



THE CITY OF
NOVATO
CALIFORNIA

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STAFF REPORT

MEETING

DATE: September 26, 2017

TO: City Council

FROM: Russ Thompson, Public Works Director
Peggy Flynn, Assistant City Manager

SUBJECT: **PROVIDE DIRECTION ON PLANNING PROCESS FOR THE
RENOVATION AND REUSE OF THE HISTORIC TRAIN DEPOT AND
CITY-OWNED DEPOT LOT IN DOWNTOWN NOVATO**

REQUEST

Provide staff direction on a planning process for the renovation and reuse of the historic train depot and City-owned Depot Lot in Downtown Novato.

DISCUSSION

On June 27, 2017, the City Council requested staff to agendize an item to “develop options and a plan of action to renovate and reuse the Historic Depot located at Railroad and Grant Avenues in Downtown Novato.” The item originated as a request by Councilmember Eklund during the review of third quarter agenda items for upcoming Council meetings. (See Attachment 1)

With the recent start of SMART passenger service and the anticipated completion of the Downtown SMART station expected in mid-2019, staff would like to explore options for the renovation and reuse of the City-owned Depot and site (“Depot Lot”) to activate this new gateway into the Downtown. (See Attachment 2)

To best understand what is possible, staff proposes to do an initial site analysis to study opportunities and constraints, and solicit community feedback through community charrettes, surveys, and conversations and bring back viable options to the Council for consideration and potential programming in the City’s FY18/19 CIP budget. Outreach and information gathering would begin immediately and continue through late fall with potential options developed and brought back to Council in the first quarter of 2018.

PUBLIC OUTREACH

The Downtown SMART Station has been the focus of numerous public meetings since the City requested that SMART prepare an engineering and operational feasibility study for the site in late 2014, and later authorizing funding for, and construction of Phase 1.

Staff anticipates a high level of community interest in the initial planning of the Depot Site, and requests that the Council provide any specific expectations for the outreach process, and general timeframe for moving the project forward.

FISCAL IMPACT

For this initial phase, staff estimates costs of up to \$25,000 for conceptual design and community outreach.

RECOMMENDATION

Provide direction to staff to begin outreach and information gathering on options for the Depot and Depot Lot and authorize staff to expend up to \$25,000 for this initial planning phase.

ALTERNATIVE

Provide direction to staff to take alternative action.

ATTACHMENTS

1. Councilmember request
2. Map of Depot Lot
3. Novato Passenger Depot Report by Carey & Company, dated March 14, 2017
4. Novato Depot Cost Assessment by Leland Saylor Associates, dated May 2, 2017

DATE: June 21, 2017

FROM: Council Member Pat Eklund

TO: Novato City Council Members

SUBJECT: Proposed Agenda Item – Renovation and Reuse of Historic Depot in Downtown Novato

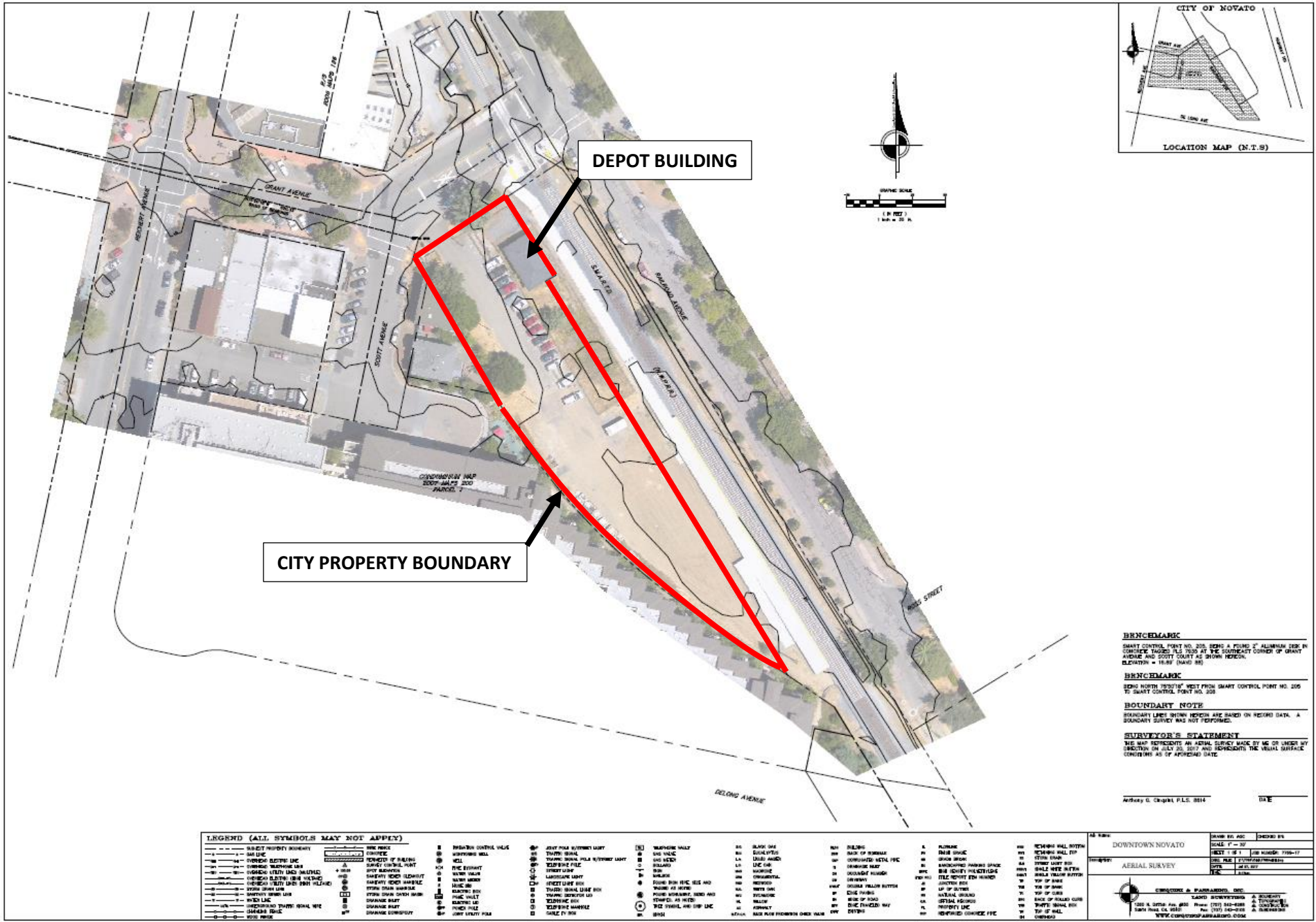
Proposed Agenda Item: Develop options and a plan of action to renovate and reuse the Historic Depot located at Railroad and Grant Avenues in downtown Novato.

Discussion: The construction of the Downtown SMART Station at Railroad and Grant Avenues was initiated in 2016 and should be completed no later than 2018 depending on the schedule for extending SMART to the Larkspur Ferry.

With the impending completion of the Downtown SMART Station, it is imperative that the City of Novato have a plan of action to restore and reuse the historic Depot. In the past, there have been several attempts, but many failed due to ownership issues, costs and controversial plans. In addition, for over two decades, a group of interested residents led by Jerry Peters have maintained the area and the remaining structure as best as possible.

With passenger service starting, riders and those accessing SMART from the downtown station will be viewing the old Depot wondering what the City of Novato plans are to renovate and reuse this historic structure.

Now that the City of Novato owns the historic Depot and the surrounding property, it is timely for the City of Novato to begin discussions on restoring the Depot for re-use and have a plan of action especially given that passenger service will begin.



