaller than that of the existing garage. The slight westward shift of the proposed garage effectively eliminates the non-historic "pass-through" driveway/interconnect that currently runs north-south on the western perimeter of the Property, while also addressing the safety, welfare and security concerns of the Property owners.

In sum, we believe the revised structure and site plans meet the district guidelines and zoning regulations and, combined with the original Application materials, support demolition permit approval.

Respectfully submitted on behalf of the applicants and property owners,

STINSON LEONARD STREET LLP

Daniel L. Scott

DLS/mw
Enclosures

PROJECT DESCRIPTION

Application for Demolition of Garage Structure
1082 Summit Avenue, Saint Paul, Minnesota

This Project Description addendum, and related plans, photographs and documentation, are respectfully submitted as part of our HPC Design Review Application for our residence located at 1082 Summit Avenue (the "Property"), and the proposed demolition of the existing garage currently located on the Property. It is intended to provide an overview of our purchase of the property, attention to the structural condition of the subject garage, safety concerns regarding its current condition and potential re-use, economic considerations and planned new construction of a replacement garage.

Purchase of Property and Condition of Garage

In May 2013, we purchased the Property and, with an awareness of the City's historic district guidelines, we immediately contacted HPC staff to discuss the garage and the concerns we had regarding its general condition. Specifically, our concerns related to the fact the garage appeared to be in quite poor condition, not structurally sound, and in an unsafe condition. Most immediately, this lack of structural integrity and unsafe condition related to severely deteriorated steel structural beams, cracked and bulging concrete slab, poorly conceived "add on" to the rear of the garage, and years of deferred maintenance.

Yet, at the recommendation of HPC staff, and with an eye toward more thoroughly exploring the possibility of saving and reusing the existing garage, we researched and contacted qualified professionals with expertise in historic properties, and an understanding of district guidelines. These professionals included architect Chip Lindeke, FAIA, a principal in Rafferty Rafferty Tollefson Lindeke Architects, Inc.; structural engineer Christopher Plessel, with BKBM Engineers, Inc. ("BKBM Engineers"); structural engineer Wayne C. Larson, with Larson Specialty Structures, Inc. ("Larson Engineers"); Marty Ruddy, with Terra Firma Building and Remodeling, LLC ("Terra Firma"); Paul Otting, with Otting House Movers ("Otto Movers"); and landscape architect Jim G. Hagstrom, FASLA, with Savanna Designs, Inc. ("Savanna Designs").

Even though we initially pursued the prospect of refurbishing and reconstructing the existing garage in its original location, and next explored the possibility of moving the existing structure onto a new supportive foundation, it quickly became apparent to the professionals that such options would not be safe, economically feasible, nor recommended. As our lead professional helping us explore adaptive re-use or new use, Mr. Lindeke worked with and/or became aware of the inspections, surveys and reports of the above mentioned professionals. Mr. Lindeke continues to advise us on the project.

The BKBM Engineers, with whom Mr. Lindeke has worked with closely, conducted a May 2013 inspection, and issued a written report, which expressly advised against vehicle use. (*See EXHIBIT A – BKBM Engineers Report, dated May 22, 2013.*) These engineers did not recommend vehicle use due to the compromised steel structural beams and cracked, spalled and deteriorated concrete slab. They also provided a narrative relating to potential reconstruction and cost considerations.

The Larson Engineers also conducted a May 2013 inspection, and issued a written report, which expressly described the badly corroded steel structural support beams, and the largely cracked, spalled and deteriorated concrete slab. (*See EXHIBIT B – Larson Engineers Report, dated May 6, 2013.*) Based on these and other concerns, the Larson Engineers opined that the garage and its concrete slab and steel support beams were structurally unsound and unsafe. While surmising that these conditions could possible be addressed through reconstruction, and/or other potential reinforcements or options, they recommended that such steps would be very expensive and, ultimately, the Larson Engineers simply would not recommend this approach and, furthermore, they would not warrant reconstructing a new floor or support understructure.

In consideration of these structural engineering concerns, we thereafter worked with Mr. Lindeke, who in turn requested Terra Firma to inspect the garage and provide a cost proposal concerning the rebuilding of the garage slab and pouring of a new concrete floor underneath the parking structure. This was done, and Terra Firma's proposal exceeded $60,000, for just these two limited tasks. (*See EXHIBIT C – Terra Firma Proposal, dated July 5, 2013.*) In an attempt to exhaust possible re-use considerations, we also explored the possibility of moving the garage onto a newly constructed, and properly sited, foundation and support sub-structure. To do this, we requested that Otting Movers, who came highly recommended, inspect the garage and premises. After their inspection, however, Otting Movers determined that the garage was not a candidate for moving. Indeed, they concluded that the garage was not safe and was structurally unsound. Paul Otting, the owner of Otting Movers, went so far as to state that even if the garage were structurally sound building, he would not recommend it being moved, as it would likely be cost prohibitive and he would not take on such a job.

Not altogether an aside, the garage in its current state is simply not functional, and cannot be used for its historic purpose – to park vehicles. In fact, we have not parked vehicles in the structure since purchasing the property. This is due to the fact that an asphalt barrier build-up exists leading to the garage opening, precluding parking of anything inside the garage other than a very small vehicle. This build-up appears to have been some type of poorly conceived restructuring of access and redirection of runoff.

We have attempted to provide full documentation relating to our efforts to re-use, reconstruct, etc., as reflected in the attached exhibits. We also provide herewith photographs of the present condition of the garage, taken by Mr. Lindeke, and his team. (*See Exhibit D – Photographs of Garage, House and Premises.*) If other documentation or information exists which HPC wishes to consider, we will gladly provide all that we have available, as will Mr. Lindeke.

In sum, the garage has been deemed too unstable and structurally unsound to reinforce in its current state without incurring risk that rebuilding and reinforcements would not be sufficient, and without turning the project upside down economically. Again, options considered for preserving the garage, and the outcome of these considerations, include:

- Reinforcing the support system in the space below the garage. This option was deemed insufficient given the condition of the concrete slab that is the

floor of the garage and the ceiling of the storage space, and the deteriorated and structurally unsound steel beams.

- Filling in the space beneath the concrete slab floor with material that would sufficiently hold the weight of vehicles in the garage. This option was deemed unworkable given the fact the space is partially above ground and, thus, considerable exterior reinforcement would be necessary to counteract forces that would be created on walls if the space were filled.

- Moving the garage from its current position to another site-appropriate location, where no underlying space would be present or pose a threat to the integrity of the garage. This option was deemed infeasible due to the fact that the garage is structurally unsound, and the existing condition of the brick, concrete and stucco (the primary materials from which this garage was constructed) precluded a safe and successful move.

Proposed New Construction of Replacement Garage

In light of these circumstances, and following a comprehensive exploration of a variety of different means to preserve the garage, we respectfully request the HPC grant our request to demolish, and thereafter allow us to build another garage structure. Although our original preference was to preserve, reconstruct and re-use the existing structure, it is simply in a poor and unsafe condition, and it simply cannot be used for its historic use, without incurring cost-prohibitive investment and expense and, even then, at continuing structural risk and concern.

Our proposed new garage structure, as presently conceived by Mr. Lindeke, conservatively recalls the details of the residence, as well as the existing garage, and it would positively impact our residence and provide economic value and usefulness to our residence. It would also, in our humble view, not have a negative effect on surrounding buildings and properties. The proposed new garage would provide multi-vehicle parking and storage, in a two-level structure compatible in design, location, size, massing, scale, materials and other architectural features and visual qualities similar to the existing garage structure. (*See Exhibit E – RRTL Architects Plans.*) Specifically, it is our goal to build a usable, functional, high-quality garage structure that protects and honors the integrity of the property and its environment. We believe the proposed construction planning by Mr. Lindeke meets this goal, but we are of course open to dialogue with respect to HPC recommendations. We also believe the proposed landscape site plan by Mr. Hagstrom, who is working in collaboration with Mr. Lindeke, creates a much improved overall setting, with location, access, flow and setbacks consistent with neighboring structures within the historic district, and in accordance with the relevant codes and guideline requirements. (*See Exhibit F – Savanna Designs Site Plan.*)

In closing, we respectfully request approval of this garage demolition application.

Thank you.

Julie Switzer and Matthew Layman

EXHIBIT A

BKBM Engineers Report
May 22, 2013

BKBM ENGINEERS

May 22, 2013

Chip Lindeke
278 East 7th Street
St. Paul, MN 55101

Re: Layman Garage 1082 Summit Ave.
BKBM Project No. 13328.00

Dear Chip:

As requested, BKBM visited the site to take visual observations on May 9, 2013 of the existing garage. The structure was constructed around 1910. The elevated garage floor is structural cast-in-place concrete supported on exterior cast-in-place concrete walls and interior steel beam lines. The basement space below is unfinished with no slab on grade. The exterior walls above grade are clay tile construction with a wood roof structure.

The structural concrete slab is deteriorated with spalled concrete and exposed rusted reinforcing steel reinforcing. The portions of the steel beams that are exposed are heavily rusted. We do not recommend using the garage for vehicle use.

