GRAY & PAPE
HERITAGE MANAGEMENT

Preservation Maintenance Plan Report for the Clinton County Historical Society/Rombach Place Carriage House

Prepared for:

Clinton County
Historical Society
149 East Locust St.

Wilmington, Ohio, 45177

ClintonCountyHistory.org

Prepared by:

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24-100901.001

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Project No. 24-100901.002

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Contract/PID #: 24-100901.002

Prepared for: The Clinton County Historical Society
Rombach Place, 149 East Locust St.
Wilmington, Ohio, 45177

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1.0 INTRODUCTION

1.1 Overview

Gray & Pape was contracted by the Clinton County Historical Society to complete an Historic Structures Report (HSR) for the Rombach Place House as well as an abbreviated Preservation and Maintenance Plan for the associated Carriage house, under a separate scope of work. The Rombach Place HSR should serve as a companion document to this Preservation and Maintenance Plan, as it provides detailed contextual background information on the history of this building. The Carriage House at Rombach Place is located approximately 10 feet to the north of the main house. Constructed c. 1880, the Rombach Place Carriage House, dates to the second period of ownership of the property and is comprised of a wood frame, two-story, board-and-batten sided barn with a terne metal roof. This Preservation and Maintenance Plan Report will serve as the primary planning document for management decisions regarding the preservation, rehabilitation, restoration, or reconstruction treatments of the building. The property is currently owned by the Clinton County Historical Society and is currently used for storage. Existing conditions and observed and maintenance concerns are outlined below.

Special thanks are given to the Clinton County Historical Society staff and volunteers, who spent considerable time researching the background of the home and its occupants, as well as the research they conducted using city and county tax records, and deeds. In addition, thanks are given to Shelby Boatman, Director of the Clinton County Historical Society as well as the Society's Board of Directors for their countless hours ensuring this building is preserved for future generations.
The Preservation and Maintenance Plan places all the past interventions and any future work in context with the building's history and significance to assist in short- and long-term decision-making involving master-planning, restoration, and repairs. This Plan provides a records base for proposed work and includes details of past alterations, repairs, and photographs documenting existing conditions, with emphasis placed on specific maintenance issues and concerns as well as recommendations for repairs.

1.2 Historic Research

Historic Research is a key element when preparing a Preservation Plan. Research for this report was conducted primarily at Rombach Place, using the archival materials supplied by the Clinton County Historical Society. Specifically, the "Family Histories – Clinton County A-Z," "Clinton County Deeds; Books A-Z," and the Early Tax Records collections were heavily used for historic research. These records were used to gain more information about the buildings' chronology. In addition to this in-person research, digital research provided a historic context of the building. Research materials included newspaper articles, local history books, photographs, maps, United States Federal Census records, National Parks Service archives and burial information. All sources and research materials referenced for this report are listed in the Bibliography.

1.3 Site Investigation

Identification of Character-Defining Features

In August and September 2024, and January 2025, Secretary of the Interior (SOI) qualified Gray & Pape, Inc. (Gray & Pape) Architectural Historians conducted on-site investigations and photo documentation of Rombach Place and its carriage house. During the site investigation, Gray & Pape recorded and identified character-defining features of the interior and exterior of the building.

Character-defining features include original building materials, decorative features, and interior layout of the building.

Investigation of Existing Conditions

In September 2024, and January 2025, Gray & Pape completed a visual inspection of existing conditions of the Carriage House at Rombach Place. The conditions were documented through photographs, and notes were taken regarding identified visible alterations to the building's historic fabric. More specifically, the existing conditions of the carriage house were documented through DSLR, and borescope photography, those areas that were not easily visible or out of reach were photographed and viewed with the use of a 48mp sensor camera on an unmanned aerial drone by an FAA Part 107 licensed Small Unmanned Aerial Systems Pilot. The results of these investigations are outlined in Section 4.0: Architectural Evaluation and Condition Assessment in this report. All current conditions photographs present in the document dated 2024, were taken during the August, September, and January site visits by staff Architectural Historian Cooper Shields.

2.0 CONSTRUCTION AND DEVELOPMENT HISTORY

The Historic Structures Report of Rombach Place has a full historic context of Clinton County, Wilmington, the house, and its occupants. However, additional information, including a general overview of the Carriage House, when it was constructed and the historical evolution of similar types of buildings and their uses, is explored in more detail below.

Available historical mapping depicting the building is limited in the 19th century imagery, but through a combination of extant maps, and in-person investigation of building methods and materials, it can be assumed that the Carriage House was built c. 1877-1880 during Rombach Place's first period of ownership under Matthew and Catherine Rombach.

The Carriage House at Rombach Place was constructed to house the carriage, and horses used for transportation, and possibly other livestock that the Rombach/Denver family used for their own sustenance, as it was not uncommon for well-off families, even in urban areas, to have a few cows, or chickens for personal use. Any barns previously on the property, which have since been demolished, would have assisted in that function. Other barns would have assisted in holding larger quantities of animals than a normal upper-class family would have owned.

2.1 Development of the Carriage House

Carriage Houses in the United States first appear in upper-class households in the late 18th and early 19h centuries, following the trends of the estates found in the United Kingdom. Early Carriage Houses were typically two stories in design, to allow for hay storage on the second floor to prevent moisture absorption from the ground level, and to provide for extra storage of carriage-related tack, feed, and other related materials and tools necessary for the Carriage and the livestock. The first floor held both the carriages, and horses, as well as any other livestock a family might have had at the time. It wouldn't have been uncommon in the era for a family like the Rombach's to have a cow, or a handful of chickens. Which could've been housed entirely within the Carriage House or the other barns previously on the property that has since been demolished.

Carriage houses were prevalent in the United States until the early 20th century, when the personal automobile became attainable and gained popularity. As personal automobiles increased in popularity through the American public, but before the personal garage was part of the design standard of the American single-family home, carriage houses served as both a barn and a garage for the automobile, often alongside horses and carriages. It was not until the 1920s, that a separate garage became the popular choice for car storage, originally seen in larger, more expensive homes, but eventually moving their way to small suburban developments in the 1930s and 40s. As noted by the change in use on Sanborn Maps, the Carriage House transitioned in use between 1914 and 1933. Likely in the early to mid-1920s, following the rest of the country. There is a possibility it served as both a Carriage House and a garage for a period of time, until the carriage was completely phased out in the early 1900s and 1910s.

3.0 CHRONOLOGY OF BUILDING USE AND PHYSICAL HISTORY

The following chronology of the Carraige House is based on a review of available historical materials, including drawings, photographs, maps, and interviews associated with Rombach Place and the Carriage house. In addition to written and photographic documentation, careful in-person investigations were completed on the built-environment of the carriage house and its associated property piecing-together the alterations, and changes that have taken placed throughout the Carriage House's near-150-year history.

The following building chronology relies heavily on a comparison and analysis of existing conditions of the Carriage House. Historic maps depicting the location, orientation and changes to the resource are provided below and in Section 9.