ATTACHMENT 1: DEPOT LOT SITE



March 14, 2017

THE NOVATO PASSENGER DEPOT

695 Grant Avenue
Novato, California

INTRODUCTION

Constructed in 1917 for the Northwestern Pacific Railroad, the Novato Passenger Depot is located at 695 Grant Avenue. The one-story Mission Revival style building was part of a D.J. Patterson designed complex that originally included a freight depot and an arcade, both of which were demolished in 2007. The subject building is identified by the City of Novato as a "Downtown Novato Historical Building" in the Downtown Specific Plan.¹

The Novato Passenger Depot features a hipped roof over stucco facades; the hipped roof is composite shingle, broken by an arched parapet at the entry. A wood cornice and paneled soffit separate the roof from the stucco walls. The wooden features at the cornice show signs of isolated deterioration due to weather and displacement of paneled pieces. Only a few cracks are present in the stucco cladding, along with a 6-inch wide hole. Plywood boards secure all window and door openings. The interior of the structure has suffered damage from a fire, resulting in the loss of much of the interior finishes.

The Novato Passenger Depot was previously recorded and evaluated in 2007 by Garcia and Associates as part of the *Cultural Resources Inventory Report for the Sonoma Marin Area Rapid Transit (SMART) Project* report. The evaluation concluded that the depot appeared eligible under Criterion A/1 (Events) for its association with the growth of the North Bay Area in Marin County and for playing an important role as Novato's main mode of transportation for passengers, agriculture, and industry. The depot was also found eligible under Criterion C/3 (Architecture) for its Mission Revival style and for its representation of the architectural design of D.J. Patterson, staff architect for Southern Pacific Railroad from 1893-1925.²

In April 2013, as part of the *Cultural Resources Inventory and Evaluation Report for SMART, the Sonoma-Marin Area Rail Transit Downtown San Rafael, Marin County (MP 17) to Petaluma, Sonoma County (MP 38.5)* project, ICF International revisited the depot. They agreed with the previous determination that the subject property appears to be individually eligible for listing in

¹ City of Novato, Department of Community Development, *Downtown Specific Plan*, Adopted July 14, 1998, Revised March 27, 2001, <http://novato.org/home/showdocument?id=3126> (accessed February 21, 2017).

² Jennifer Lang, Garcia and Associates, *Novato Passenger Depot, Northwestern Pacific Railroad DPR Form*, November 21, 2007, page 3.

the National Register and the California Register under Criteria A/1 and C/3 at the local and state level of significance.³

In August 2013, as part of the *Historical Resources Evaluation Report for the Sonoma Marin Area Rail Transit Non-Motorized Pathway Project*, AECOM surveyed the building to assess its existing condition, and determined that no alterations were made that would change eligibility.⁴

This report has three parts:

1. Historic Resource Evaluation
2. Condition Assessment and Recommendations
3. Structural Evaluation (prepared by Pivot Structural Engineering)

METHODOLOGY

Carey & Co. and Pivot Structural Engineering visited the site and met with Dave Meyers, the City's Maintenance Superintendent on February 3, 2017. A detailed survey of the exterior and interior of the building was completed. Conditions of windows, window surrounds, roof cladding, wooden cornice elements, stucco cladding and the covered walkway were noted during the survey. Interior framing information was gathered and remaining finishes were noted. Conditions were extensively photographed. The architectural significance and integrity of the property were also evaluated during this site visit. Additional research was completed including consultation of all available building permits, local newspaper records, the Novato History Museum collections, Sanborn Fire Insurance maps, Anne T. Kent California Room at the Marin County Free Library, and the Northwest Information Center.

³ Aisha Rahimi-Fike and Monte Kim, ICF International, *Novato Passenger Depot, Northwestern Pacific Railroad DPR Form*, April 23, 2013.

⁴ Patricia Ambacher and Mark Bowen, AECOM, *Novato Depot, 695 Grant Avenue DPR Form*, August 23, 2013.

HISTORIC RESOURCE EVALUATION

PROPERTY DESCRIPTION

The Novato Depot was previously recorded in 2007 by Garcia and Associates and the description below is excerpted from the associated DPR form:

The Novato Railroad Depot is a Mission Revival style depot that is a component of the Northwestern Pacific Railroad. It was built in 1917, and designed by architect D. J. Patterson, as part of a complex that originally included, and was attached via a covered arcade/walkway, to the adjacent Novato Freight Depot (demolished in 2007). The Railroad Passenger Depot originally contained the waiting room, while the adjacent Freight Depot held the ticket office/telegraph, baggage room, and the express and freight depot with raised loading platforms.

[...]

The Novato Railroad Depot is a one-story 22'6" X 40' rectangular shaped building with the long axis paralleling the track. The one-story Mission Revival style building features a concrete foundation, stucco facades and a hipped roof with composition shingles... The exterior walls include horizontal, belt course decoration above the fenestration. The hipped roof has boxed eaves with dentils and paneled soffits.

The central bay of the eastern facade, facing the tracks, features an arched, parapeted entryway with molded linear decoration, a cartouche, painted lettering that reads "NOVATO", and holes where light fixtures were once connected. Flanking the central entrance bay are inset open-sided covered waiting shelters, deeply recessed into the building and supported by four square columns, each with a simple base and molded capital. Each column includes a half-round hollow demi-column, on its eastern and western sides, except for the westernmost column which only has one on its eastern side. The inset open-sided covered waiting shelter on the south is larger than the northern covered waiting shelter and has been infilled with modern material.

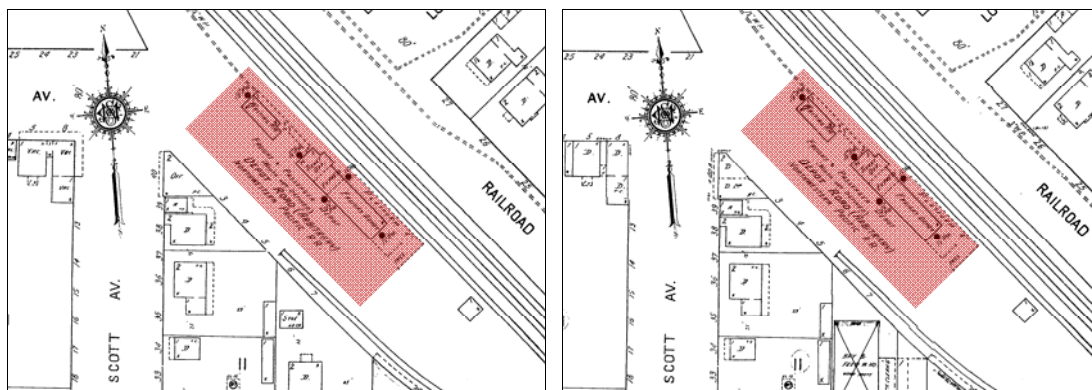
The east facade features two wood 6/6 double-hung windows with an extended stile and a wood paneled door at the entrance to the interior passenger waiting area. The north elevation features the inset open-sided covered waiting shelter, and a recessed and rounded bay inset with a wood 6/6 double-hung window exhibiting extended stiles with short balustrades. The west elevation features three windows, one larger wood 6/6 double-hung window with extended stiles, and two smaller wood 6/6 double-hung windows with extended stiles. A large square opening is located between the windows on this elevation; however, the original building drawings show that a larger 6/6 double-hung window was to be placed here. The west elevation originally featured a small square chimney flue that projected through the asphalt roof, although the chimney is probably no longer extant because it does not protrude through the...roof. The south elevation features the inset open-sided covered waiting shelter with a built-in bench, and a two-panel wood door below a tripartite transom. The covered arcade/walkway to the adjacent Freight Depot originally ran from the open-sided covered waiting shelter of the southern elevation to the Freight Depot. All window and door openings have been boarded over. The stucco facades of the Depot are painted yellow with some details highlighted with brown trim. The entire Depot is surrounded with a chain-link fence.