As requested we are providing the following narrative on a replacement option for the Owner's use to work with his contractor on cost estimates as follows:

1. Due to high soil conditions on the garage door entrance side and tapering down toward the opposite side the existing concrete basement walls need to be temporary braced for the soil pressure on three sides prior to removal of the concrete floor slab.
2. Recommend replacing the existing concrete slab and steel beams with a concrete beam and slab system using 4,500 psi 28-day strength air-entrained concrete with a traffic bearing membrane surface.
3. Recommend a 6 inch concrete slab reinforced with a single mat of epoxy coated steel reinforcing in both directions.
4. The integral beam system is based on four lines of 12"x12" concrete beams running north-south similar to the existing steel beam lines. Stop them at the north and south interior face of concrete wall. Reinforce the beams continuously with top and bottom reinforcing. Locate the outer two beam lines approximately two feet inside the existing walls.
5. The east and west sides of the existing slab should be cut part way through. The existing concrete should be chipped to expose the existing slab reinforcing 24 inches out from the face of wall. Sandblast clean and coat the existing reinforcing with a zinc rich rebar coating. The new slab may need to be thickened at the edge to engage the existing rebar.
6. The beam system is to be supported with two 12"x12" reinforced columns per beam line. The columns should be supported on 3'x3'x12" reinforced concrete footings at the two interior beam lines and 2'x2'x12" reinforced concrete footings at the two exterior beam lines.

5930 Brooklyn Boulevard, Minneapolis, MN 55429 763-843-0420 (F) 763-843-0421
104 Third Avenue NW, Suite 304, Mandan, ND 58554 701-220-8450
www.bkbm.com

7. The north and south edges of the slab may be cut part way through at the interior face of the wall. Chip the existing concrete slab to expose the existing slab reinforcing 24 inches out from the face of wall. Sandblast clean and coat the existing reinforcing with a zinc rich rebar coating. The new slab may need to be thickened at the edge to engage the existing rebar.
8. Remove temporary shoring and wall bracing after the concrete as achieved 28 day design strength.

The intent with extending and preparing the existing slab reinforcing steel is to provide a positive connection to the existing basement walls to resist the unbalanced earth pressure. The existing slab system was cast under the clay tile wall and does not allow for complete removal without lifting the walls off the foundation.

The opinions and recommendations contained in this report are based on information provided by the Owner, on field investigations performed as a part of this project, and on design-check calculations performed that were based on the information gathered. This report does not address any portion of the structure other than those areas mentioned, it does not constitute a design and should not be used for construction. It does not provide any warranty, either expressed or implied, for any portion of the existing structure.

If you have any questions, please contact me.

Sincerely,

BKBM ENGINEERS, INC.

Christopher R. Plessel

Christopher R. Plessel, P.E.
Associate/Project Manager

Direct Line: (763) 843-0455

F:\13\13328\Correspondence\CLindeke.letter.2013-05-22.doc

EXHIBIT B

Larson Engineers Report
May 6, 2013

Larson
Larson Specialty Structures, Inc
5931 Hobe Lane
White Bear Lake, Minnesota 55110
651 429 5143 Fax: 651 207 8146
internetengineering@comcast.net

May 6, 2013

Norway Builders
Attn: Ross Tretsven
4784 Laura Lane
Shoreview, MN 55125

Re: Garage Floor
1082 Summit Ave.
St. Paul, MN
Comm. No. 9231

Dear Ross,

On May 2, 2013 I inspected the above referenced garage floor. The garage is a detached garage with parking at the grade level and a storage room below. (See Picture # 1) The purpose of this inspection was to make a structural evaluation of the concrete floor which supports the parking level.

The garage is nearly a hundred years old. It is my understanding it is on the National Historic Registry. The concrete slab has deteriorated considerably and the question is, can it be saved and made usable.

Description

The slab is supported by two steel beams spanning from the front of the garage to the back. The steel beams have a steel post at the mid span of the beam. The slab is reinforced with reinforcing bars spaced about 4 inches on center.

There is a relatively large crack in the slab on the east side of the floor. The slab has bulged at the crack. (See Picture # 2) There is another crack in the slab on the west side of the slab.

The concrete slab has experienced considerable spalling and deterioration. (See Pictures # 3, 4 & 6) The reinforcing has corroded badly in several locations. (See Picture # 3) The two steel beams have corroded badly also. (See Picture # 4) The steel posts also have extensive corrosion.

One of the problems contributing to the corrosion is the garage door opening is lower than the driveway surface. A Shallow curb has been constructed to prevent water going into the garage. The curb is not very high however and in heavy rains water is most likely over flowing into the garage. Of course water from snow melting on parked cars over the many years has probably done the most damage.

The freezing and thawing of the wet concrete has caused the bottom concrete surface to spall. In areas where the reinforcing has corroded the expansion of the rust causes the concrete to spall also.

Evaluation

In my opinion the concrete slab is unsafe in its present condition. The slab reinforcing in some areas has corroded to the point it cannot be relied on. The two steel beams have corroded badly and their structural capacity as been greatly reduced. The concrete slab and its support beams are no longer structurally sound and are not safe.

Recommendations

It may be possible to reinforce the existing slab but it would be very expensive. For instance concrete block bearing walls with footings could be constructed directly under the steel beams so the steel beams do not have to carry a load. A system of new steel beams could be designed to greatly reduce the spans of the concrete slabs. Further investigation and testing would need to be done as well. I do not recommend trying to reinforce the floor system because I think it is nearly as expensive as replacing the slab entirely and there would still be a lot of unknowns. I would not want to warrant it.

It is my recommendation the slab be abandoned and removed. It may be possible to construct a new slab with the garage structure above still in place. Or the garage structure could be moved temporarily as well. The garage structure could also be removed and reconstructed. The evaluation of these options and the design of the new slab are beyond the scope of this evaluation. The purpose of this evaluation is to determine if the existing slab can be saved and in my opinion it should not be.

This evaluation is based on a visual inspection only. No testing or invasive investigation was done. If you have any questions regarding this matter lease contact me at any time.

Yours truly,

Wayne C. Larson

Wayne C. Larson, P.E.

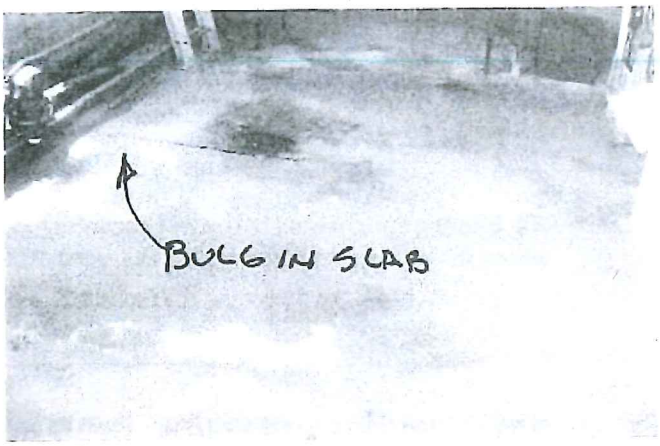
I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

