

MEMORANDUM

To: Historic District Commission

From: Jill Thacher, Historic Preservation Coordinator

Date: August 14, 2014

Re: Additional information for 551 Second Street shed application

The project architect has included an itemized cost estimate to move and repair the garage. The subtotal is \$29,000 plus 50% for overhead and profit, for a total of \$43,500. This does not include finishing the interior for an art studio, only rehabilitating the existing structure.

Also included is a suggested evaluation method for accessory building applications. Staff has not fully reviewed the memo yet, but appreciates the effort made to help address the issue. The Commission may discuss this at the meeting at their discretion.

The original staff report is attached, and the standards and guidelines still apply. Staff's opinion is that the project meets the *Secretary of the Interior's Standards and Guidelines* and the *Ann Arbor Historic District Design Guidelines*.

MEMORANDUM

DATE: July 15, 2014
FROM: Marc M Rueter AIA
PROJECT: Old West Side Garage Evaluations
CC:

Accessory buildings in Historic Districts should be evaluated and ranked according to the following categories.

1. Pre-Automobile: Barn or Carriage House. These structures are generally at least a story and half tall and may have a footprint of 300 to 800 square feet. Many were later adapted for automobile use with the addition of bump out fronts and rears, newer side hinged doors or overhead wood sectional doors.
2. Auto Garage: most were built in the early 1920's. A wide variety of designs and sizes include single car 10' wide garages, four car 40' long garages, hip roofs, parapet styles, and gable fronts. Most are single story and some have mini lofts. Materials are varied: wood frame, brick, concrete masonry or stucco. Most are located at the rear of the lot. Surprisingly, quite a few are attached directly to the primary structure at the rear or on the side.
3. Utility buildings: These are too small for autos and are mostly used as garden sheds. There are very few of these structures.

All accessory structures could be evaluated with respect to five characteristics:

1. Esthetic or Historic Value. Is the structure unique, does it have unusual details, is it a quintessential example of its type, or does it have a special relationship to the primary structure or to the street?
2. Intact Historic Features. Does the structure have its original doors, windows, siding or other important details?
3. Condition. Is the foundation adequate as evidenced by lack of differential settling and soundness of materials? Is there extreme bowing of walls and deflection of roof ridges? Is the front facade racked due to insufficient lateral bracing at the front garage door side walls?
4. Cost Effectiveness of Repairs: Do the repair costs far outweigh the utility gained when compared to the cost of a new structure?
5. Functional Utility. Is the structure large enough or positioned on the lot such that it can serve multiple uses, allow access to the rear yard or be converted to serve other functions.

A rating system could be devised to assign a value to each of the above categories. Those rating the structures should be from different backgrounds like historic preservation, or building and real estate professionals.

Pre-automobile barns or carriage houses should have high ratings due to their scarcity or historic value even if they are in poor condition, missing original features or have been substantially altered.

In the auto garage era many structures will have high ratings because of their historic or esthetic values, intact original features, good condition and high functional utility. Some lacking most or all of these characteristics may be good candidates for replacement or modifications even if they are from the period of significance.

The advantage of looking at accessory structures from a ratings system is that there is a consistent and logical way of evaluating resources. This system might also be applied to landscape features, and non-character defining elevations of principle structures when modifications are proposed.

Marc Rueter
Rueter Associates Architects

MEMORANDUM

DATE: August 1, 2014
TO: Jill Thatcher, Historic Preservation Coordinator
FROM: Marc M Rueter AIA
PROJECT: 551 Second Street
RE: cost estimate for repairing garage
CC:

The following preliminary estimate was prepared by The Renewal Company and Rueter Associates Architects. It has been assumed that the existing garage must be moved to allow for adequate clearance below the existing high voltage transmission lines. The cost of burial and the difficulty imposed by the existing barns almost on the property line and directly below the lines makes their relocation not feasible. The Building Official has also indicated that this would not be a feasible option.

The cost below is only to restore the structure to a working storage building and not for a proposed use as an art studio.

1.	Move structure off existing foundation and trailer for resetting	\$4000.00
2.	Demo existing foundation	\$1500.00
3.	South yard restoration from equipment movement	\$3000.00
4.	New foundation and slab below grade	\$6000.00
5.	Remove existing siding, strip off site and reinstall	\$5000.00
6.	Repair deteriorated structural elements	\$2500.00
7.	New membrane roof, parapets and flashing	\$1500.00
8.	Remove existing sash, build new frames and reinstall	\$1600.00
9.	Reconfigure underground service and partial wiring	\$1500.00
10.	Repair existing doors	\$1200.00
11.	Repaint entire structure	\$1200.00
	subtotal	\$29,000.00
	subtotal x (1.5 O & P) =	\$43,500.00

Marc Rueter
Rueter Associates Architects