The former Freight Depot / Office was a one-story 24' x 95" rectangular-shaped wood frame clapboard building, which had been a Central Pacific 32' wide standard-design depot. [Burned in 1982 and 1995, demolished in 2007.] The building had connected to the open-sided covered waiting shelters of the passenger Depot with a 40' long covered arcade with concrete paving, dyed red and scored in a diamond pattern. The foundation remains of the Freight Depot and the red concrete paving of the covered arcade are extant.⁵

At the time of the February 2017 visit, the building remains largely unaltered since last documented in 2013. The roof was covered with plastic sheeting in 2007, and was reroofed in asphalt shingles in 2009. All openings are still boarded over. None of the described exterior doors or window sashes are extant except for the bathroom window on the west elevation. See *Condition Assessment* and *Structural Report* below.



Figure 1. Aerial view of the Novato Passenger Depot, marked by red arrow (Google Maps, retrieved February 17, 2017).



Figures 2 and 3. Sanborn Maps of the area, 1924 (left), and 1943 (right).

⁵ Garcia and Associates, pages 1-2.



Figure 4. The front (east) façade.



Figure 5. The north and west elevations.



Figure 6. The west and south elevations.



Figures 7 and 8. The waiting shelter (left); the concrete paving and the foundation remains (right).



Figures 9 and 10. The entryway decoration (left); dentils and paneled soffits of the roof. (right).



Figures 11 and 12. The interior.

SITE HISTORY

In 1879, the Northwestern Pacific Railroad constructed a railroad depot in Novato. With the addition of the railroad, Novato's farm, dairy and ranch produce could be easily shipped to distant markets and new immigrants were able to travel to and settle in Novato. The original 1879 railroad depot was located on the site of the present depot building. The original depot building was moved to its present location on Reichert Avenue, when the second

depot was built in 1903. The second depot burned in 1916, and the third depot, the subject premises, was constructed to replace it in 1917.⁶

Designed by architect D. J. Patterson, the Novato Passenger Depot was constructed in 1917 by general contractor H. P. Vogensen. It was part of a complex that included the adjacent freight depot and a covered arcade connecting both buildings. The passenger depot originally contained the waiting room, while the freight depot held the ticket office/telegraph, baggage room, and the express and freight depot with raised loading platforms.⁷ The Northwestern Pacific ended passenger service in 1959. The freight shed was converted to a Maintenance of Way Facility in 1960, and serviced the Track, Signal, Electric, and Bridge & Building functions for the Marin/Southern Sonoma County area of the railroad. Novato Police Department leased the passenger depot between 1960 and 1962 to be used as the County Sheriff's substation. Parts of the complex were also used as a storage and repair station for railroad field crews. After a fire destroyed part of the depot in 1982, the remaining structure was briefly used for model railroading by scouts.⁸ A second fire in January 1995 left the freight depot severely scorched; as a result, the freight depot was demolished in 2007. The passenger depot survived with less damage, mostly interior and roof, and had to be covered with a tarp for over 10 years. The building was repainted in 2003 and received an asphalt-shingled temporary roof in 2009.⁹



Figures 13 and 14. Novato's first railroad station in its existing location on Reichert Avenue in 1973 (left), and in 2016 (right). Ungemach, page 157; Google Maps Street View.



Figures 15 and 16. Novato's second railroad depot, ca. 1910 (left) and date unknown (right). Ungemach, pages 158 and 159.

⁶ Garcia and Associates, page 2; May Rodgers Ungemach, *Novato Township: Land grant to World War II* (Novato, CA: Novato Historical Guild, 1991), 160.

⁷ Garcia and Associates, page 3.

⁸ Ungemach, 162; Novato Depot file at Novato History Museum.

⁹ Tim Omarzu, "Finally, historic Novato depot gets a roof," *Marin Scope*, December 30, 2009.



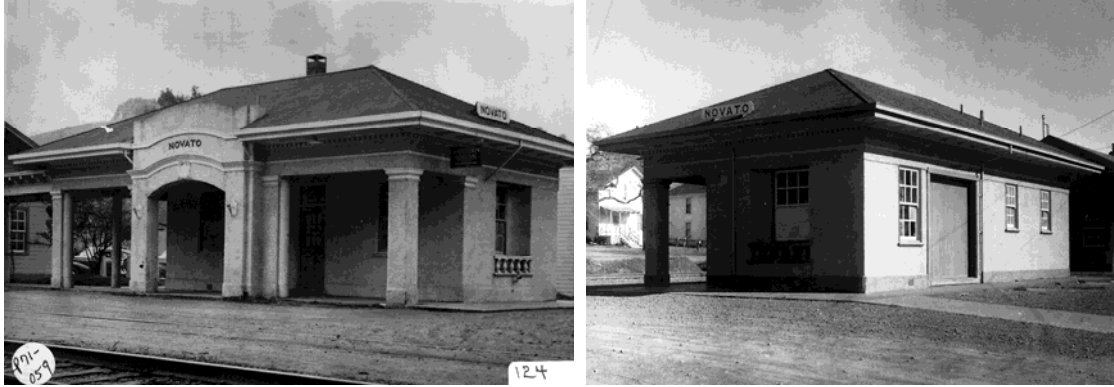
Figure 17. Novato's third (existing) railroad depot, date unknown. Novato History Museum.



Figure 18. Novato's the third (existing) railroad depot in the 1920s. Novato History Museum.



Figure 19. The existing depot, on the dedication day in 1917; see west elevation windows behind the speaker. Novato History Museum.



Figures 20 and 21. Views of the passenger depot, date unknown. Novato History Museum.



Figure 22. The buildings after the 1995 fire. Novato History Museum.



Figure 23. The buildings in 2007. *Marin Scope*, Aug 1, 2007.

Construction Chronology

- | | |
|-----------|---|
| 1897 | The first railroad depot was constructed. |
| 1903 | The second railroad depot was constructed. |
| June 1916 | The second depot and the attached warehouse were destroyed by fire. ¹⁰ |

¹⁰ "N.W.P.R.R. Depot Building at Novato Destroyed by Fire," *Petaluma Daily Morning Courier*, June 23, 1916.

1916	Plans for the third passenger and freight depot were completed by D. J. Patterson in August. H.P. Vogensen signed the construction contract with the Northwestern Pacific Railroad Company to erect the new depot in October. The construction was completed by the end of December. ¹¹
January 1917	The depot was occupied and used by early January. ¹²
Unknown date	A freight door was added to the rear (west) elevation.
1959	The Northwestern Pacific ended passenger service to Novato.
1960 – 1962	The depot was leased by the Novato Police Department.
Ca. 1982	The depot was partially used for model railroading by scouts.
1982	A fire damaged the freight depot.
January 1995	A major fire damaged the freight and passenger depots.
Unknown date	The roof of the passenger depot was covered with tarp and the buildings were surrounded by chain-link fence.
2003	The passenger depot was repainted.
September 2007	The freight depot was demolished.
December 2009	A temporary, asphalt shingle-clad roof was installed at the depot.