Print Name: Wayne C. Larson

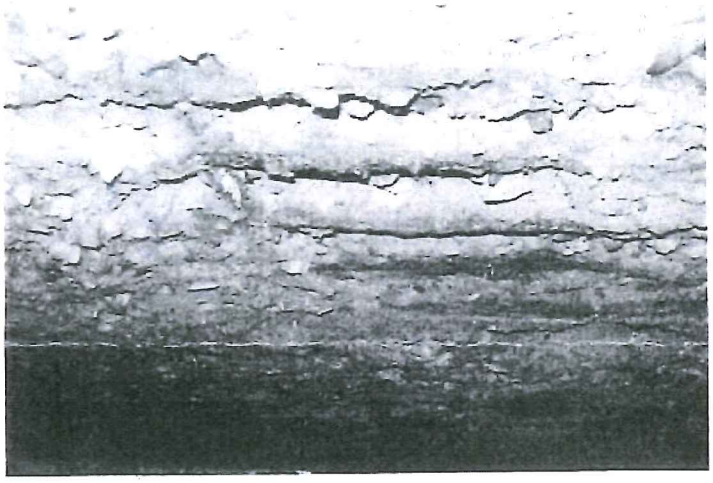
Signature: Wayne C. Larson

Date 5-6-2013 License # 7831

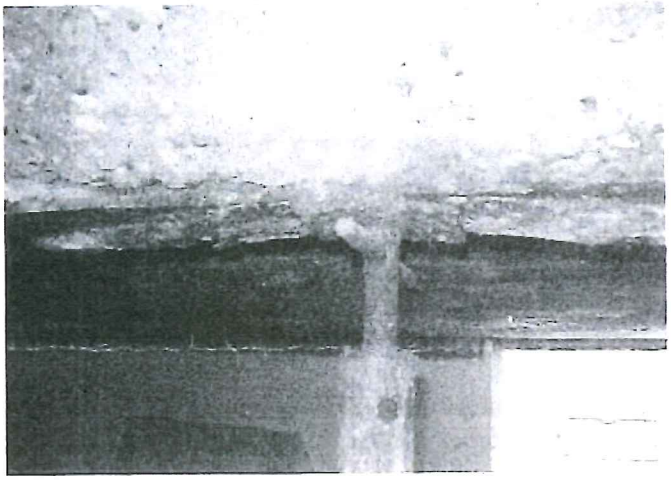
1 1082 SUMMIT GARAGE



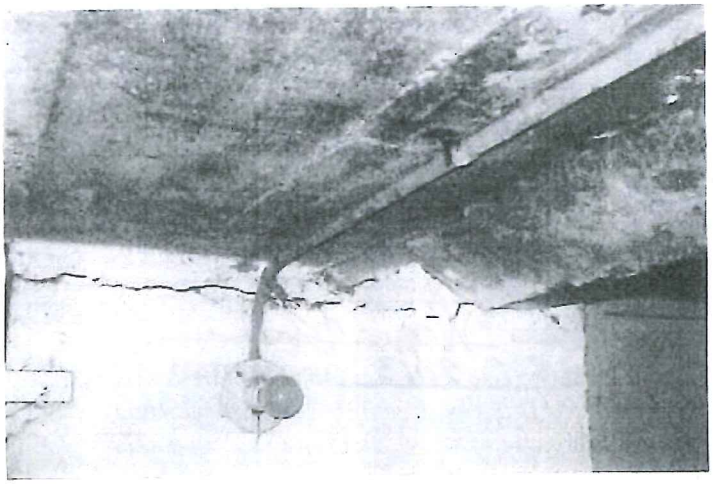
2 CONCRETE FLOOR



3 CORRODED REBAR



4 CORRODED STEEL BEAM



5 CRACK IN FOUNDATION

6 SEVERE SPALLING

EXHIBIT C

Terra Firma Proposal
July 5, 2013

Terra Firma Building and Remodeling, LLC
Lic. #BC311461
1388 Almond Ave.
St. Paul, MN 55108
phone: (651) 207-5575
fax: (651) 645-4041

Budget/Task List

July 5, 2013

PROPOSAL FOR: Layman Garage
1082 Summit Ave.
St. Paul, MN 55105

Preliminary proposal for rebuilding garage slab per structural engineers notes and to pour new floor in lower level basement under main garage. Includes allowance for tank removal. Includes new concrete apron. Does not include new garage door or raising garage opening at this point. Discuss further options with owner.

General Conditions	HOURS	RATE	LABOR	+MAT'LS	+SUBS	=TOTAL
Permit, Inspections and Project Planning	12	50	600	600		1200
Coordination and Q.C.	12	50	600			600
Site maintenance	6	50	300	250		550
Dumpster allowance				600		600
10% mark up on subs and materials						4709
General Conditions	30		1500	1450		7659.4

Garage work	HOURS	RATE	LABOR	+MAT'LS	+SUBS	=TOTAL
Shore existing slab						
Shore existing slab for removal	20	50	1000	500	3514	5014
Shoring allowance for layout of new slab					2100	2100
Saw cut and remove existing slab						
Saw cut and remove existing slab	40	50	2000	200	7900	10100
Tank removal allowance						
Tank removal allowance - discuss with owner our options.	6	50	300		5000	5300
Masonry						
Saw cut existing asphalt driveway rip out and haul away. Haul away excess soil.	8	50	400	100	950	1450
Install 25' x 10' new concrete apron 4" thick 4000 PSI flakstone or granite mix with fibermesh and #4 rebar 4' on center each way, saw cut control joints, includes curing compound and a penetrating sealer. 1 year warranty. 250sf					1250	1250
Lower Garage Main Floor:						
Install 3- 3' x 3' x 12" footing pads for new steel posts	6	50	300		450	750
Install 6 new 2' x 2' pad footings to install footlock hoops. Install 6 foot lock bracing to secure existing wall	6	50	300		1050	1350
Structural upper floor 7' thick at back of garage 4" thick at front of garage #4 rebar 18" on center each way	8	50	400		3910	4310
Install new basement floor (small side floor) 4" thick with fibermesh and saw cut control joints: Add $1530 plus removal fees (ballpark $2000).						

Garage work Continued	HOURS	RATE	LABOR	+MAT'LS	+SUBS	=TOTAL
Install new basement floor below garage slab 4" thick with fibermesh and saw cut control joints	8	50	400		2300	2700
3 small load charges for basement footings, basement floor, garage and apron					450	450
3 environmental wash out fees					150	150
Cut in 6 beam pockets into existing poured wall foundation and patch in	8	50	400		600	1000
Do job per structural notes from BKBM engineers dated May 23rd 2013.	60	50	3000		12870	15870
Seal garage floors.					1200	1200
OPTIONS: Lower main lower garage 1' add perimeter curb 16" tall by 4" thick. Additional $2850 plus excavation (ballpark $2000).						
Electrical allowance	4	50	200		1150	1350
Garage work	174		8700	800	44844	54344
Project Total	204		10200	2250	44844	62003

Terra Firma Building and Remodeling submits the above as a preliminary budget proposal to complete the work on the Layman Residence. We would charge you only the time and materials needed to complete the job to your satisfaction.

Project costs not to exceed Project Total plus contingency budget. Contingency budget equals 10% of project total.

Acceptance of proposal signed by Marty Ruddy on behalf of Terra Firma, signed by homeowners, Layman.