3.1 Summary of Building Physical History

The Rombach Place Carriage House was constructed c. 1880 and has had minimal alterations and changes since its original construction. Through the analysis of the building and knowledge of historic building materials, the Carriage House has likely not changed much in its appearance since it was built. The Carriage House, as it was built, likely had the same board and batten siding, doors, and roof form it does now, with a few exceptions. Field observation and map research revealed that the roof of the building changed in the mid-20th century from wood shingles to the current terne metal surface, and in c. 1955, likely under the ownership of the Clinton County Historical Society, a set of double doors, and a single window on the north elevation have been infilled. Additionally, the concrete block foundation is not original, likely replacing a field stone foundation in the mid-20th century.

The board and batten siding is likely original to the building, due to the siding type's prevalence on outbuildings observed in this area dating to the 19th century. The access to the Carriage House consists of the current door on the south elevation, in addition to two larger double doors found on the north elevation, like the extant set found on the west end of the elevation, to accommodate carriages and horses.

The only change in use notated was from a carriage house and animal storage to its current use as general storage, and an occasional event space. The change in use from a stable/carriage house to an automobile garage was noted in Sanborn Fire Insurance maps. The change occurred between 1914 and 1933 under the ownership of Katherine D. Williams.

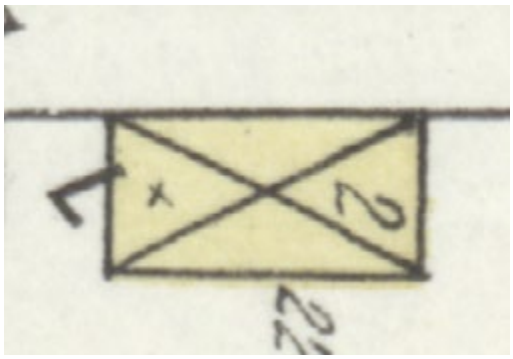

Figure 3-1 Capture from the 1914 Sanborn Fire Insurance Map showing the use marked as "stable", notated by the "X" across the building.

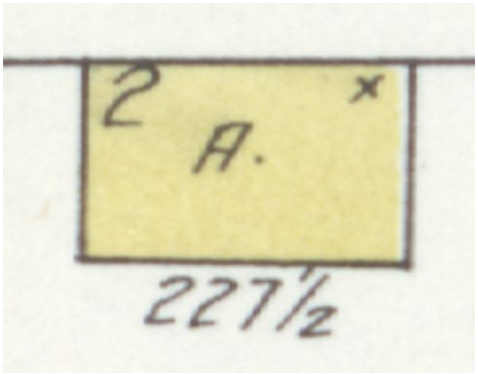

Figure 3-2 A Capture from the 1933 Sanborn Fire Insurance Map showing the use marked as garage, notated by the "A"

3.2 Physical Alterations to the Carriage House at Rombach Place

Research through Sanborn Fire Insurance Maps, available historic photographs, and narrative descriptions show that the Carriage House did not substantively change or receive many alterations or changes in form, size, shape, or scale, between 1900 and 1949, in Rombach Place's Third Period, with James William Denver and Dorothy Sinnett Willams occupying the property.

Despite the change in function from housing animals to automobiles, in-person and historic research shows that the building's basic features, aside from the roof, and the openings on the north elevation, have not substantively changed since its original construction.

The Carriage House currently has a terne metal roof. Sanborn Maps between 1900 and 1949 show that the Carriage House had a wood shingle roof, and a photo dated 2000 shows the Carriage House with the terne metal roof with a fresh coat of green paint, other images do not depict the building with enough detail to ascertain any other construction material details. Based on the roofing material present on the main house and the typical roofing materials available at the time of construction, it is likely that the building originally featured a wood shingle roof that was likely replaced at some point following the Historical Society's purchase of the property, in 1955 with a terne metal roof.

Little documentation was found on the development, changes and repairs to the Carriage House. The only documentation identified on repairs or changes to the Carriage House was that the exterior siding was power washed, scraped, and painted in 2011. Historic aerial images show a change in roofing material between 1984 and 2005 photographs. Research and historic photos suggest that the terne

metal roof was repainted, as a part of cyclical maintenance to provide an extra layer of protection to the metal alloy coating.

Other changes to the building include the installation of double-hung metal-framed storm windows around the exterior of the building. While no date is available for these changes, inspection of the windows and existing conditions suggest this was completed in the last ten years as the condition of the storm windows are good and intact.

3

4.0 ARCHITECTURAL EVALUATION AND EXISTING CONDITIONS

4.1 General Description

The Rombach House Carriage House was built c. 1880 likely by Matthew Rombach, and is comprised of a wood frame, two-story, Gable Barn with a cross-gable roof with a standing seam metal roof. The main façade of the building, facing south, has a three-bay design. Each bay has a pair of windows, all of which appear original, they are comprised of a six-over-six, double hung window on the top, and an eight-light fixed window directly underneath. The gable face on the central bay also contains a single six-over-six double hung window. An entry door is also present offset to the east on the central bay; it has an arched wood lintel.

The western elevation of the building features a similar three-bay layout to the main façade. This elevation has three, six-over-six, double hung windows, one on the central bay at the gable face, the other two windows sit on the second floor, a third one-light awning window sits on the SW corner. The eastern elevation is like the west, but with an additional window under the central window on the gable face and lacking the one-light awning window.

The northern elevation features an identical window layout to the east elevation but adds a set of double wood doors with oversized gate hinges on the western bay. An additional hinged panel sits in between the central and eastern windows on the second floor. Additionally, evidence of a former larger set of doors, like the existing double set, can be seen directly adjacent to the current set of doors, noted by the existing concrete threshold and siding that extends to the foundation.

4.2 Site Orientation and Conditions

The Rombach Place property is located at the northwestern corner of the intersection of East Locust Street and North Lincoln Street. The Carriage House is located to the NW of Rombach Place adjacent to a rear alley. The main façade is oriented to the south.

Figure 4-1 Photograph of Carriage House, south (main) façade and roof, facing northeast, 2024

4.3 Stormwater Management

The Carriage house was likely constructed without a gutter system, as was the case with many similar agricultural buildings of the 1800s. While not an original feature to the building, stormwater management is critical when maintaining wooden buildings. As listed in other sections in Section 4.0, the complete lack of stormwater management is creating an ongoing maintenance problem for the building. The lack of a gutter system is leading to many of the issues observed on the exterior of the Carriage House. Without proper water management, whenever it rains, or in winter months, when snow or ice is melting, the water collected on the large roof has nowhere to go aside from the four roof valleys. As a result, some of this water falls onto the ground, then splashes up onto the foundation and nearby siding, while some will inevitably cling onto the building, following the siding down the entire wall of the Carriage House. Over time, this consistent water contact causes both superficial damage to the wood surface as well as creates an environment for wood rot, mold and algae discoloration.

4.4 Roof

The Rombach Place Carriage house's existing roof is comprised of terne metal and is currently in good condition aside from a few small issues identified during the survey. Field survey identified several areas of rust, discoloration, and failing seams. At the junction of all four hips-and-valleys, the metal roof ends show cracks, breaking, and rust, consistent with persistent water damage because of the lack of proper stormwater management (Figure 4-2).