HISTORIC CONTEXT: Northwestern Pacific Railroad

The [Northwestern Pacific Railroad, NWP] is an amalgam of forty-two separate railroad lines constructed between 1864 and the early twentieth century, with the main line running between Tiburon and Eureka. After changing hands several times, the amalgamation of various railroad lines became dominated by the competing Southern Pacific and Santa Fe railroads who fought bitterly over access to the rail line that now extended from Larkspur to Cloverdale and to points further north. The main traffic along these lines was from tourists interested in the respite of the Redwood forests as well as agricultural and lumbering interests. As with most railroads, the NWP line brought increased financial and transportation benefits to the local communities it served. Eventually, the Southern Pacific and Santa Fe decided to give up their competition and jointly incorporated as the Northwestern Pacific Railroad in 1908 and controlled 402 miles of track.

[...]

The 1910s and 1920s were the most prosperous for the railroad until the automobile and the completion of the Golden Gate Bridge considerably reducing passenger traffic. The railroad went into decline until WWII when all locomotives were pressed into service to haul war materials to San Francisco and other shipping points. After the war, the railroad continued to experience fewer and fewer riders until 1958 when the last passenger train between San Rafael and Eureka made its way along the line. Freight traffic continued and remained one of the major means of commodity transport from Northern California to ports and markets in the Bay Area. As trucking became cheaper and more efficient, the freight branch lines began to close throughout the 1960s and 1970s. The 1980s marked the end of the NWP line as a

¹¹ "New Depot for Novato," *Petaluma Daily Morning Courier*, August 9, 1916; "Vogensen to build depot at Novato," *Petaluma Daily Morning Courier*, October 4, 1916; "Novato Depot completed," *Petaluma Daily Morning Courier*, December 31, 1916.

¹² "Marin County Correspondence," *Marin County Tocsin*, January 13, 1917.

single entity, and commercial rail traffic was significantly halted (the Willits-Schellville portion of the line operated until 2001).¹³

ARCHITECT / BUILDER

The Novato Passenger and Freight Depots were designed by D.J. Patterson in 1917:

D. J. Patterson (1857-1926) was a staff architect for Southern Pacific Railroad from 1893-1925. Patterson designed many stations for Southern Pacific, including the Craftsman style Willits Railroad Depot (1915) and the Mission Revival style Petaluma Railroad Depot (1914), both on the same Northwestern Pacific Railroad line as the Novato Passenger Depot. He also designed stations for the cities of Tucson (1907), San Antonio (1903), the Seattle (the Union Station) (1911), and Salt Lake City (1909). Other prominent buildings that Patterson designed include the Alameda Pier Terminal (1903), the Alameda Power House (1911), and the Southern Pacific Company Hospital Complex (1907-1911) at 1400 Fell Street in San Francisco including the hospital building, nurses' annex, Huntington Social Hall, powerhouse, and paint shop, and the Judah L. Magnes Memorial Museum (1908) at 2911 Russell Street in Berkeley.¹⁴

Contractor and builder H. P. Vogensen (1865-1937) was awarded the construction contract for the new railroad depot. He was born in Denmark and moved to the United States in 1882. Vogensen was a local Petaluma contractor who "had erected many of [Petaluma's] finest buildings and incidentally had been the means of raising immeasurably the architectural standard of the city."¹⁵ He constructed commercial, industrial, and residential buildings in Marin and Sonoma counties. He served as the Petaluma city councilman, and was a member of multiple local chambers and clubs. The Mission Revival style railroad depot of Petaluma (ca.1913) was also designed by D.J. Patterson and built by H.P. Vogensen.¹⁶

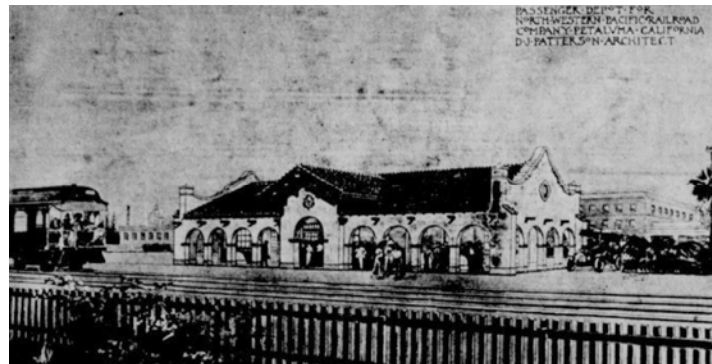


Figure 24. Petaluma Railroad Depot. *Press Democrat*, 1913.

SIGNIFICANCE EVALUATION

The Novato Depot was evaluated in 2007 by Garcia and Associates and found eligible for listing:

¹³ Garcia and Associates, page 2.

¹⁴ Garcia and Associates, page 2.

¹⁵ "H.P. Vogensen succumbs to heart affliction following months of illness," *The Petaluma Argus-Courier*, June 3, 1937.

¹⁶ "The Handsome N.W.P. railroad depot in Petaluma," *Press Democrat*, November 16, 1913.

The Novato Passenger Depot appears eligible under NRHP [National Register of Historic Places] Criterion A and the CRHR [California Register of Historical Resources] Criterion 1 (events) for its association with the growth of the North Bay Area in Marin County. The Novato Passenger Depot played an important role as Novato's main transportation for passengers, agriculture, and industry. With the arrival of railroad transportation in 1879, Novato's farm, dairy and ranch produce could be easily shipped to distant markets, and new immigrants were able to access Novato with the desire to own land. The area around the depot developed into the "New Town" commercial and residential area. By 1920, Novato was a small but bustling, modern town with paved streets, established commercial and residential neighborhoods, and utilities.

The Novato Passenger Depot also appears eligible under NRHP Criterion C and the CRHR Criterion 3 (architecture/workmanship) for its Mission Revival style architecture. The style and workmanship of the building uses forms characteristic of public works buildings from this period in California and is Novato's representative example of railroad architecture. The use of Mission Revival style was part of an overall marketing effort of the railroad to promote western tourism. The Novato Passenger Depot also appears eligible under Criterion C/3 for its representation of the architectural design of D.J. Patterson. D.J. Patterson, staff architect for Southern Pacific Railroad from 1893-1925, designed many stations for Southern Pacific, including the Mission Revival style Petaluma Depot (1914), and other stations for the cities of Tucson (1907), San Antonio (1903), Seattle (1911), and Salt Lake City (1909).¹⁷

After a recent field survey, reviewing the previous DPR forms, and completing additional research, Carey & Co. concurs with the previous determination that the Novato Passenger Depot appears eligible for individual listing for the National and California Registers under Criteria A/1 and C/3 at the local and state level.

Integrity

Having never been moved and still surrounded by commercial buildings and railroad tracks, the building retains integrity of location and setting. The building's integrity of design, materials, and workmanship have been slightly diminished since some architectural features were burned, removed, or boarded over. However, it still retains its overall massing, exterior details, and architectural style. The character-defining features including the Mission Revival style façade, stucco cladding, decorative belt course, boxed eaves with dentils and paneled soffits remain intact. The building reflects the expansion of the Northwestern Pacific Railway network, so integrity of feeling and association are basically intact. The building is presently in fair condition and retains sufficient integrity to convey its identity and significance as a Mission Revival passenger station.

SUMMARY

Carey & Co. concurs with the previous determinations that the Novato Passenger Depot at 695 Grant Street appears eligible under Criterion A/1 (Events) for its association with the growth of the North Bay Area and for playing an important role as Novato's main transportation for passengers, agriculture, and industry, and under Criterion C/3 (Architecture) for its Mission

¹⁷ Garcia and Associates, page 3.

Revival style and for its representation of the architectural design of D.J. Patterson. The building retains sufficient integrity to convey its identity and significance.