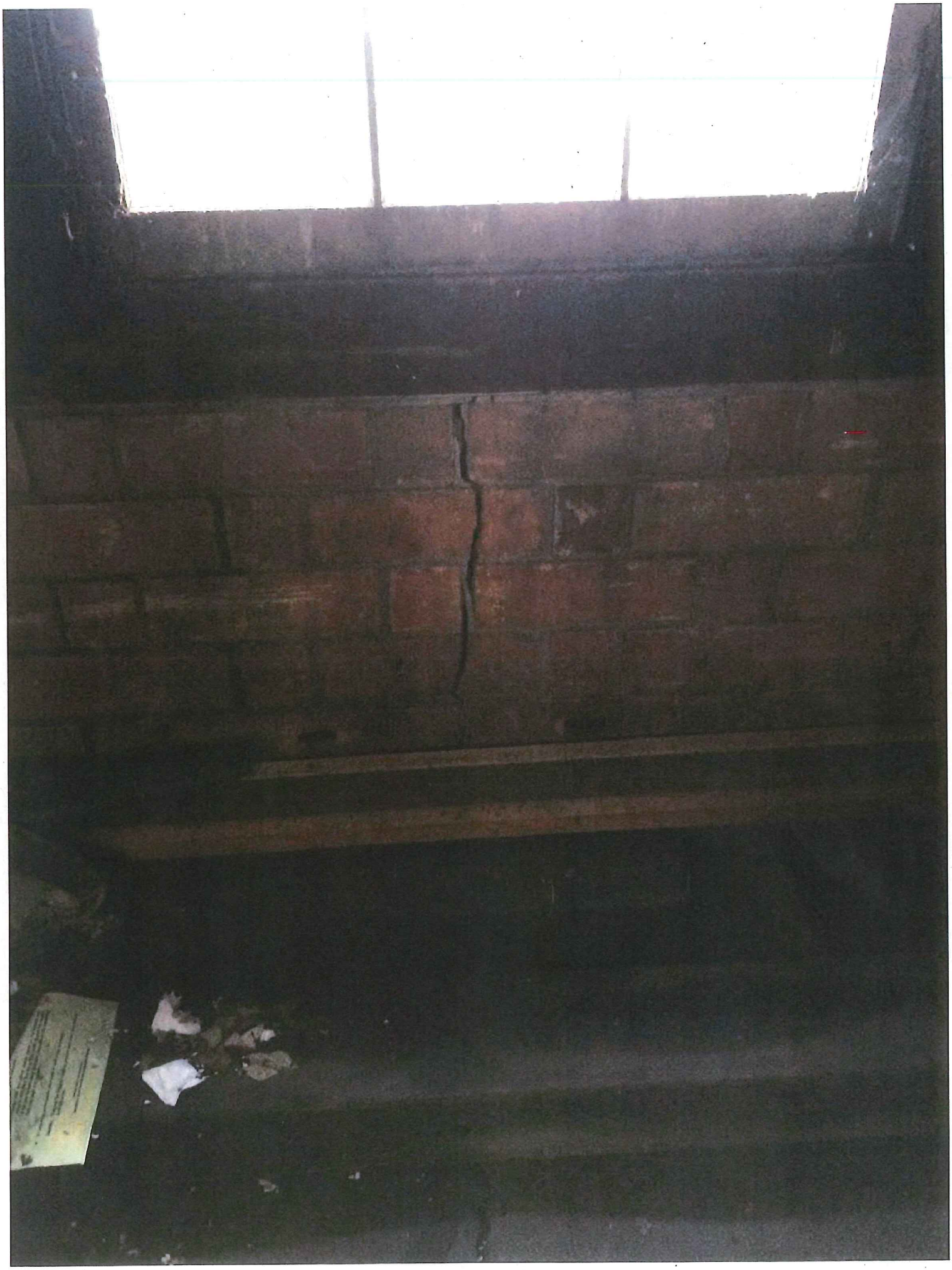
X_____ _____
Homeowner Date

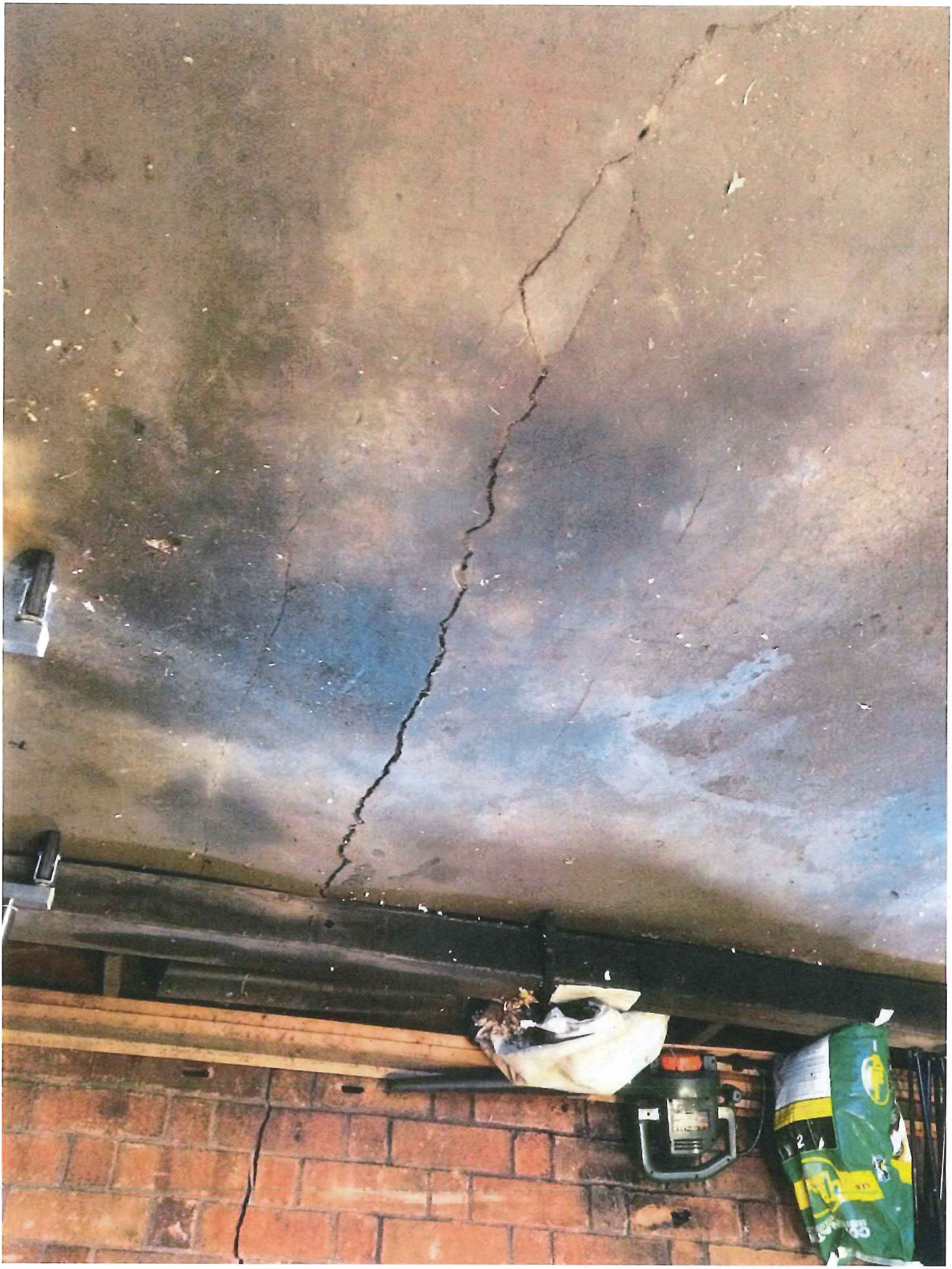
X_____ _____
Homeowner Date

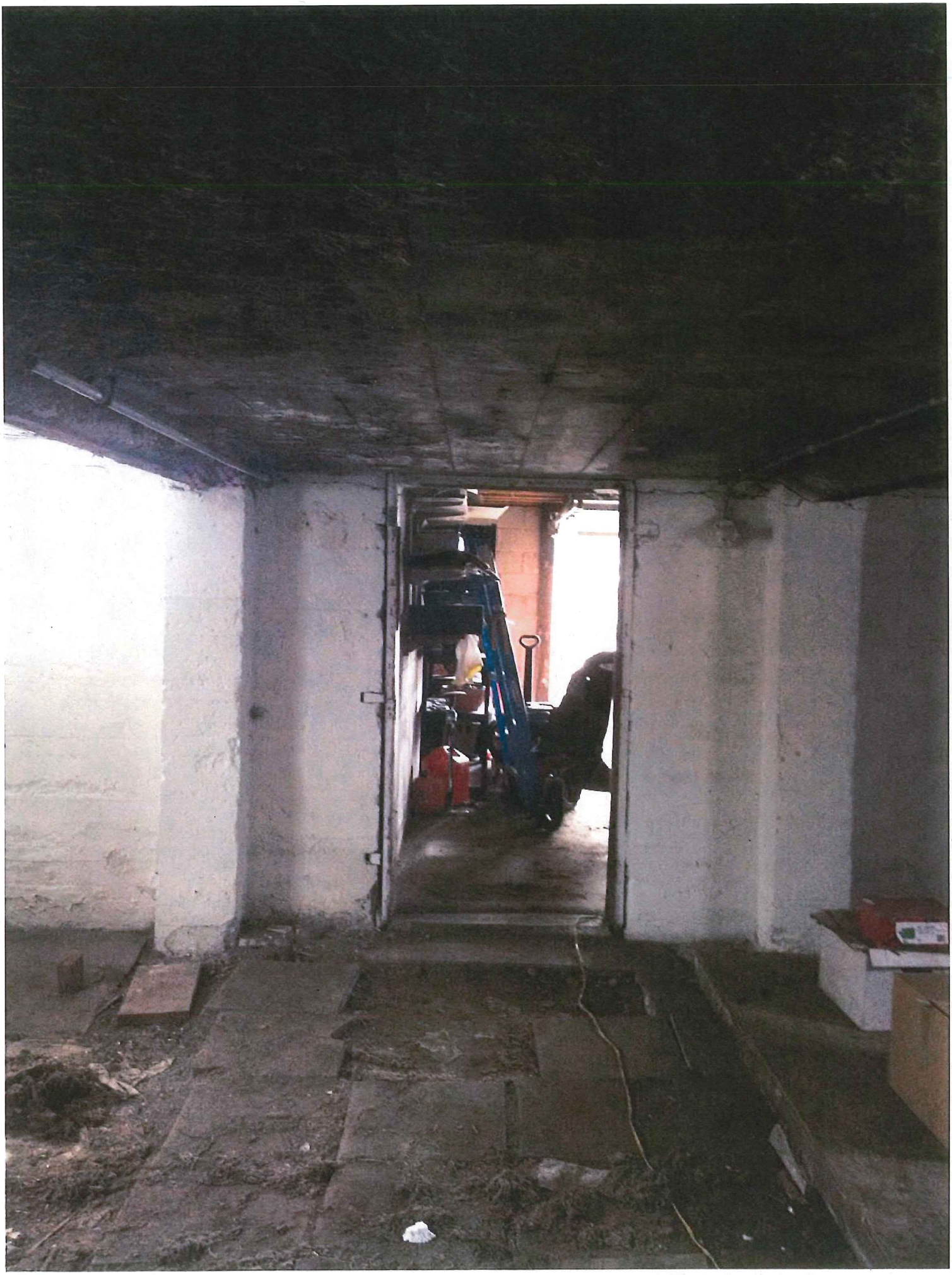