Terne metal roofs are a form of tinplate roofs, with the base material comprised of a thin steel sheet coated with terne, an alloy of lead and tin that acted as a protectant to the thin steel. The terne coating was often 10-20% tin with the remainder being lead. Terneplate was first produced in the US in 1825. The terne coating was a cheaper alternative to a pure tin coating, but very similar characteristics as pure tin. Originally, the base metal was iron, but through the 19th century, it was replaced with steel. Sanborn Maps between 1900 and 1949 depict that the Carriage House had a wood shingle roof, which was likely original. Wood shingles were commonplace in early American buildings due to the

abundance of timber and their quick and easy fabrication. The wood shingles on the Carriage House were likely replaced in the mid-20th century due to the higher level of maintenance required compared to a metal roof.

Figure 4-2. Example of the water damage seen on the terne metal roof, facing NE 2024.

4.5 Masonry

The foundation of the Carriage House consists of concrete blocks, which appear to be in relatively good condition. However, due to the age of the building, it can be assumed that these were added in the early-to-mid 20th century, to reinforce or infill the foundation. Due to the era in which the building is constructed, the original foundation was likely locally sourced fieldstone, either dry or wet laid. The field stone was likely replaced due to compounding maintenance issues. The current concrete block foundation has a much lower need for cyclical maintenance.

Field observations revealed several problems with the Carriage House foundation. The most critical of these foundation issues observed is the shifting of a series of concrete blocks located on the central bay of the main façade. The blocks are bowing outward from the rest of the building and also contain a hairline crack (Figure 4-3).

Moreover, several areas of the foundation show discoloration, environmental growth, failing paint, and some small instances of cracking and missing mortar. The four main areas that include these concerns are located underneath the valleys of the two roof gables. These Maintenance issues are likely due to the lack of stormwater management on the building.

In addition, mortar joints located on the western elevation of the building appear to have been repointed with a silicone caulking and are failing due to the inappropriate combination of the two building materials.

Figure 4-3. Overview of bowing/bulging foundation blocks. 2025

4.6 Entrances and Doors

The Carriage House's original design featured two entrances: The main entrance located on the east side of the south façade, and a set of double doors present on the north elevation. The main door located on the south façade appears to be in good condition with only slight water-related damage and degradation. This damage is characterized by the failing and flaking of paint, mostly located on the bottom rail of the door.

The northern set of doors has extensive wood rot and moisture related paint damage present on the bottoms of both doors. Additionally, the weight of the doors on the pairs of hinges, combined with wood rot on the surrounding structural elements of the door, is creating a disconcerting lean to the door, with the likely result of the separation of the hinges and doors from the surrounding door framing (Figure 4-4). The damage is most evident on the right-hand door with severe discoloration and rot. CCHS Staff revealed that the door is functionally compromised and about to break off from the supporting framing. (Figure 4-4).

Figure 4-4. Photo showing extensive wood rot on the double doors at the north façade, 2025

4.7 Windows

The Carriage House has a total of 18 windows, all of which appear to be original to the building and are of wood construction. The window sashes are generally in good condition. However, every window on the Carriage House shows spots of missing, flaking, or curling glazing putty. This is expected over time due to environmental factors, and routine replacement of all glazing putty is a part of cyclical maintenance. Several of the windows surveyed display evidence of interior moisture damage, but none are serious enough to warrant immediate attention. Many of the exterior window frames and casements show moisture related damage which has led to severe rotting of both the sills and lintels throughout the exterior of the building, these items should be repaired or replaced as needed (Figure 4-5).

Every window except the window directly west of the main entry door on the first floor is covered on the exterior with aluminum-framed screens, which assist, but do not prevent, sun related aging, or moisture related damage. Original window frames and sashes are a key character-defining feature of any historic building. The only visible damage observed on the windows is failing or missing glazing putty, the repair of which is recommended, and is an affordable repair that will greatly aid in the continued protection of the window sashes.

Figure 4-5 Photo of moisture related damage, first floor window, central bay, main façade, facing NW, 2025

4.8 Siding

The board and batten siding on the exterior of the Carriage House dates to the original construction of the building in c. 1880 and has a series of noted Maintenance related issues throughout the building: including Cracked boards, wood rot, paint failure, and missing pieces.

The most alarming water-related Maintenance issues observed on the siding are due to a lack of gutters and downspouts. The siding located under each of the four roof valleys, as well as soffits, eaves, and fascia boards, show extensive moisture damage due to a lack of stormwater management, with parts of the fascia completely missing in some cases. The constant splashing and dripping of rainwater, both down the side of the building, and from the ground, have caused cracking, rot, paint failure, and discoloration of both the siding and the foundation.

Other observed damage to the siding can be seen in the form of wood rot present on the side of the building leading to holes, most evident under the attempted graffiti removal on the northern and western elevations (Figure 4-6). In addition, inappropriate metal patches are present in two places on the building, on the main façade in between the windows on the central bay (Figure 4-7). A series of battens, most notably on the western elevation, appear to have a combination of moisture damage, and failing fasteners, leading to their separation from the boards underneath.

Figure 4-6 Example of wood siding rot and paint failure, western façade.

Figure 4-7 Inappropriate siding patches, south facade, 2025

4.9 Exterior Materials and Condition Summary

The exterior of the Carriage House at Rombach Place retains an amount of architectural and historical integrity, despite the building's age, alterations, and moisture-related damage.

4.9.1 Building Integrity

Field observations showed that the exterior of the Carriage House retains a high level of architectural and historical integrity, despite the building's age, alterations, additions, and moisture-related damage. The following section highlights the building's character defining features that are considered key aspects of the Carriage House's integrity, and areas of concern that should be prioritized for repair.

The National Park Service separates integrity into seven aspects (National Park Service 2005):

- Location
  - The place where the historic property was constructed
- Design
  - The combination of elements that create the form, plan, space, structure and style of a property
- Setting
  - The physical environment of a historic property
- Materials
  - The physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property
- Workmanship
  - The physical evidence of the crafts of a particular culture or people during any given period in history or prehistory
- Feeling
  - A property's expression of the aesthetic or historic sense of a particular period of time
- Association
  - The direct link between an important historic event or person and a historic property

While the Carriage House has had a series of alterations over the past 145 years, it retains at least some amount of all of the above aspects of integrity through its character defining features. The materiality of the building, including the historic construction methods, and its design, bring reminders of the building's age, period it was built, and its original use. Additionally, the interior layout and the overall design of the Carriage House lend itself to the original agricultural use of the building. All of these aspects are seen through a combination of its character defining features, listed below.

- Building form and location
  - The cross-gable roof form and overall building shape are retained, in addition to its location at the rear of Rombach Place, accessible through the alley.
- Building Layout
  - The interior layout of the Carriage House shows the original uses, while the stalls themselves are not retained, and enough structure exists inside to show their original placement.
- Board and batten siding
  - The board and batten siding is likely original to the building. Its type is noted as popular during the time period for siding utility buildings.

- Original double-hung windows
    - The Carriage House's 18 double hung windows are representative of the time period it was built in, due to the need for natural light. Additionally, the ventilation they provided during the time of animal storage was imperative for comfort and safety.
- Original doors, both north and south facades
    - The wood doors on both the north and south facades represent two separate points of entry, both designed for different uses. The smaller southern door meant for entry into the building from the house, and the double doors were meant for the entry of horses, carriages, and later automobiles.