CONDITION ASSESSMENT AND RECOMMENDATIONS

APPROACH

Any work to the Novato Depot, should have a minimal impact on the building's historic fabric. Deficiencies that threaten life safety or that cause deterioration must be corrected on a priority basis. The value of any other improvements should be weighed against the value of the building's historic and material integrity. The historic fabric and character-defining features of the building have been described in the historical evaluation section of this report.

The Novato Depot is currently vacant and owned by the City of Novato. Up until 1959 the station was a functioning train depot for Novato. Since trains stopped serving the station, the building has remained vacant. The Period of Significance for the structure is 1917 to 1959. The future use is not known; however, we believe that the most appropriate treatment would be *Rehabilitation*. The Secretary of the Interior defines rehabilitation as the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural value. Our specific exterior approach and interior recommendations reflect this context. Rehabilitation will provide for the maintenance of the depot's historic character, while simultaneously allowing for the widest variety of programs for reuse. All proposed work on the structure must comply with *The Secretary of the Interior's Standards for Rehabilitation*, below.

1. A property shall be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.
2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property shall be avoided.
3. Each property will 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 elements from other historic properties, will not be undertaken.
4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will 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 will match the old in design, color, texture, and, where possible, materials. Replacement of missing features shall be substantiated by documentary and physical evidence.
7. Chemical or physical treatments, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, materials, features, size, scale and proportion, and massing to protect the historic integrity of the property and its environment.

10. New additions and adjacent or related new construction will 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.¹⁸

Applicable codes include the California Building Code as well as the provisions of the American's With Disability Act (ADA) or the Architectural Barriers Act Accessibility Standards (ABAASA), whichever is more stringent. Since the building appears to be a historic resource, the California Historical Building Code may also be used.

GENERAL EXTERIOR CONDITIONS AND RECOMMENDATIONS

The exterior of the Novato Depot reflects the natural progression of a building over 100 years with minor alterations, while also maintaining most of its historic character acquired up to the end of the Period of Significance. The impact of any exterior alteration must be carefully analyzed and weighed in terms of the cumulative effect on the historic resource. Long-term preservation, and the viability of future use, depends upon a sound building envelope. Exterior recommendations are provided to guide rehabilitation work and long-term maintenance efforts. The exterior of the Novato Depot retains a high degree of integrity.

Prior to any work survey all exterior materials at close range to identify and locate all deterioration and deficiencies. Stabilize and repair existing historically significant materials. Replace missing components in-kind where required. Minimize the impact of visible modifications to the exterior elevations.

CONDITIONS AND RECOMMENDATIONS

The overall exterior condition is fair. The concrete perimeter foundation is not visible from the exterior. The building is clad in painted stucco with paint failing on the majority of the structure. The wood door and window trim is weathered, with peeling paint and separation of joints. Those wood doors and windows that remain intact are weathered and display moderate wood deterioration and damage. Many doors and windows have been removed with only the jambs/frames remaining. A covered walkway wraps around the northeast corner of the structure. The stucco columns supporting the roof overhang are each adorned with a pair of semi-circular logs. The cornice and paneled soffit are coming apart in a few locations and deterioration of wood members is present. The downspouts are internal in the wall and the stucco is deteriorated where the pipes exit the wall near the foundation. The asphalt composition shingle

¹⁸ United States. *The Secretary of the Interior's Standards for Rehabilitation*. Washington, D.C.: U.S. Department of the Interior, National Park Service, Preservation Assistance Division, 1990.

roof is in good condition. Due to a fire, some of the exterior paint has blistered and the interior finishes are almost entirely destroyed.

Roof

Rating: Contributing

Condition: Good

Priority: Low

Description: Asphalt composition shingles cover the hip roof which is interrupted by a shaped parapet at the entrance.

Condition: The composition shingles have been installed within the last ten years and are in good condition with little to no signs of wear or deterioration.



Figure 25. The hipped roof.

Recommendations: A roof is a highly vulnerable element of any structure. It is also the first line of defense against water intrusion. Asphalt shingle roofing has a finite life span and the assembly will inevitably fail as a result of normal weather exposure and wear. The following are general recommendations:

- Perform a complete internal and external inspection of the roof, roofing system and related features annually, identifying changes and areas of failure. Flashing – a major cause of deterioration – should be carefully inspected for poor installation, thermal stress and metal deterioration. Inspect all sealant joints between unlike roofing materials. If the roof structure appears sound, the substrate should be closely examined, particularly around the roof plates, under any exterior patches, at intersections of roof planes, and at vertical surfaces. Water penetration should be readily apparent, usually as a damp spot or stain.
- If 20% or more of any one surface appears to be eroded, cracked, broken, or missing mineral surfacing, replacement should be considered. Replacement should also be considered if evidence of pervasive moisture damage is found in the attic, ceilings or exposed porch roofs.
- Replace damaged asphalt shingles with shingles to match size, color, and exposure of original. Class A fire rated asphalt composition shingles with a 40-year life span are recommended.

- Should shingles require replacement, careful research, design, specifications and selection of a skilled roofer are necessary.
- Avoid sparse shingle coverage and heavy building papers.
- Avoid staples and inferior flashing. Use stainless steel nails instead.
- Avoid patching deteriorated historic roof sheathing with plywood or composite materials. Replace deteriorated sheathing in-kind.
- Replace all flashings with painted copper.
- Clean and maintain gutters and leaders on a regular basis. Clogs in these systems will cause water to back up and seep into the adjacent sheathing and wall top plate. Gutters should be cleaned at least twice a year.
- Implement a regular maintenance plan to extend the life of the roof. Maintenance should include regular visual inspections, and the use of standard repairs.

When contemplating a roof cladding replacement project, consideration should be given to the addition of a plywood shear diaphragm while the historic roof sheathing is exposed, if recommended by the structural engineer.

Drainage – Gutters and Downspouts

Rating: Metal gutters and downspouts

Condition: Fair

Priority: High

Description: Painted metal fascia gutters are attached to the cornice which surrounds the building. The majority of the downspouts are enclosed within the stucco walls on the main elevation near the shaped parapet.



Figures 26 and 27. Gutters (left) and the downspout penetration (right) on the front façade.

Condition: The metal gutters are moderately deteriorated at joints from water damage and weathering. The downspouts, both the enclosed and exposed, are severely deteriorated. Connections between the gutter and downspouts are so deteriorated that the downspout has sheared from the gutter and is no longer connected. If heavy rain occurs, it is likely water would run down the stucco through this broken joint in the downspout which could lead to stucco

deterioration. The gutters are filled with debris which could cause drainage problems. From the ground, plant growth was observed in the gutters.

Recommendations: The metal fascia gutters are not historic and should be replaced in-kind with painted copper to match the building. The repair or replacement procedures should be as follows:

- Replace badly deteriorated or missing gutter sections to match original.
- Replace damaged rainwater leaders with new copper units, painted to match the building. New rain leaders should be sized to carry the amount of water shed by the tributary area of the roof.
- Survey the entire gutter system twice annually, noting leaks and deficient conditions, and repair as needed.
- Clean gutters at least twice annually, as part of the building's regular maintenance.

Stucco

Rating: Contributing

Condition: Good

Priority: High

Description: The majority of the structure, including the columns, is clad in stucco. The stucco has a rough texture and is painted.

Condition: The stucco cladding has only a few cracks, none of which are larger than 1/8" wide. One 6" hole is visible near the southern downspout on the front elevation. The paint is scaling and delaminating on the entire stucco surface.



Figures 28, 29 and 30. (Left to right) Scaling paint, the hole on the front elevation, and cracking.