X_____ _____
Marty Ruddy Date

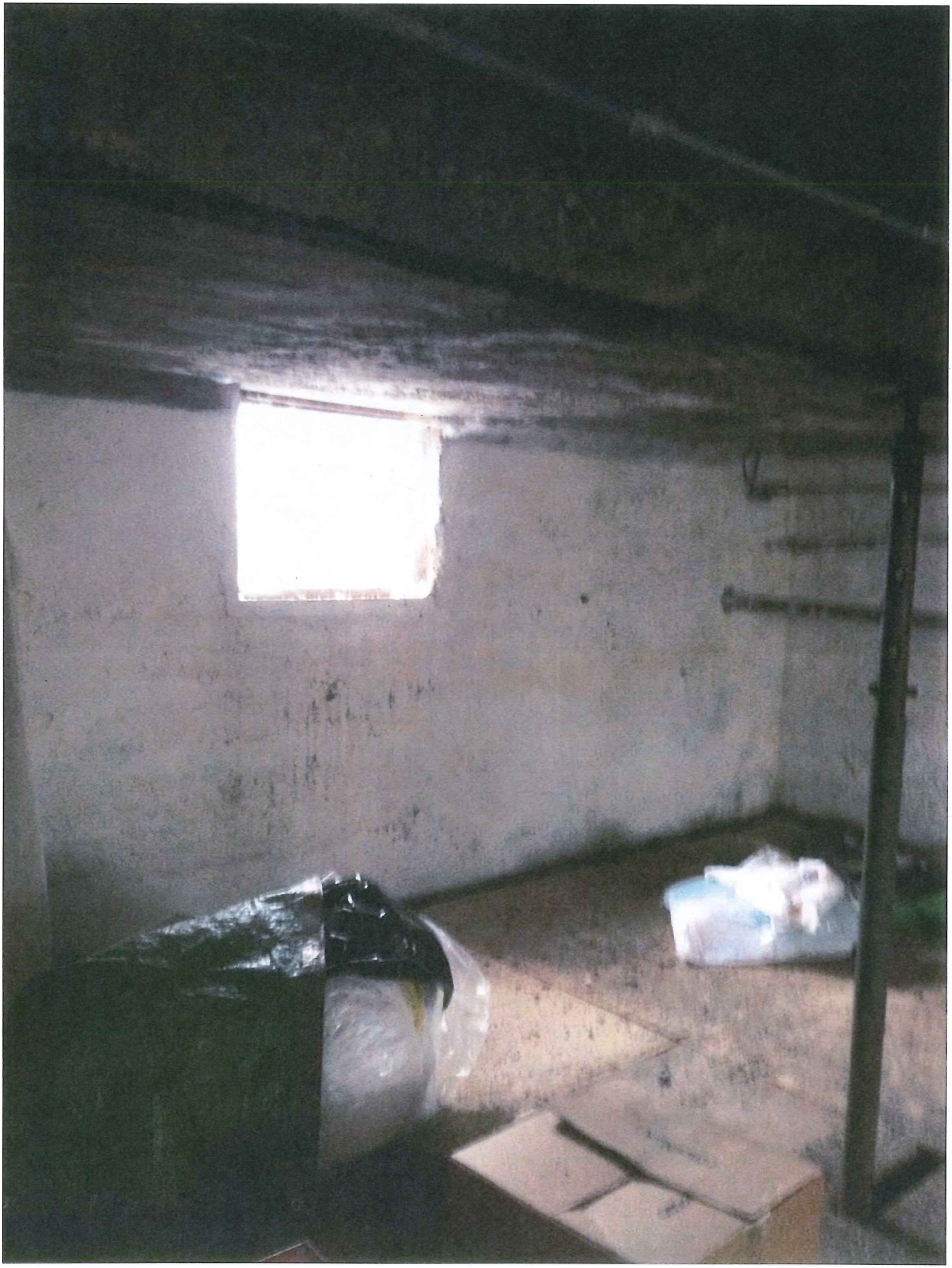
EXHIBIT D

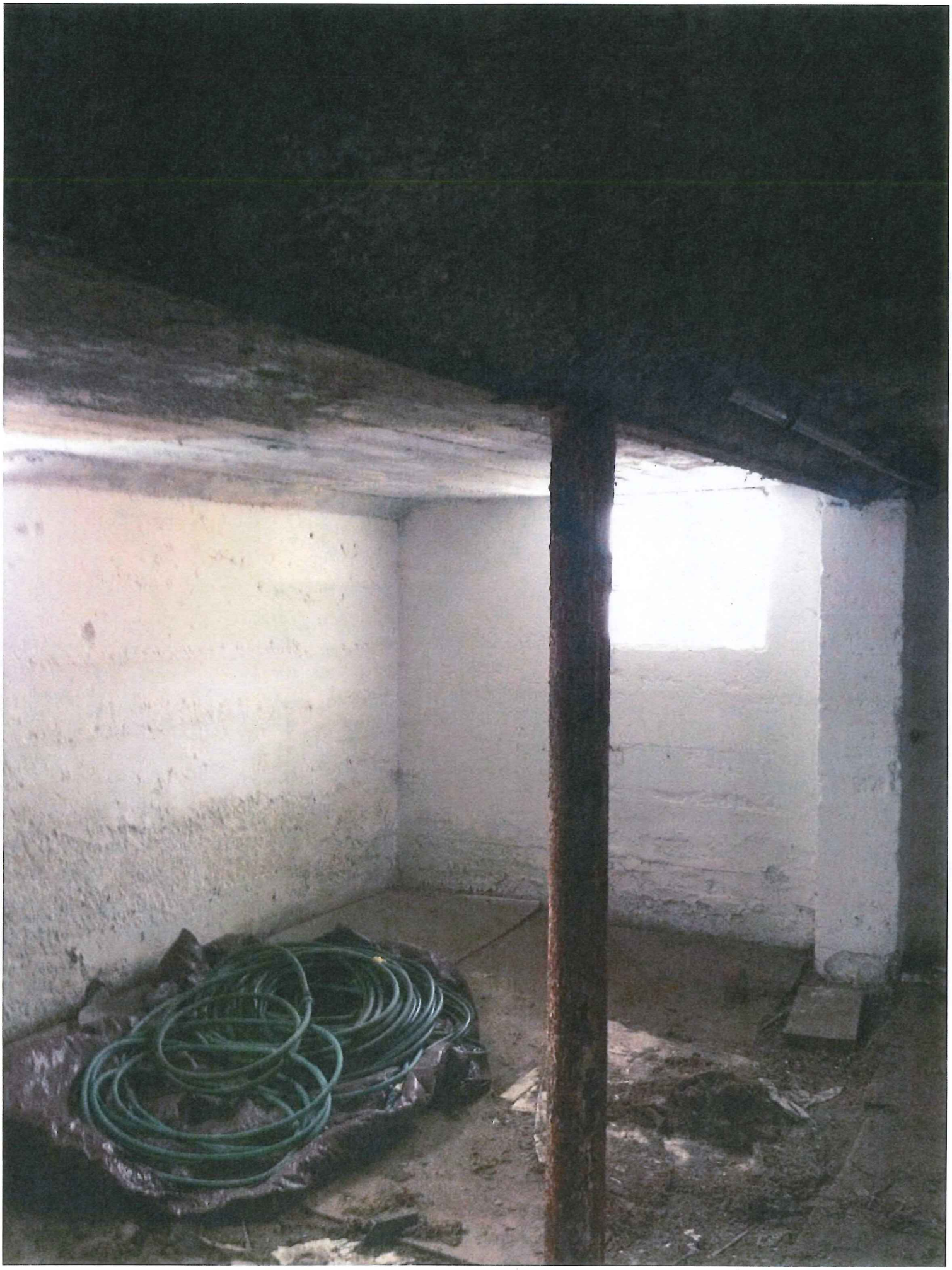
Photographs of Garage, House and Premises