Overall, the building is in fair condition with some major issues requiring attention. As a majority of these issues present themselves on the building's character defining features, their repair, or replacement, is imperative in preserving the historic integrity of the building:

- The exterior wood board-and-batten siding shows evidence of moisture damage in numerous places with a series of possible causes.
    - Where siding intersects the foundation under roof valleys
    - The joints at the bottom of the gable faces
    - The NW corner of the building which shows vertical cracking down the length of a replacement siding board
    - Holes and cracking at several nail holes and joints on siding battens
- The terne roof shows failing cleats, evidence of rust, peeling/cracking paint, and a failing ridge cap
- Failing, or missing window glazing putty on numerous sashes

Alterations include:

- The removal and infill of a set of doors and a window on the northern façade
- The removal of the original wood shingle roof
- The removal of the original foundation, replaced with concrete masonry units

4.10 Interior

The interior of the Carriage House at Rombach Place is arranged into three distinct rooms, with one large room on the first floor, and two rooms on the second. The second floor is accessed by a staircase on the south side of the building. As the walls and ceiling are uncovered, the original timber framing is evident throughout.

4.10.1 First Floor

The first floor of the Carriage House is comprised of a single open room measuring approximately 41 feet by 27.6 feet, with exposed post-and-beam timber framing, constructed with dowels on the walls, and mortise and tenon joints on the ceiling (Figure 4-10). The original floor in the Carriage House was likely dirt, but has since been replaced with poured concrete, likely added in the 20th century, either when the Historical Society took possession, or earlier with the addition of personal automobiles. The room layout lends itself to the previous agricultural use of the building. The layouts of the horse stalls are still evident on the eastern side of the room with the individual stalls separated by timber posts

supporting one of two tie beams, the second tie beam runs through the center of the room. A previously enclosed hay drop sits in the center of the stalls (Figure 4-8).

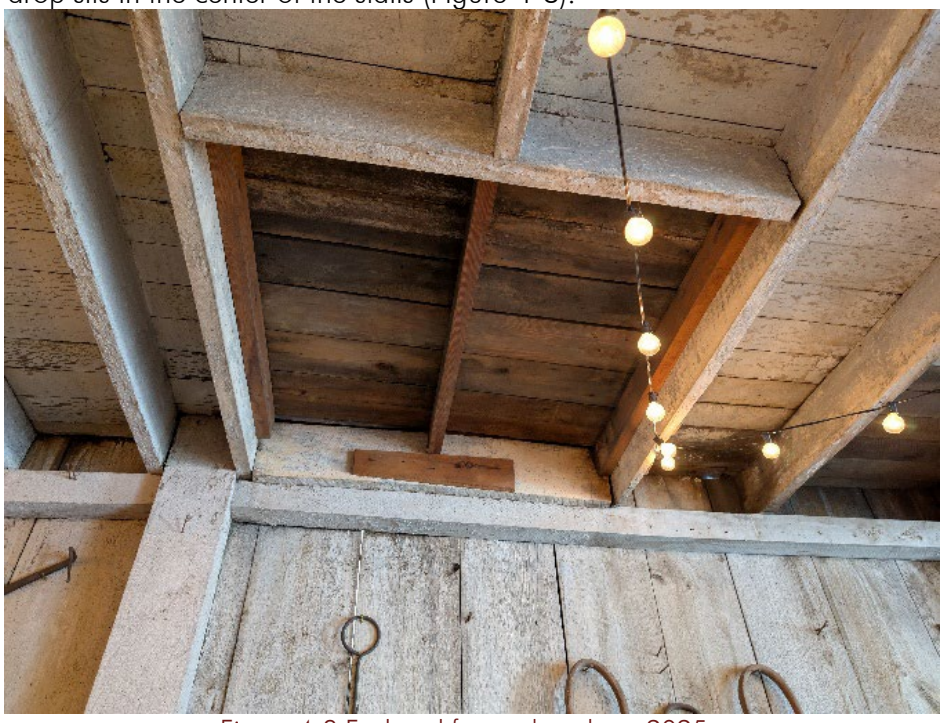

Figure 4-8 Enclosed former hay drop, 2025

The north side of the first floor features the extant set of double doors, as well as a now infilled door and window opening adjacent to the doors. An additional infilled window is also present on the western side of the south façade (Figure 4-12). These now-infilled openings on the north façade were likely filled in the mid 20th century with the acquisition of the property by the Clinton County Historical Society, as the building transitioned into a storage space, rather than an automobile garage.

Field observations revealed that a structural beam that runs along the south side of the building has failed in two places, on either side of the central window, west of the main entry door (Figure 4-21). The failure has likely been present for some time, due to the inclusion of an additional piece of lumber directly underneath.

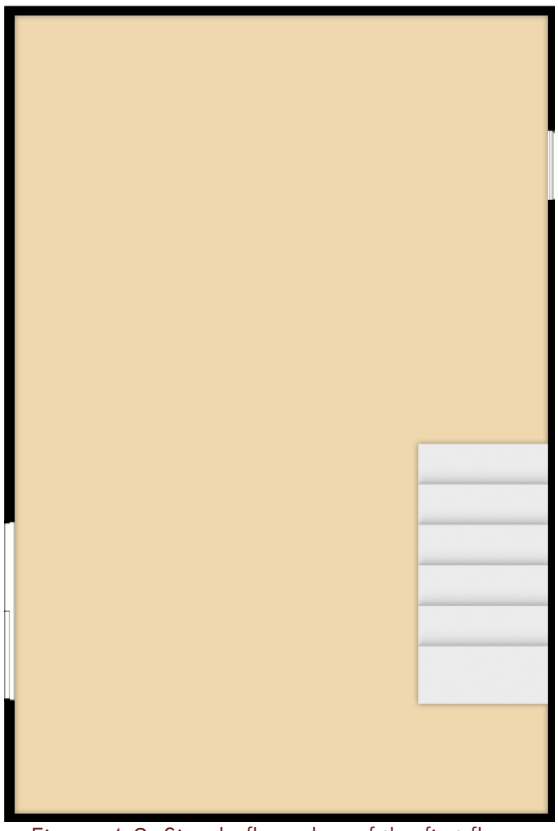

Figure 4-9. Simple floorplan of the first floor.

Figure 4-10. Overview of the interior of the Carriage House, facing SE, 2024

Figure 4-11. Overview of the interior of the Carriage House, facing NE, 2024

Figure 4-12. Overview of the interior of the Carriage House, facing N, 2024

Figure 4-13. Overview of the interior of the Carriage House, facing SW, 2024

4.10.2 Second Floor

The second floor of the Carriage House is comprised of two rooms (Figure 4-14) .One encompassing much of the level measuring approximately 41' x 28', and one, which sits in the SE corner, measuring approximately 9' x 9'. The flooring on the second level is comprised of full 4'x8' sheets of plywood, while the flooring in the small room is made of individual 2x8" wood boards, likely pine.

Similar to the first floor, the framing on the second floor is exposed. The entire roof structure is visible due to a lack of internal sheathing or insulation. Aside from the exposed framing and roof structure, the second floor is largely devoid of decorative features.