Recommendations: Perform a detailed cladding survey to identify conditions such as cracks and delamination from lath. If structural repairs require removal of this material, it should be carefully removed where required. Depending on the determined use of the building, the stucco cladding should be repaired where incompatible past alterations occurred. General recommendations are as follows:

- Remove dirt, debris, loose and flaking paint, and miscellaneous nonfunctional attachments from stucco surface.
- Analyze the existing stucco to allow for the selection of compatible stucco mix to use for repairs.
- Survey the surface for additional cracks and damage.
- Cut out area around cracks ¼" or larger and repair. For larger areas, metal lath over building paper would be required
- Install new three-coat cement plaster at larger cracks and holes.
- For cracks less than ¼", fill with elastomeric caulk prior to painting.
- Texture stucco to match adjacent surfaces.
- Prepare surfaces and paint.

Wood Siding

Rating: Non-contributing

Condition: Fair

Priority: High

Description: The exterior southeast corner of the building is partially clad in painted wood shiplap siding and board-and-batten siding. The siding encloses an area that was once an open walkway/waiting place for passengers.

Condition: The wood cladding is in fair condition. Deterioration includes peeling, blistering and general deterioration of the paint, longitudinal cracking and water damage near the base of the building.



Figure 31. Wood siding at the southeast corner.

Recommendations: Perform a detailed cladding survey to identify conditions such as breaks, cracks, loose or missing boards, insect damage, and dry rot. If structural repairs require removal of this material, it should be carefully salvaged, catalogued, and reinstalled at its current location. Depending on the determined use of the building, the wood siding may be removed, restoring earlier condition of the open waiting area under the overhang. General recommendations are as follows:

- Remove dirt, debris and miscellaneous nonfunctional attachments from siding.

- Replace any broken or deteriorated boards in-kind. Pre-treat with wood preservative and back-prime all surfaces prior to installation.
- Patch and repair wood damage with epoxy consolidant or repair compound formulated for wood.
- Reattach any loose elements with stainless steel fasteners.
- Treat with a fungicide if required, then prime and paint. Include fungicide in the paint to discourage future biological growth.
- Repaint using historically appropriate paint colors. If siding is removed – prime backs and edges prior to reinstallation.

Doors

Rating: Contributing

Condition: Poor

Priority: Medium

Description: A variety of door openings are present around the exterior of the structure – two are pedestrian doors and two are larger sliding doors. All but one exterior door has been removed from the building, with the empty openings being boarded up.

Condition: In the area of wood siding infill the sliding door on the south elevation is constructed of vertical tongue-and-groove boards many of which are missing or broken. Many of the wood thresholds are worn and weathered.

Recommendations: Repair existing doors as follows:

- Perform a detailed survey/inspection of all remaining doors to identify specific repair locations.
- Remove all dirt and debris from surface.
- Remove finish if necessary to perform repairs.
- Remove existing glazing compound where it has failed.
- Repair splits and separations with waterproof glue as required.
- Consolidate deteriorated wood with epoxy or perform Dutchman repairs. Replace extensively deteriorated components in-kind.
- Install weather-stripping.
- Install new glazing compound.
- Recondition extant original hardware. Install new hardware, where missing, to match original, with secondary deadbolt hardware to provide security.
- Ensure the smooth operation of all doors.
- Finish doors to appropriate interpretive period.
- Inspect doors regularly for deficiencies of finish and operation.
- Where doors are missing replicate doors based on original drawings, extant doors, and historic photographs. Install doors in the existing openings.

Windows

Rating: Significant

Condition: Poor

Priority: High

Description: Openings house multi-lite double-hung windows throughout the exterior of the building. The 6-over-6 wood windows vary in size.

Condition: The windows are in poor condition. As a result of the fire and abandonment only one of the windows remains intact while the rest have been destroyed over the years. The paint is deteriorated due to weathering and exposure to fire. In the remaining window much of the glazing compound is dried, cracked or missing. Several of the lites have broken or have missing glazing. In addition to lead in the existing paint, asbestos may be found in the glazing compound. The sills on all sides of the building have paint and wood deterioration.



Figure 32 and 33. The remaining window (left) and windows in the main room (right).

Recommendations:

Repair existing windows as follows:

- Survey and examine in detail the existing condition of all wood windows.
- Remove all dirt and debris.
- Remove paint to obtain clean surface where repairs are required.
- Remove existing glazing compound where it has failed. As the existing compound contains asbestos, follow legal means for handling, removal, and disposal of contaminated material.
- The broken diamond panes of leaded glass need to be replaced in-kind.
- Consolidate, repair or replace deteriorated wood elements in-kind, where necessary.
- Restore window to proper operation.
- Install new hardware, where missing, to match original.
- Install new glazing, where cracked or missing.
- Install new glazing compound.
- Install new glazing, where cracked or missing.
- Prepare wood surfaces prime and paint to match historic finishes.
- Install new weather stripping.
- Where windows are missing replicate windows based on original drawings, extant windows, and historic photographs. Install windows in the existing openings.

It is essential that all wood elements be painted, and that painted areas be rigorously maintained. Paint is designed as a sacrificial coating to protect the wood from insects, fungi and ultraviolet light, and will be instrumental in avoiding future problems.

Trim

Rating: Contributing

Condition: Fair

Priority: Medium

Description: Most window and door openings have painted profiled wood trim. The larger enclosed porch has a semi-circular timber located on two sides of each stuccoed column creating a pilaster detail. The simple cornice, with a deep soffit, features paneling and dentils, accenting the roof.

Condition: The trim around the windows and doors is in fair condition showing weathering and paint deterioration. The window sills that are exposed directly to the elements are extremely weathered. The wood log pilasters at the covered walkway have peeling paint and wood deterioration. Some areas of the wood surface have been repaired with a cementitious compound. The wood fascia and rake boards have peeling paint and, in some locations, large areas of wood are exposed to the elements. At the cornice, dentils are missing in a few locations and paneling pieces at the soffit are missing or detached. The wood elements at the cornice and soffit are deteriorated and weathered.



Figures 34 and 35. Cornice paneling (left) and semi-circular timber (right).

Address the wood trim repairs as follows:

Recommendations: Perform a detailed wood trim survey to identify conditions such as breaks, cracks, loose or missing, insect damage, and biological growth. If structural repairs require removal of this material, it should be carefully salvaged, catalogued, and reinstalled at its original location. General recommendations are as follows:

- Remove dirt and debris.
- Replace any broken or deteriorated trim pieces in-kind. Pre-treat with wood preservative and back-prime all surfaces prior to installation.

- Patch and repair wood damage with epoxy consolidant or repair compound formulated for wood.
- Reattach any loose elements with stainless steel fasteners.
- Treat with a fungicide if required, then prime and paint. Include fungicide in the paint to discourage future biological growth.
- Repaint using historically appropriate paint colors.

Paint

Rating: Contributing

Condition: Fair to Poor

Priority: High

Description: The wood cladding, stucco, wood cornice elements, windows and doors are painted. In addition most metal gutters and rain leaders are painted as well.

Condition: The paint has deteriorated and displays cracking, peeling, or missing conditions caused by natural weathering and ultraviolet light exposure. At some locations, the paint has deteriorated from moisture intrusion or is blistering where fire damage is visible. Paint recommendations are as follows:

Recommendations: The depot building needs to be completely re-painted. In its current state the deteriorating paint finish is only beginning to cause substrate breakdown. Paint is designed to be a sacrificial protective coating, and is necessary to prolong the life of the wood and stucco cladding. Should this work be deferred for long, substrate deterioration will accelerate, and the repairs will be correspondingly more extensive.