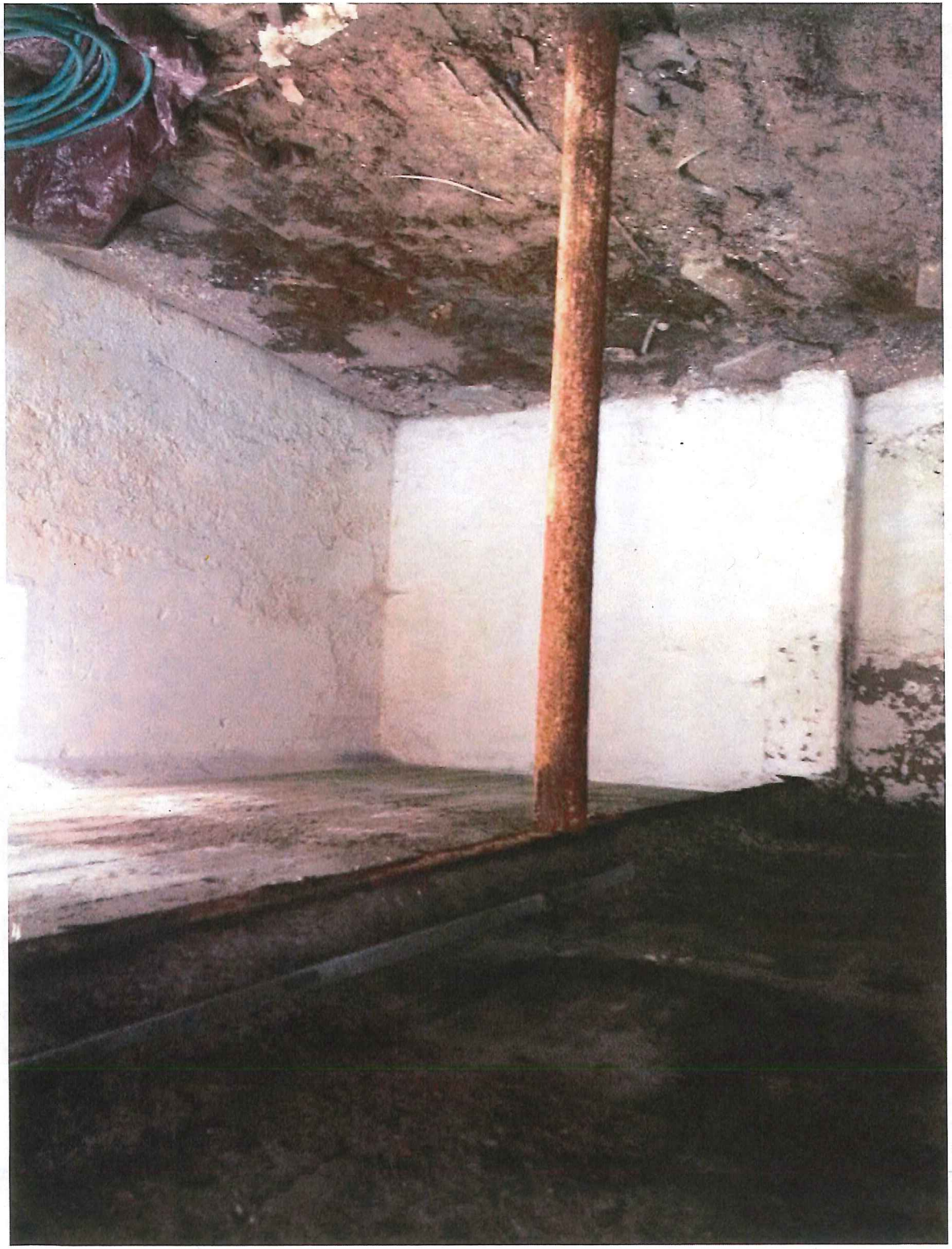


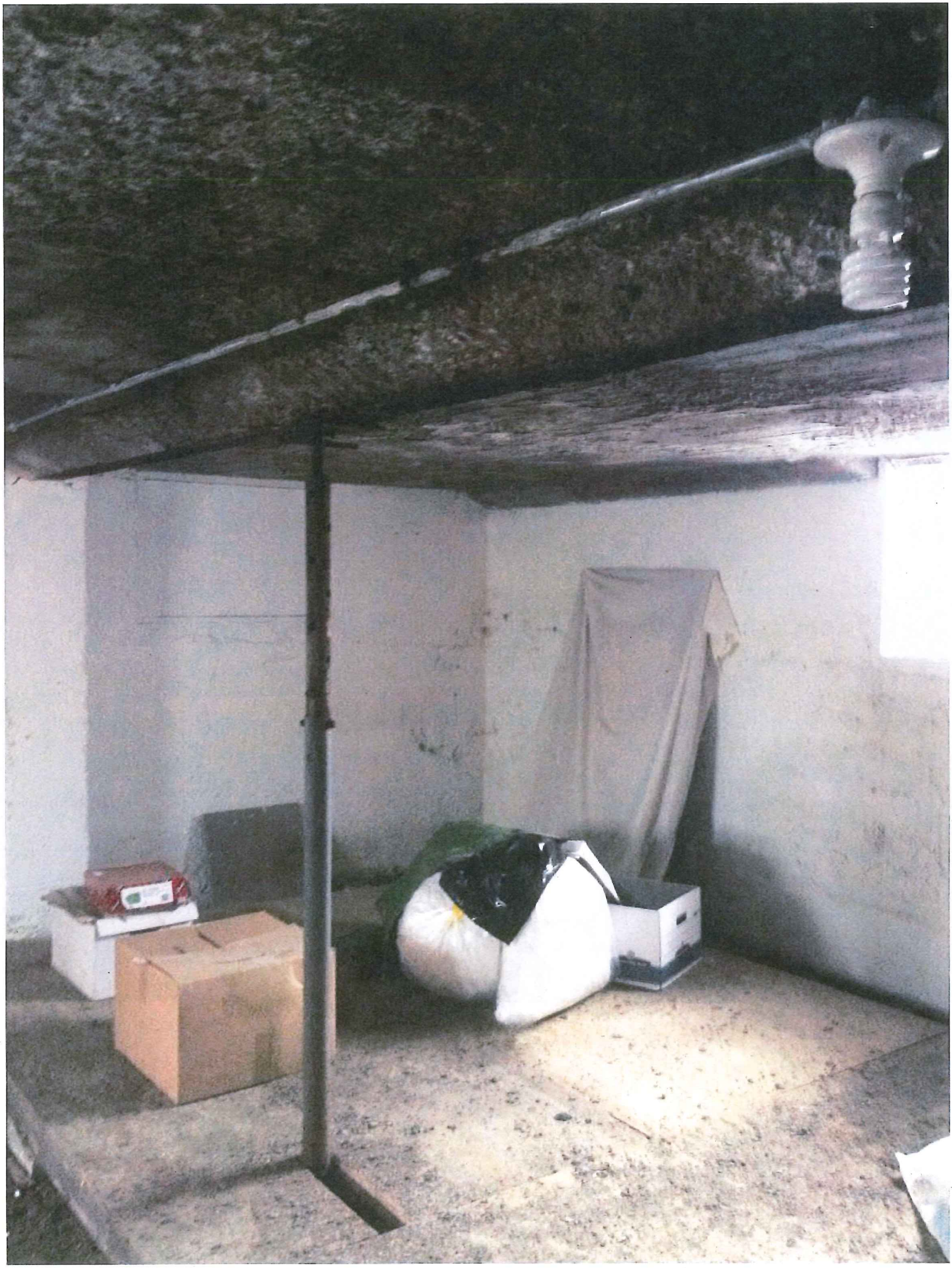












Attachment 3: Photos taken by staff in 2007


MIXED PAPER ONLY

Attachment 4: Drawings, 11” x 17”

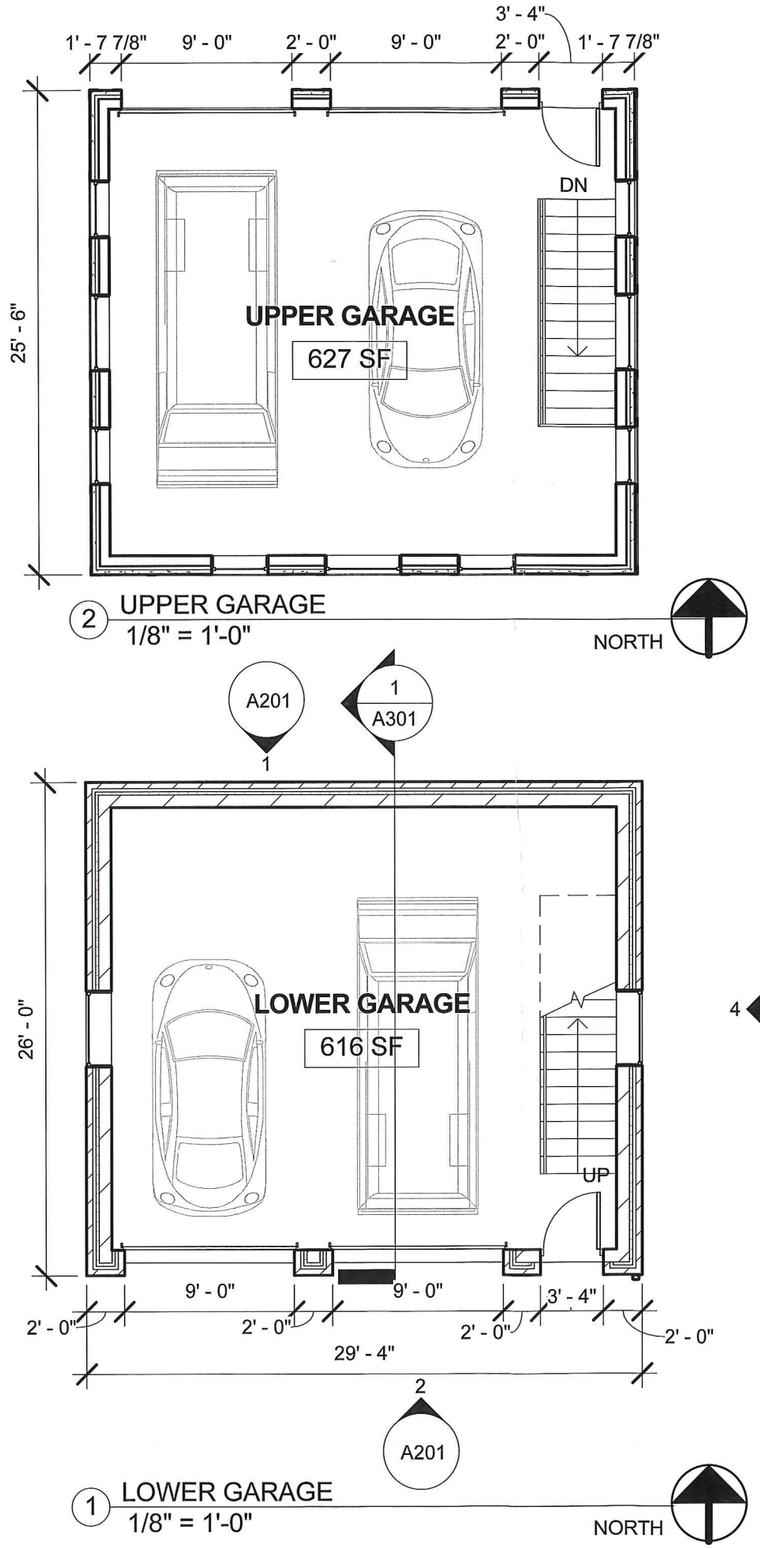
EXHIBIT F

Hagstrom Landscape Site Plan


SUMMIT AVENUE
CONCRETE CURB
WALK
--139.69 S 89°32'03" E--
WALK
FOUND IRON
FOUND IR
BITUMINOUS DRIVE
WALK
47.0
59.3
SHRUBS
PORCH
PATIO
6.5
29.9
49.5
60.4
SET IRON
EXISTING DWELLING
34.3
18.8
6.0
10.1
THRESHOLD AT DOOR 922.2
31.4
13.4
5.9
10.1
16.0
PATIO
19.4
--210.00--
N 00°01'57" E
--249.89--
S 00°07'43" W
25'
26'
FOUND IRON
POND
SET IRON
NEW NORTHERLY PARCEL
PROPOSED GARAGE
EXISTING GARAGE FLOOR
20.3
WALK
LANDSCAPE AREA
9.7
20.1
29'4"
14.3
8'
1.5
GARAGE
34.6
7.6
FOUND IRON
WEST LINE OF LOT 11
S 89°29'23" E
--112.43--
FOUND IR
10.39
TRANSFER PARCEL
13.11
114.45
S 88°02'28" E
WOOD FENCE
EDGE OF BITUMIOUS
BITUMINOUS DRIVE
30.27
S 10°53'09" W
BITUMINOUS PARKING
NEW PARKING LOT PARCEL
EXCEPTION
BITUMINOUS PARKING
40
26.89
FOUND IRON
20.02
S 89°29'23" E
SOUTHWEST CORNER OF LOT 11
ALLEY
BENCHM
TOP RIM
916
915
914
913
912
911
910
909
908
907
906
905
904
917
GRAPHIC SCALE
0 10 20 40
(IN FEET)
LAYMAN
1082 SUMMIT AV
ST. PAUL, MN.
SAVANNA DESIGN
3537 TRADING POST
AFTON, MN 55001
FEBRUARY 3, 2015
DRW. NO.