The second floor of the building also contains a steel tension rod that runs from east to west. The tension rod serves as a structural member preventing the splaying of the eastern and western walls.

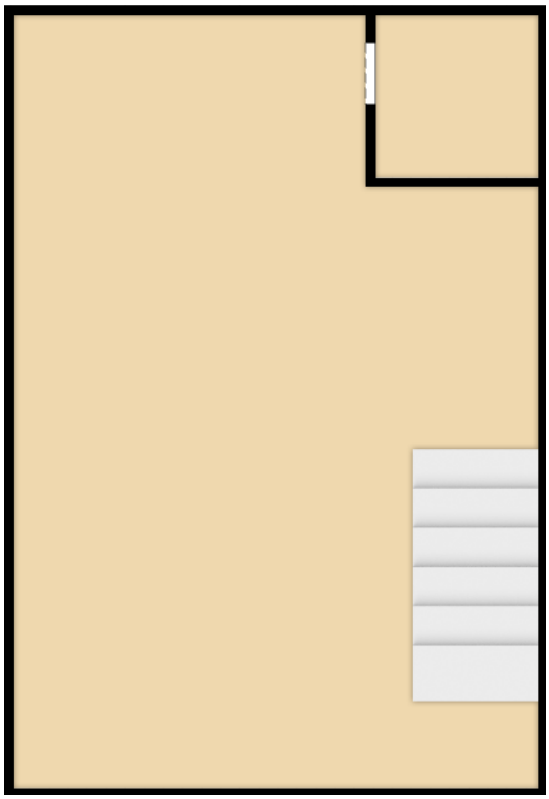

Figure 4-14. Simple floorplan of the second floor.

Figure 4-15 Overview of Second Floor, facing NW, 2024

Figure 4-16 Overview of Second Floor, facing W, 2024


Figure 4-17 Overview of Second Floor, facing NE, 2024

Figure 4-18 Overview of Small Room, Second Floor, facing SE, 2024

Figure 4-19 Overview of Small Room interior, facing S, 2024

4.11 Interior Materials and Condition Summary

Most maintenance and structural issues present on the interior of the Carriage House are due to the lack of stormwater management on the exterior of the building. The decades of clinging, dripping, and splashing water has negatively affected the condition of the terne metal roof, the wood siding, and the concrete foundation. This negative water contact, combined with the lack of maintenance, has led to the issues present in the interior.

Overall, the interior of the Carriage House is in good condition, with visible issues mostly stemming from water and weather-related degradation and deferred maintenance on the exterior. The issues identified include:

- Visible daylight from loose exterior siding battens, most notably on the south elevation, second floor.
- Improperly secured, and damaged, double doors on the northern elevation. Cracks and gaps allow for water and snow ingress, furthering wood damage.
- Visible water damage on the east side of the interior, under the second-floor structure (Figure 4-20).
- Cracked structural beam on the south façade, above the central window on the first floor (Figure 4-21).

Character Defining Features

- Mortise and tenon, and doweled timber framed structure
- Features and form of previous agricultural uses
    - Former horse stalls at eastern elevation
    - Hay drop from second floor

Figure 4-20. Overview of moisture damage on the eastern wall, 2025

Figure 4-21. Overview of cracked support beam, 2025

4.12 Systems

The Carriage House at Rombach Place has no heating or plumbing systems present in the building. The extant electrical system is comprised of modern surface-mounted switches, fixtures, and wires. The only issues observed from inspecting the electrical system is un-sheathed electrical wires, that do not sit within metal conduit (Figures 4-22, 4-23). The lack of metal conduit can lead to serious issues resulting from physical abrasion with the wires, potentially leading to the risk of fire.

Figure 4-22. Exposed electrical wiring, first floor southern side, 2025

Figure 4-23. Exposed electrical wiring, second floor, 2025

5.0 PROPOSED WORK

5.1 Secretary of the Interior's Standards

The Secretary of the Interior's Standards for Rehabilitation are ten basic principles created to help preserve the distinctive character of a historic building and its site, while allowing for a reasonable chance to meet new needs (2017).

The Standards (36 CFR Part 67) apply to historic buildings of all periods, styles, types, materials, and sizes. They apply to both the exterior and the interior of historic buildings.

The Standards encompass related landscape features and the building's site and environment as well as attached, adjacent, or related new construction.

The Standards are applied to projects in a reasonable manner, taking into consideration economic and technical feasibility.

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 the 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.

5.2 Preservation Plan and Building Recommendations

The following recommendations are presented in order of importance and are based on historical considerations, and any work should be undertaken according to the Secretary of the Interior's Standards for Rehabilitation. The National Park Service has a series of Preservation Briefs, which give guidelines for the repair and rehabilitation for a series of noted issues. Those Briefs will be referenced in the pertinent sections below.

Roof Repair

A building's roof provides one of the most important layers of protection against moisture intrusion. Roofs should be inspected on a routine basis, and any deficiencies repaired or replaced as needed. Several items were observed during field inspections and should be addressed.

The Carriage House roof has several areas of rust and broken joints. These issues likely arose due to the failure of the current coat of paint, which was applied c. 2000. The General Services Administration provides guidance on the recommended steps and procedures for the repair of terneplate roofing, the steps are briefly laid out below (General Services Administration 2016).

- The current roof should be stripped of paint using a chemical paint stripper and cleaned using a chemical cleaner, and the failed joints should be re-soldered.
- Where extant, rust should be removed using the most minimal means necessary.
- For rust-outs, repair should be undertaken by soldering the same kind of metal over the damaged area
- Following the repair of all rust and other damage, the entire roof should be repainted with a red iron oxide and linseed oil-based paint specifically formulated for use on terne metal roofs.

Stormwater Management

As outlined in section 4.3, the lack of stormwater management is creating an ongoing maintenance problem for the building. The following changes should be made to correct the current water-related damage.

The addition of gutters, downspouts, and splashpads at the four roof valleys

- As most problems observed on the exterior of the building are due to a lack of stormwater management, the installation of proper gutters and downspouts at the confluence of the four roof valleys is imperative to help prevent further water damage on the building.
- Additionally, care should be taken to ensure that the water collected and disbursed by the downspouts is directed away from the foundation through sloping grades or with the assistance of something like a splash block. Splash blocks will assist in the redirection of water and prevent ponding against the foundation.

Foundation Repair

The foundation of a building provides structural support for all areas above. Maintaining a solid foundation should be a top priority for any historic building, the following items are recommended for foundation repair.

- Repoint areas where mortar is missing, failing, or where has been replaced with caulking.
  - Existing caulking should be removed from the joints and replaced with a Type S mortar, which is higher strength, appropriate for use with concrete masonry units.
- Monitor bowing concrete masonry units.
  - As the bowing/bulging of the concrete masonry units is minimal, attempts should be made to monitor the bowing/bulging blocks. Common monitoring methods

include routine measurement of the cracks, documenting the frequency and size of the changes.

- If further movement is noted, a structural engineer should be consulted to prevent further damage or structural failure.

Windows

Windows have been a character defining feature of the Carriage house since its original construction. Windows provide exterior light, as well as ventilation for the building. The following elements should be addressed when considering preservation of the Carriage House.