After thorough preparation, including the removal of loose, flaking or chalking paint, prime the wooden building elements using a high-quality primer. Prime stucco after thorough preparation including the removal of loose and flaky debris and deteriorating paint. Follow with two coats of quality acrylic paint. Follow similar procedures for metal elements including flashings, roofing, and rain leaders. Prime and paint with materials formulated for application on metal.

Biological Growth

Priority: Medium

Description / Condition: Biological growth includes algae, lichen or fungi. These problems are evident in the staining visible at the damp, shaded areas of the exterior. Limited areas of fungi are present as black staining on the stucco. Biological organisms are not only unsightly but can, especially in the case of dry rot, cause serious damage. Treat biological growth as follows:

Recommendations: Survey all exterior siding and woodwork, both to locate active infestations and to identify and locate sources of moisture ingress. Treat active biological growth as follows:

- Identify and locate areas of biological growth, as well as the source of the growth.
- Clean surface, remove biological growth and treat with biocide.
- Growths other than dry rot may be treated with a fungicide prior to painting or other finish treatment. Fungicide may be included in the paint to discourage future infestations.

- Active dry rot infestations may be treated as follows:
 1. Replace severely deteriorated members in-kind. Pretreat new wood with wood preservative, and back-prime prior to installation.
 2. Treat minor deterioration with repeated applications of liquid wood preservative. Then apply epoxy consolidant and epoxy paste filler prior to painting.
- Prevent future infestations by correcting drainage problems and keeping all wood well-painted.



Figure 36. Black staining on the stucco.

Vegetation

Priority: High

Description: Historically, photographs show much of the area surrounding the building was paved.

Condition: Today, some of the original concrete walkway remains off the east elevation, but weeds surround much of the structure. Weeds grow between cracks in the paved areas and the in the cracks between the paving and the building. This causes vegetation to be growing up against the base of the structure.

Recommendations: Vegetation can hold moisture against the building, providing an ideal climate for biological growth, accelerating wood deterioration. Regularly eliminate the weeds and plant growth that is up against the building. It is not necessary to completely clear the site of plantings to avoid damage. Minimize damage as follows:

- Limit perimeter weed growth to reduce the risk of moisture retention at the base of the building.
- Do not allow leaves and other debris to pile up on roofs or in gutters; this will impede drainage.



Figures 37 and 38. Vegetation.

Pest and Wildlife Control

Priority: High

Description: General pests can include mice, squirrels, bats, gophers, birds, wasps, and bees. Wood destroying pests include wood boring insects and fungi.

Condition: Currently, a bird's nest is visible under the covered walkway. There are open vents - missing covers - which could allow small rodents into the crawl space under the building. No termite damage was visible, but the building should be inspected for termites.



Figures 39 and 40. Bird's nest under the walkway (left) and the open vent (right).

Recommendations: For general pests, determine if and how the pests enter the structure and then, once they are removed, block the access points in an architecturally compatible manner. Follow legal and ethical procedures for the removal of these pests and wildlife. The structure should be tented and fumigated to eliminate termites if they are found to be present.

Once infestations are resolved, determine whether damaged wood and other materials retain sufficient structural integrity. Remove and replace cladding as required if repairs are necessary due to pest damage.

GENERAL INTERIOR

The following elements and features are of historic significance and are described in the Interior Evaluation section. The following recommended approaches for rehabilitating historic interiors is excerpted from Preservation Brief 18: Rehabilitating Interiors in Historic Buildings—Identifying and Preserving Character-Defining Elements:

- Retain and preserve floor plans and interior spaces that are important in defining the overall historic character of the building.
- Avoid making new cuts in floors and ceilings where such cuts would change character-defining spaces and the historic configuration of such spaces.
- Retain and preserve interior features and finishes that are important in defining the overall historic character of the building.
- Retain and preserve visible features of early mechanical systems that are important in defining the overall historic character of the building, such as radiators, vents, fans, grilles, plumbing fixtures, switch plates and lights. If new heating, air conditioning, lighting and plumbing systems are installed, they should be done in a way that does not destroy character-defining spaces, features and finishes. Ducts, pipes and wiring should be installed as inconspicuously as possible: in secondary spaces, in the attic or basement if possible, or in closets.
- Avoid “furring out” perimeter walls for insulation purposes. This requires unnecessary removal of window trim and can change a room’s proportions. Consider alternative means of improving thermal performance, such as installing insulation in attics and basements.
- Avoid removing paint and plaster from traditionally finished surfaces, to expose masonry and wood. Conversely, avoid painting previously unpainted millwork. Repairing deteriorated plasterwork is encouraged. The use of paint colors appropriate to the period of the building’s construction is encouraged.
- Avoid using destructive methods—propane and butane torches or sandblasting—to remove paint or other coatings from historic features. Avoid harsh cleaning agents that can change the appearance of wood.



Figures 41, 42 and 43. Interior of the depot.

The interior of the depot has been heavily damage by fire. Every effort should be made to preserve the remaining existing historic fabric. Where modifications must occur, relegate them to non-contributing areas wherever possible. Stabilize and repair existing historically significant finishes and components. Replace missing components in-kind when replacement is required. Stabilize and repair existing original materials, components, finishes and spaces.

Overall Condition

The overall interior condition of the depot structure is fair to poor. In the main room many of the finishes are gone because of fire damage. The other rooms – two restrooms, an office, and the enclosed seating area – suffered damage from the fire, but not as extensive. The wood floors remain, and are in fair condition, suffering little damage from the fire. The vinyl flooring in the bathroom is worn and in fair condition. The plaster walls have a variety of finishes including paint, wallpaper, and wood paneling. The walls are in poor condition and have large areas where plaster and other finishes are missing in each room. The wood trim base boards are also painted. As noted in the exterior recommendations, most of the doors and windows are missing, but the frames remain intact. Only one restroom was surveyed as part of the site visit. Plumbing fixtures remain intact in the restroom that was surveyed, we assume the other non-surveyed restroom retains the plumbing fixtures as well. All plumbing fixtures are stained, rusted around drains and likely do not function. It is assumed the electrical and heating systems are not in working order.

INTERIOR CONDITIONS AND RECOMMENDATIONS

Floor Finishes

Rating: Significant – Wood Flooring

Non-Contributing – Vinyl

Condition: Fair – Wood Flooring

Fair – Vinyl

Priority: Low

Description: Wood is the most common floor finish in the building with the exception of the restrooms having non-contributing vinyl flooring. The wood flooring does not appear to be painted.



Figures 44 and 45. Wood flooring in the main room (left) and the vinyl flooring in the restroom (right).

Condition: The finish of the wood floors is indistinguishable because of wear and fire residue.

The vinyl floor in the bathroom is generally stained and water damaged, especially under the sink and around the toilet. The vinyl is curling up at the edges.

Recommendations: Remove non-contributing vinyl floor finishes.

Repair wood flooring as follows:

- Survey floors in detail for damage. Conduct finish analysis on wood floors to determine historic finishes.
- Use the gentlest means possible to remove adhesives from areas beneath the vinyl. Use all legal means in handling and disposal of asbestos-containing materials.
- Repair wood floors. Patch damaged areas in kind. Clean existing finish if possible, or refinish to match historic treatment. Refinishing should be limited to severely worn areas, since excessive refinishing shortens the lifespan of the flooring.
- If wood floors must be removed for the structural upgrade, carefully salvage boards for reuse in the same locations.
- Refinish floors with a clear coat.