EXHIBIT E

RRTL Architects Plans



RRTL

RAFFERTY RAFFERTY
TOLLEFSON LINDEKE
ARCHITECTS, INC.

278 East 7th Street
Saint Paul, MN 55101
(651) 224-4831
(651) 228-0264 FAX

LAYMAN GARAGE

1082 Summit Ave
Saint Paul, MN

FEBRUARY 2, 2015

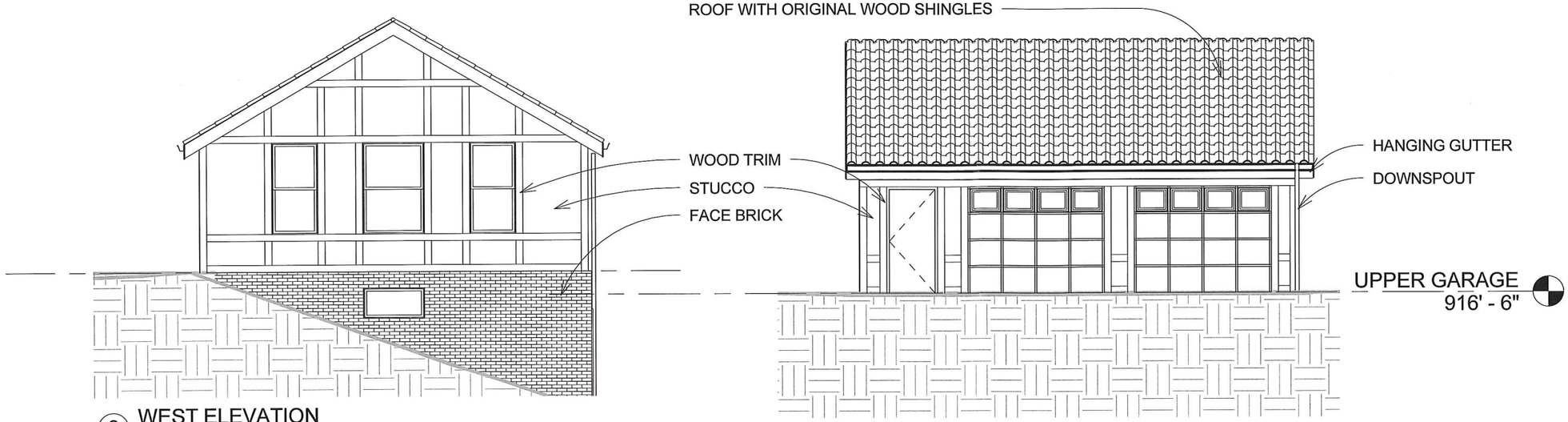
TITLE

FLOORPLANS

SHEET NUMBER

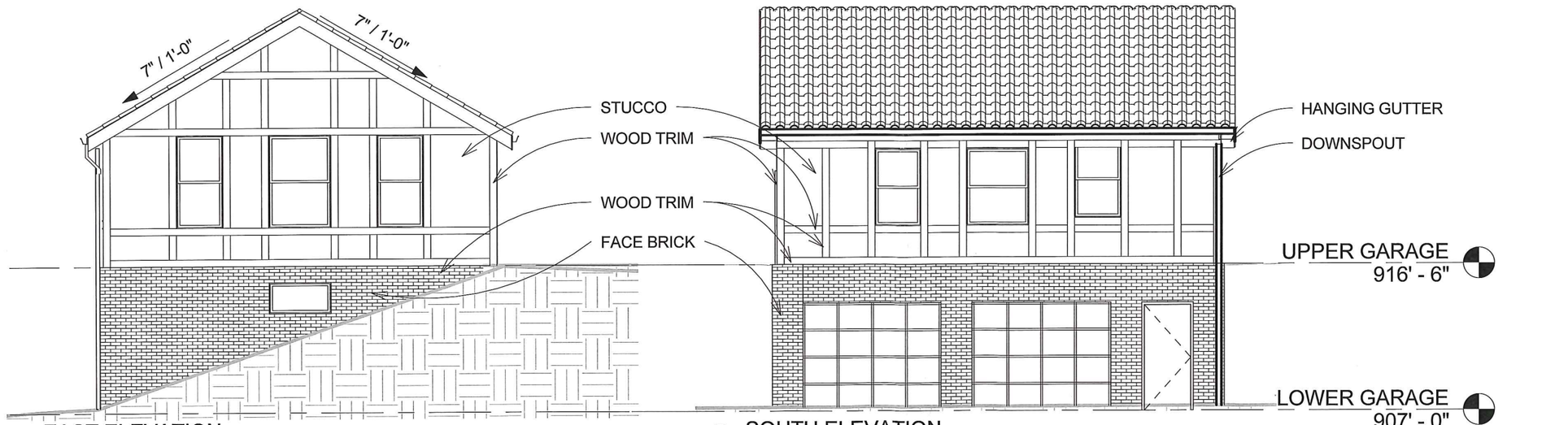
A101

OPTION 1:
SHINGLES TO MATCH EXISTING 3-DIMENSIONAL METAL SHINGLES ON HOUSE, OR
OPTION 2:
ROOF WITH ORIGINAL WOOD SHINGLES



3 WEST ELEVATION
1/8" = 1'-0"

1 NORTH ELEVATION
1/8" = 1'-0"



4 EAST ELEVATION
1/8" = 1'-0"

2 SOUTH ELEVATION
1/8" = 1'-0"

RRTL
RAFFERTY RAFFERTY TOLLEFSON LINDEKE ARCHITECTS, INC.
278 East 7th Street
Saint Paul, MN 55101
(651) 224-4831
(651) 228-0264 FAX