- All windows on the building need some amount of maintenance or repair. The following recommendations follow the guidance set forth in NPS Preservation Brief #9 "The Repair of Historic Wood Windows" (Myers 1981):
- Restoration of damaged window sashes, casing, and trim
  - Where possible, rotted sashes, casing, and trim should be repaired in-place with either a wood dutchman, or a two-part structural epoxy product, in conjunction with a wood consolidant that regenerates and waterproofs rotted wood. If repair is not an option, the damaged wood should be removed and replaced using the same type of wood.
    - LiquidWood and WoodEpox, by Abatron are two products suggested. Similar products do exist from other companies.
  - Re-glaze windows where glazing putty is failing.
  - Glazing putty should be of a calcium carbonate and linseed oil composition. Sarco Dual-Glaze and Type-M, or similar.

Doors and Siding

The Carriage house retains both replacement and original doors, original doors should be repaired or replaced as needed as outlined below.

- While not specific to doors, Preservation Brief #9 provides information on the repair and restoration of historic wood that applies to doors as well and can be referenced for water and rot damage (Myers 1981).
- Repair of rotted wood
  - Where possible, in-place repairs should be attempted first, with either a wood dutchman, or a two-part structural epoxy, in conjunction with a wood consolidant that regenerates and waterproofs rotted wood. If repairs is not an option, rotted wood should be removed and replaced using the same species of wood.
    - LiquidWood and WoodEpox, by Abatron are two products suggested. Similar products do exist from other companies.
  - Strip and repaint damaged paint
    - Where the paint has visibly failed through cracking, peeling, crazing, or bubbling, it should be removed and replaced with an oil-based primer and at least two coats of exterior grade paint.

Siding

Not only is siding one of the most important defensive measures for preventing water and other environmental contaminants, the original board and batten siding on the Carriage House is a character defining feature of the building and should be repaired or replaced in-kind as outlined below.

- National Park Service Preservation Brief #10 "Exterior Paint Problems on Historic Woodwork" gives good guidance and lays the groundwork for the preparation of woodwork, and the previously mentioned Brief #9, has information that is also relevant to the repair of wood siding (Weeks, Look, 1982).
- Repair/Replace damaged pieces.

        - Similar to damage on the windows and doors, care should be taken to first try and repair rotted/damaged siding pieces. In-place repairs with either a wood dutchman, or two-part structural epoxy products, in conjunction with a wood consolidant that regenerated, and waterproofs rotted wood should be prioritized
        - In cases where repair is not an option, siding should be replaced with a piece of wood of the same species as the original.
    - Complete strip and repaint of the siding
        - To further ensure the protection of the wood siding, a full strip and repaint should be done. Mechanical stripping methods, like scraping, and sanding, should be enough.
        - The wood should be first primed with an oil-based primer, then painted with at least two coats of an exterior grade paint.
- Interior Structure

  The interior mortise and tenon, and doweled timber framed structure is an important character defining feature of the Carriage House and acts as the bones of the building. Swift action should be taken to repair and damage, noted below
    - The cracked beam on the south wall should be cut out, past where any wood rot or damage may exist. The new piece should be inserted where the broken piece was taken out, with a half-lap joint, or similar method of construction, to ensure the load gets transferred to the new wood correctly. Additionally, a steel angle can be sistered to the structure, furthering the stability.
    - The repaired area should be monitored for further damage. If the new material shows signs of damage, a structural engineer should be consulted.
- Electrical

  Due to the nature of the space, the electrical lighting in the building is important for access and use. The issue noted should be rectified to prevent possible safety issues
    - A licensed electrician should install metal conduits over the currently exposed wires to prevent damage.

5.3 Regular Monitoring Schedule

Understanding previous repairs and structural observations is a key component to assessing the condition of a historic building; repairs, if not properly performed, can lead to structural and/or maintenance problems. Proper maintenance is the most cost-effective method of extending the life of a historic building. Decay of an historic building is inevitable, but deterioration can accelerate when the building is not maintained on a regular basis. Work done on an emergency basis can favor quick, but inappropriate treatments that alter or damage historic material (McDonald 1989).

Attached below is a simple monitoring frequency chart that should serve as a basis for a Routine Maintenance Plan for the Carriage House. Below, are a series of sections on the features mentioned in the monitoring chart, and simple guidance on what to look for when inspecting each component.

Feature	Inspection Frequency	Season
Roof	Annually	Spring or fall; every 5 years by roofer
Roof Drainage	6 months; more frequently as needed	Before and after wet season, during heavy rain

Exterior Walls and Porches	Annually	Spring, prior to summer/fall painting season
Windows	Annually	Spring, prior to summer/fall painting season
Foundation/Grade	Annually	Spring or during wet season
Building Perimeter	Annually	Winter, after leaves have dropped off trees
Exterior	Annually	Spring, prior to summer/fall painting season
Doors	6 months; heavily used doors may merit greater frequency	Spring and fall, prior to heating/cooling seasons

5.3.1 Roof/Chimney/Roof Drainage

What to look for during inspection:

- Sagging gutters and split downspouts
- Debris accumulating in gutters and valleys
- Overhanging branches rubbing against the roof or gutters
- Deteriorated flashing and failing connections at any intersection of roof areas or of roof and adjacent wall
- Evidence of water leaks in upper floors

5.3.2 Exterior Walls

What to look for during inspection:

- Misaligned surfaces, bulging wall sections, particularly the noted section on the southern facade
- Cracks in masonry units, diagonal cracks in masonry joints, spalling masonry, open joints, and nail popping
- Evidence of wood rot, insect infestation, and vegetative growth.
- Excessive damp spots, often accompanied by staining, peeling paint, moss, or mold; and
- General paint problems

Simple maintenance tasks include:

- Trim tree branches away from walls, remove ivy and tendrils of climbing plants
- Wash exterior wall surface if dirt or other deposits are causing damage or hiding deterioration
- Repoint masonry in areas where mortar is loose or where masonry units have settled. Resolve cause of cracks or failure before resetting and repointing
- Prepare, prime, and spot paint areas needing repainting with appropriate paints

5.3.3 Windows/Doors

What to look for during inspection:

- loose frames, doors, sash, shutters, and screens, that present safety hazards
- slipped sills and tipped or cupped thresholds
- poorly fitting units and storm assemblies, misaligned frames, drag marks on thresholds from sagging doors and storm doors
- loose, open, or decayed joints in door and window frames, and doors/sash, shutters

- loose hardware, broken sash cords/chains, worn sash pulleys, cracked awning, shutter and window hardware, locking difficulties, and deteriorated weatherstripping and flashing
- broken/cracked glass, loose or missing glazing and putty
- peeling paint, corrosion or rust stains

Simple maintenance tasks include:

- Replace broken glass as soon as possible
- Re-putty window glazing where putty is deteriorated or missing with appropriate calcium carbonate and linseed oil based putty.
    - Take care in removing putty to not crack or break old glass
- Clean window glass, door glazing, and storm panels using a mild vinegar and a water mixture or non-alkaline commercial window cleaner
- Clean handles, locks, and other hardware with a soft, damp cloth. Use cleaners sparingly, as they may remove original finishes
- Tighten screws in doorframes and lubricate hinges, window sash chains, and pulleys using a graphite or silicone lubricant
- Check windowsills for proper drainage. Fill cracks in sills with a food filler or epoxy.
- Repair, prime, and repaint windows, doors, frames, and sills when needed.
    - Sand and prepare surfaces and use material-specific patching compounds to fill any holes or areas collecting moisture.
- Correct perimeter cracks around windows and doors to prevent water and air infiltration. Use traditional material or modern sealants as appropriate

5.3.4 Foundation/Grade and Building Perimeter

What to look for during inspection:

- Depression or grade sloping towards the foundation; standing water after a storm
- Material deterioration at or near the foundation, including moss of mortar in masonry, rotting wood clapboards, or settlement cracks in the lower sections of wall
- Evidence of animal or pest infestation
- Vegetation growing close to the foundation, including trees, shrubs, and planting beds
- Evidence of mosso rm old from damp conditions or poorly situated downspout splash blocks
- Blocked downspout drainage boots, or clogged areaway grates

Simple maintenance tasks include:

- Remove leaves and other debris from drains to prevent accumulation.
- Conduct annual termite inspections
- Keep the grade around the foundation sloping away from the building
    - Add soil to fill depressions particularly around downspouts and splash blocks
    - Make sure soil does not come too close to wooden or metal elements
        - A 6" separation is usually recommended
- Avoid use of mulching material immediately around foundations as such material may promote termites, retain moisture, or change grade existing slope
- Reset splash blocks at the end of downspouts or add extender tubes to the end of downspouts as necessary
- Manage vegetation around foundations to allow sufficient air movement for wall surfaces to dry out during damp periods. Trim plantings and remove weeds and climbing vine roots
- Wash off discoloration on foundation caused by splash-back, algae, or mildew. Use plain water and a soft bristle brush. Avoid chemical products unless thoroughly researched and tested.

- Avoid using salts for de-icing and fertilized with a high acid or petroleum-based chemical content, as these materials can cause salt contamination of masonry.
    - Use sand or organic materials without chloride additives that can damage masonry

Basement/Attics

- Look for new, or recurring instances of moisture, or active water ingress

5.4 Conclusion

Rombach Place has a rich history that is worth preserving, and the Carriage House on the property contributes deeply to that history. The stories it tells through the evolution of its construction, the interior layout, the design, and the construction methods all assist in telling its story. By addressing the existing conditions, maintenance and structural issues outlined above, that story can be preserved further. The outlined issues require careful consideration and the long-term planning for the maintenance of the Carriage House should be a top priority.