LAYMAN GARAGE

1082 Summit Ave
Saint Paul, MN

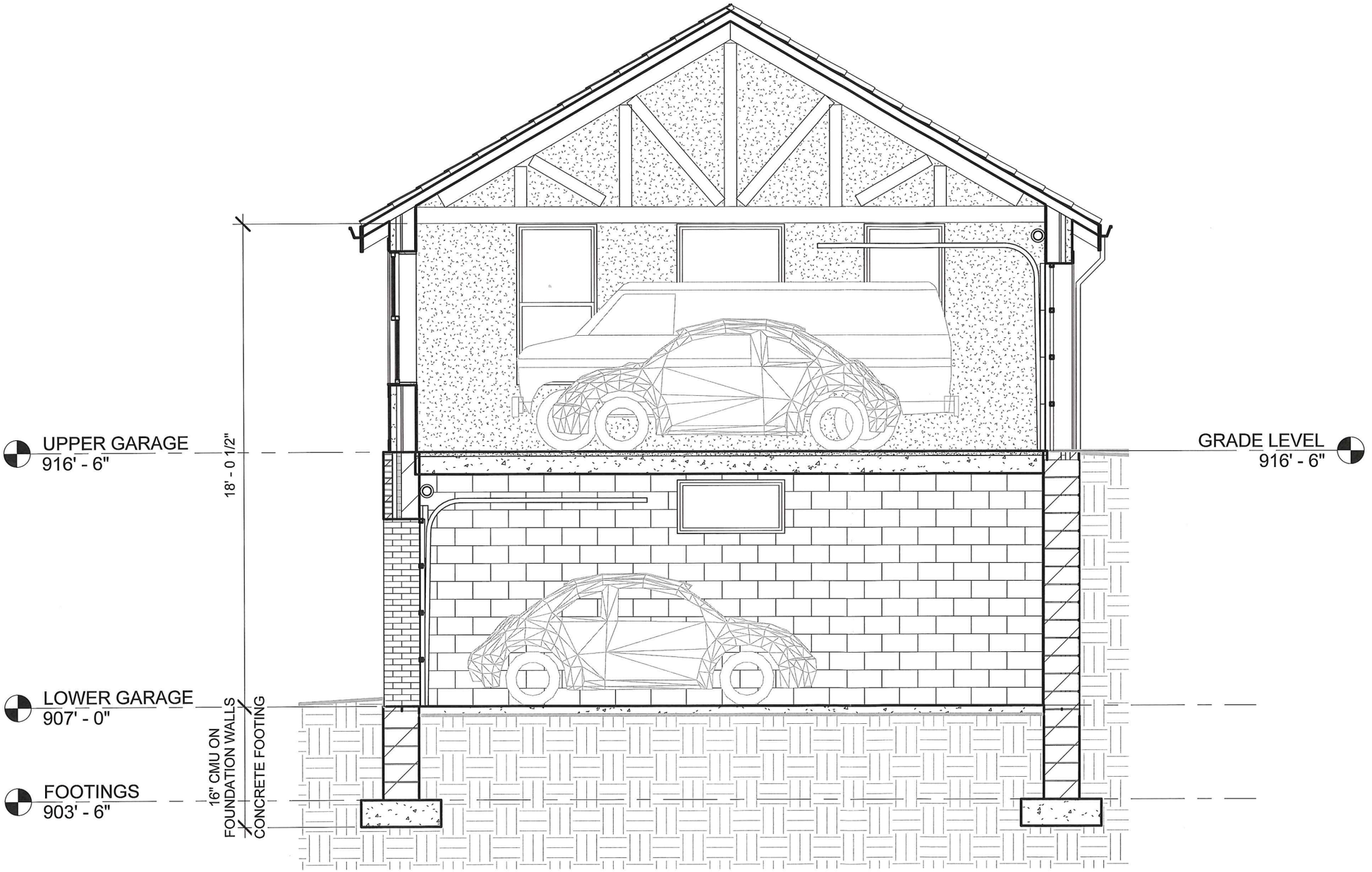
FEBRUARY 2, 2015

TITLE

EXTERIOR ELEVATIONS

SHEET NUMBER

A201



1 TRANSVERSE SECTION
1/4" = 1'-0"

RRTL

RAFFERTY RAFFERTY
TOLLEFSON LINDEKE
ARCHITECTS, INC.

278 East 7th Street
Saint Paul, MN 55101
(651) 224-4831
(651) 228-0264 FAX

LAYMAN GARAGE

1082 Summit Ave
Saint Paul, MN

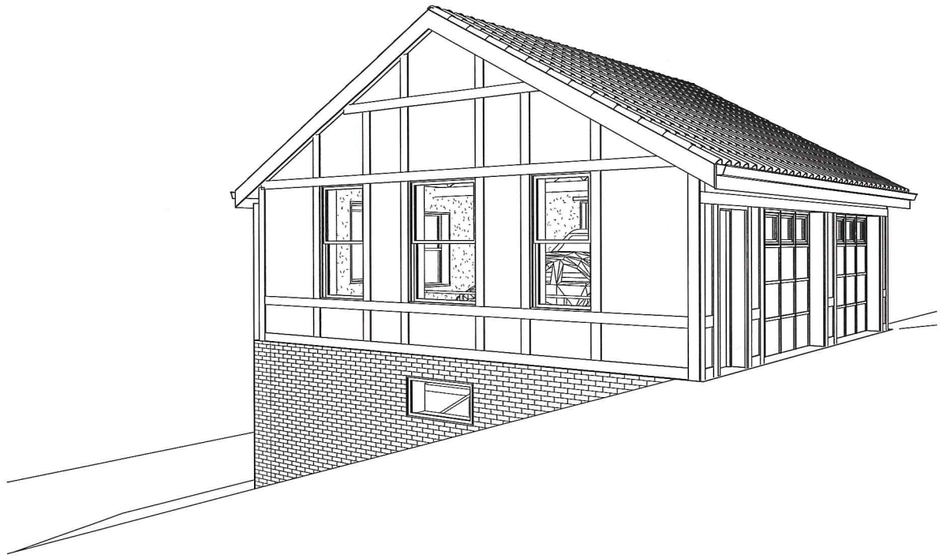
FEBRUARY 2, 2015

TITLE

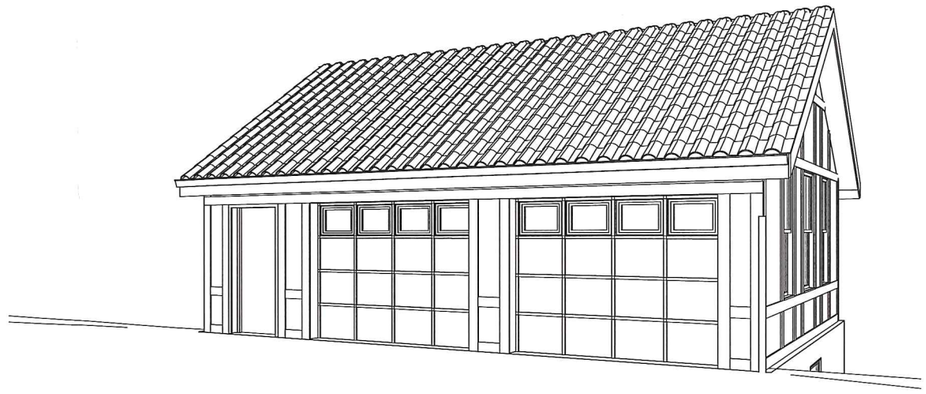
BUILDING SECTION

SHEET NUMBER

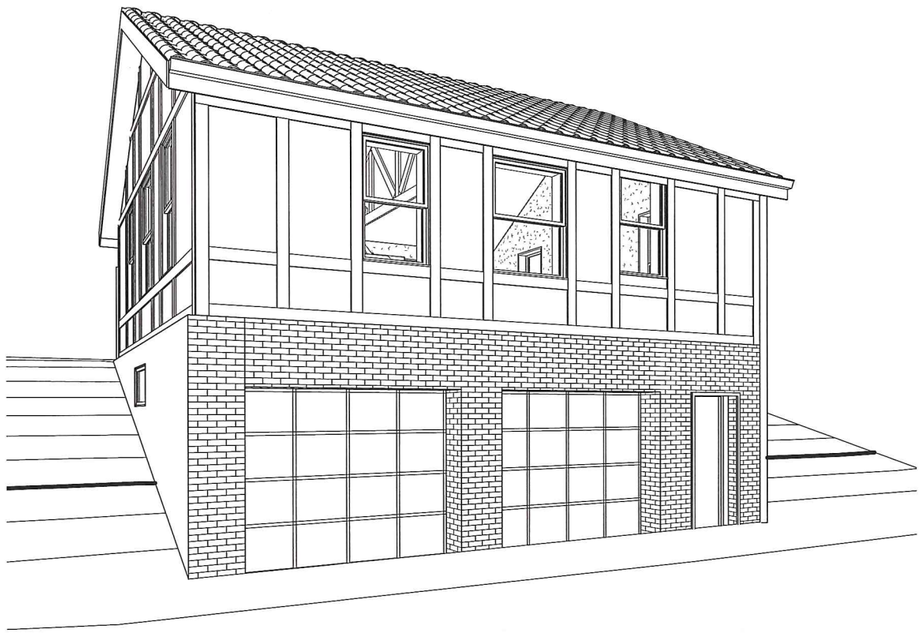
A301



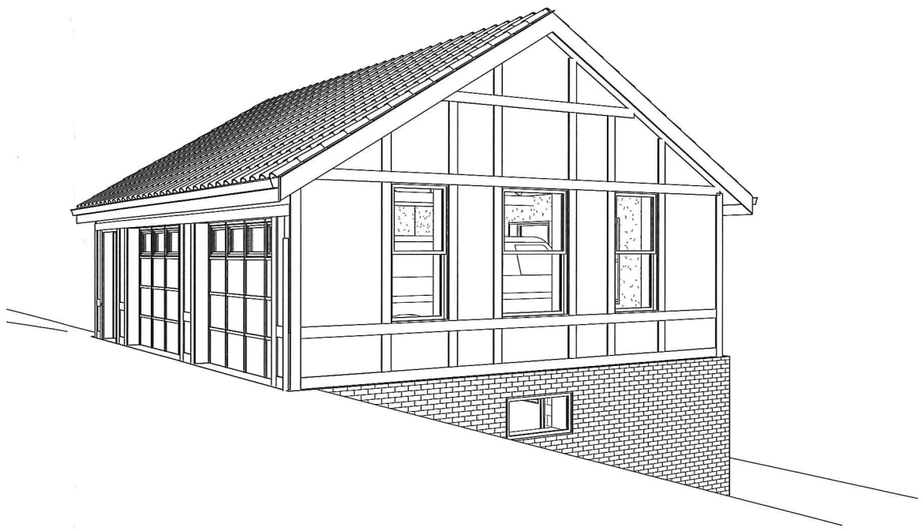
3 EAST VIEW



1 NORTH VIEW



4 SOUTH VIEW



2 WEST VIEW

RRTL

RAFFERTY RAFFERTY
TOLLEFSON LINDEKE
ARCHITECTS, INC.

278 East 7th Street
Saint Paul, MN 55101
(651) 224-4831
(651) 228-0264 FAX

LAYMAN GARAGE

1082 Summit Ave
Saint Paul, MN

FEBRUARY 2, 2015

TITLE

3D VIEWS

SHEET NUMBER

A401