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APPENDIX B: HISTORICAL MAPS

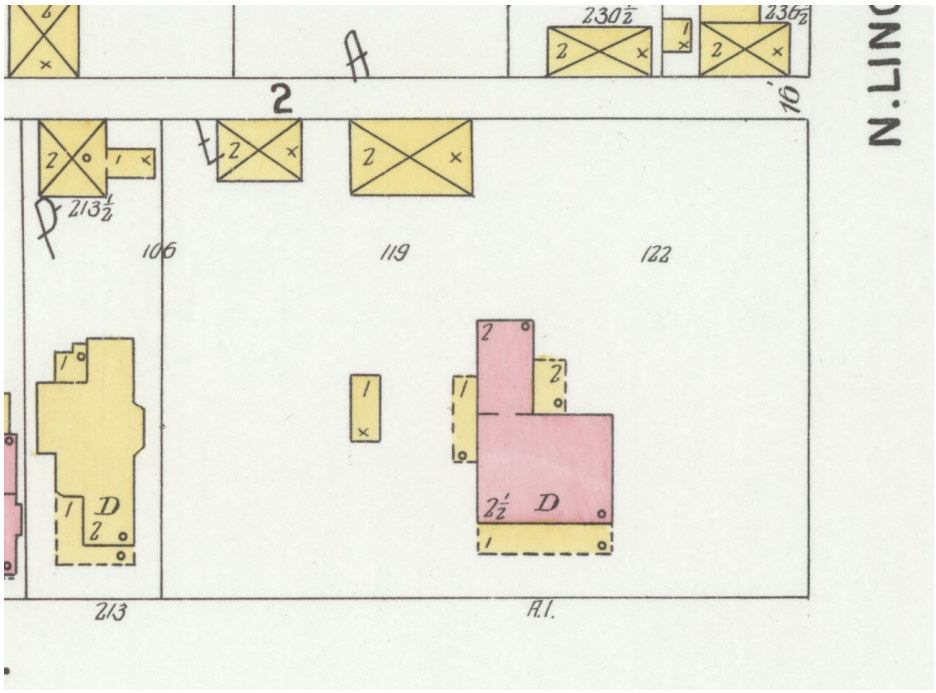

Figure 6-1 1900 Sanborn Map showing Rombach Place and Carriage House

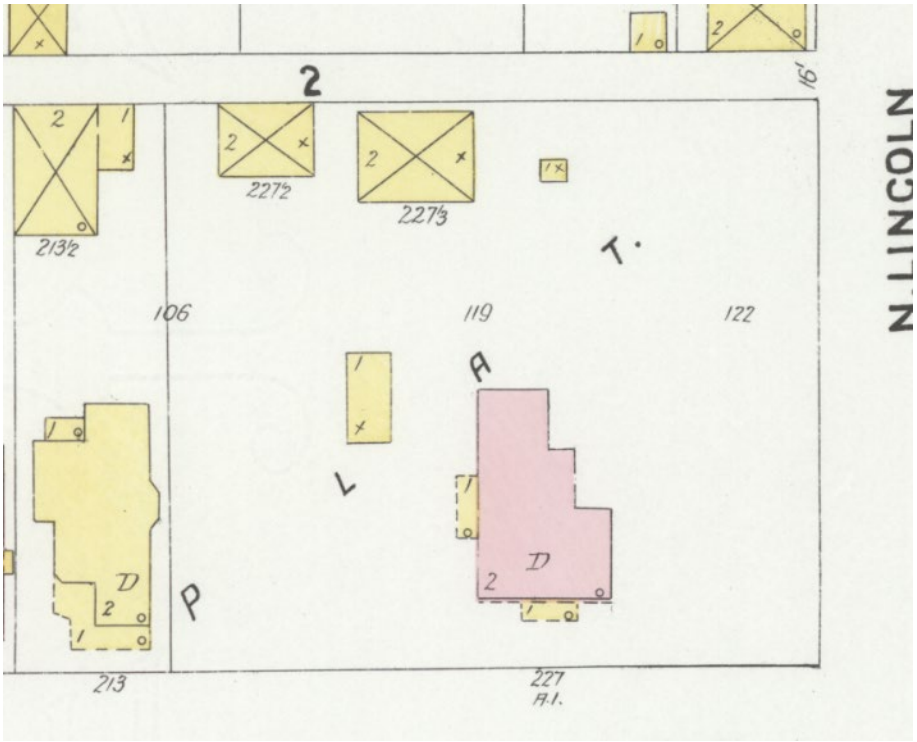

Figure 6-2 1907 Sanborn Map showing Rombach Place and Carriage House

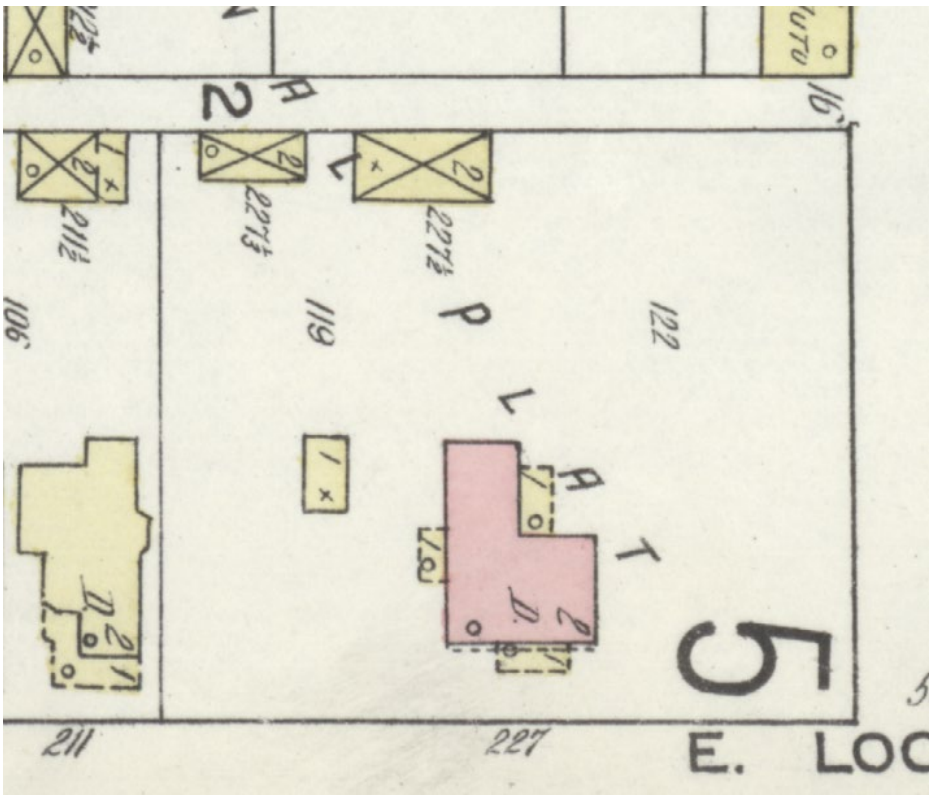

Figure 6-3 1914 Sanborn Map Showing Rombach Place and Carriage House

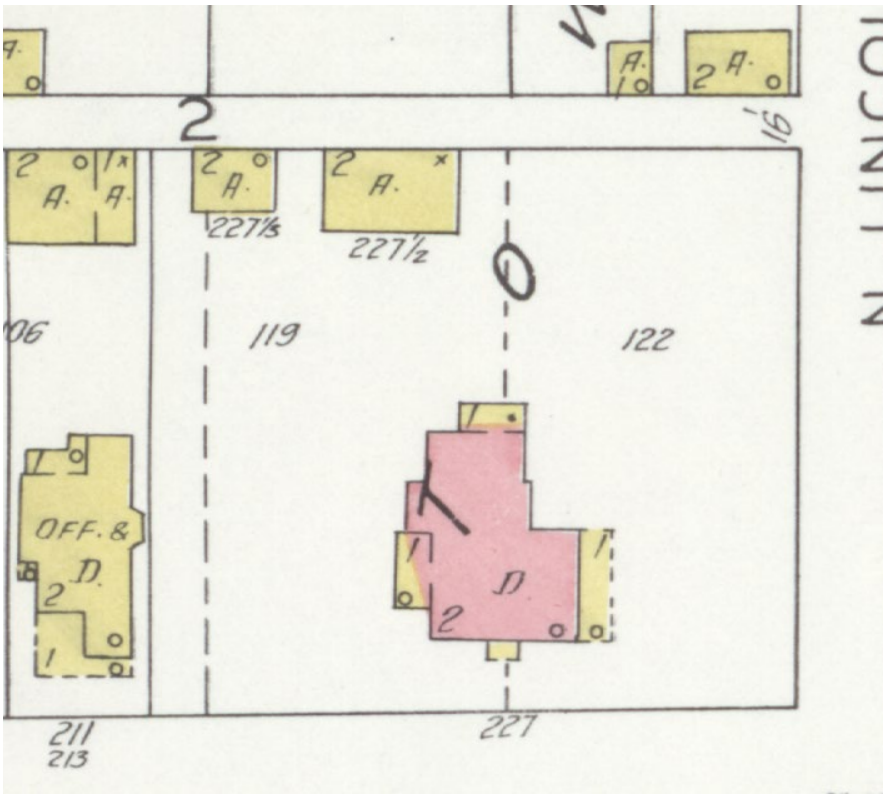

Figure 6-4 1933 Sanborn Map showing Rombach Place and Carriage House

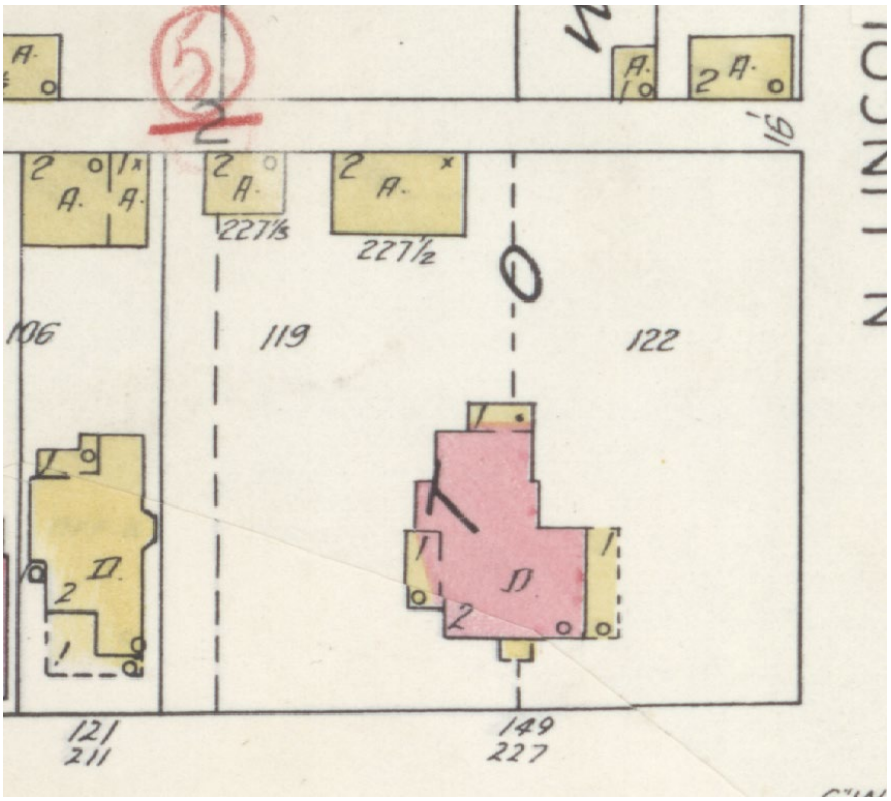

Figure 6-5 1949 Sanborn Map showing Rombach Place and Carriage House