Walls/Ceilings

Rating: Significant – Wainscot paneling

Contributing – Plaster walls/ceilings (painted or with wallpaper)

Contributing – Wood siding

Condition: Fair to poor

Priority: High

Description: Walls in the depot are plaster covered in wallpaper or painted. Wood wainscot with a simple panel detail adorns the lower half of the wall in the main room and office area. Unfinished wood siding is visible where the once open seating area was enclosed at the southeast corner of the building. Ceilings throughout the building are painted plaster. A small cove is present in the main room and office.



Figures 46, 47 and 48. (Left to right) Ceiling of the main room, the wainscot and plaster in the office, and restroom finishes.

Condition: The depot walls range in condition from fair to poor. The majority of the wall finish – plaster and wood wainscot – is missing from the main room of the depot. The finishes were damaged or removed as a result of the fire. Where plaster is missing, the lath is also missing or damaged, exposing the diagonal sheathing on the exterior side of the wall. The wainscot and plaster in the office remain intact for the most part. However, the surfaces show signs of damage related to the fire – smoke residue and blistering. All finishes in the restroom are covered in soot. The plaster ceilings are in a similar condition as the walls. The ceiling, both plaster and lath, in the main room is missing. The majority of the lath remains in the office, but the plaster is missing.

Recommendation: Replace missing, delaminated or de-bonded flat plaster. Refer to Preservation Brief 21: Repairing Historic Flat Plaster. Where plaster has deteriorated from water intrusion, eliminate the source of water intrusion prior to making repairs, and repair as follows:

- Retain as much historic plaster as possible.
- Remove area of deteriorated plaster, cutting back to sound material.
- Undercut sound plaster to accept plaster repair.
- Implement any necessary mortar repairs and clean and prep the brick substrate.
- Apply repair plaster using the same materials and number of coats as in the historic plaster.

Where plaster is damaged from structural movement, or wear, repair as follows:

- Retain as much historic plaster as possible.
- Repair hairline cracks in sound, adhered, plaster with a compatible commercial patching material.
- Where large sections or panels of plaster are de-bonded, tie back to the existing lath or to framing using through fixtures with the heads countersunk below the finished plaster surface. Fill site of fixture with repair material.
- Cut deteriorated plaster back in larger cracks and around de-bonded areas to sound material.
- Install new plaster using the same materials and number of coats as in the historic plaster. Finish plaster to match existing adjacent surfaces.
- In areas with decorative paint finish over existing plaster, reattach delaminated sections using grout injection. Grout should be compatible with existing plaster.
- Prepare and paint to match adjacent surfaces or historic condition.

Where plaster is sound and paint is damaged or deteriorating, repair as follows: Following thorough preparation, including the removal of loose, flaking or chalking paint, prime the walls using a high-quality primer. Follow with two coats of quality paint appropriate to its substrate. Since most of the existing paint likely contains lead, follow all regulations for worker protection and material disposal. In most cases, well-adhered lead paint may be left in place and encapsulated, rather than completely abated.

Replace deteriorated wallpaper with well-researched paper that is contemporary, but historically compatible with the building's historic character. Treat wallpaper as follows:

- Retain as much historic wallpaper as possible.
- Survey wallpaper for damage and wear, identify areas that can be retained and reused.

- Where condition will not allow reuse, remove wallpaper using steam method, protecting adjacent finishes.
- Repair any damaged gypsum board.
- Replace wallpaper in kind or with compatible pattern and design.

Retain, repair and re-use original wood wainscot paneling. Restore deteriorated or damaged elements as follows:

- Repair any splits, gouges, or large chips. Use Dutchman patches or epoxy consolidation or repair compound formulated for wood to repair large damaged or missing flat areas.
- Carefully remove, salvage, label and store any components that must be removed for other work. Return these elements to their original locations when work is finished.
- Replace wood trim elements damaged or destroyed by water intrusion only after the source of water is eliminated.

Interior Doors

Rating: Significant

Condition: Fair

Priority: High

Description: The two interior doors appear to be original and are four-panel and two-panel wood doors. Each door is painted. The doors also feature original brass knobs. The door to the office is off its hinge and sitting next to the opening. This door has a glazed upper panel.

Condition: The interior doors are in fair condition with some wear showing around knobs and locks. Much of the hardware remains.



Figures 49 and 50. Existing interior doors.

Recommendation: Restore, repair and re-use existing wood doors.

- Reuse existing doors in situ wherever possible. Avoid relocating doors and openings.
- Conduct a detailed, door-by-door survey to document condition of each door and determine, on an individual basis, required repairs and hardware upgrades.
- Remove paint and refinish to match original where necessary. Carefully remove, salvage, label and appropriately store any doors, hardware and trim that must be removed.

- Fully utilize alternative door width standards available under the Americans with Disabilities Act and the State Historical Building Code.
- Replace non-historic or missing doors with period appropriate door types that are compatible with, but distinct from the historic doors.

Wood Trim

Rating: Contributing

Condition: Fair

Priority: Low

Description: Painted flat wood trim is used around doors and windows in most rooms. There is a more decorative picture rail in the office space. A similar picture rail was likely in the main room, but was destroyed in the fire.

Condition: Where the interior wood trim remains, the wood elements appear to be in generally fair condition. Door and window trim is generally worn and contains multiple layers of paint. The base trim is damaged in several locations. The picture rail is separating in areas from the wall and at joints.



Figures 51 and 52. Wood trim in the office (left) and in the main room (right).

Recommendations: Retain, repair and re-use original wood trim and paneling components. Restore deteriorated or damaged wood elements as follows:

- Repair any splits, gouges, or large chips. Use Dutchman patches or epoxy consolidant and repair compound formulated for wood to repair large damaged or missing flat areas.
- Carefully remove, salvage, label and store any components that must be removed for other work. Return these elements to their original locations when work is finished.
- Replace missing trim that has been removed during alterations. Match original with respect to profile, wood type and finish.
- Replace wood trim elements damaged or destroyed by water intrusion only after the source of water is eliminated.

Hardware

Rating: Contributing
Condition: Fair
Priority: Minor

Description: The remaining doors and windows in the building retain original hardware. The hardware consists of doorknobs, latching mechanisms, hinges, window catches and sash lifts.

Condition: The surviving hardware is in fair condition. All of it requires reconditioning.

Recommendation: Restore extant historic hardware.

- Restore and re-use these components in-situ.
- Carefully remove, salvage, label and store any components that must be removed.
- Use alternative standards available under the Americans with Disabilities Act to preserve historic hardware which does not meet current disabled-access requirements. This may include modifications such as installing lever adapters.

Plumbing Fixtures

Rating: Contributing – Original elements
Non-contributing – Replacement elements
Condition: Fair
Priority: Medium

Description: Plumbing in the restroom that was surveyed remains intact, we assume the other restroom is in a similar condition to the one surveyed. The wall mounted corner porcelain sink appears to be original, while the toilet is likely a replacement.

Condition: The surveyed plumbing fixtures are in fair condition. The fixtures are heavily stained and the drains are rusted.

Recommendations: Where possible, retain, repair, and reuse original plumbing fixtures.

- Remove non-contributing fixtures.
- Retain identified surviving historic fixtures.
- Re-secure loose fixtures.
- Determine if the piping in the building is past its useful life. When pipes are replaced, they should be reconnected to existing fixtures.
- Select new fixtures based upon research, including historic photographs and other documentation. Custom fixtures may be required in areas to be restored. In areas to be rehabilitated, contemporary but compatible fixtures are acceptable.
- Balance water conservation with building conservation and the sympathetic treatment of interior spaces.

Interior Light Fixtures

Rating: N/A
Condition: N/A
Priority: High

Description: No light fixtures are present.

Recommendation: Provide new fixtures that are contemporary, but historically compatible with the building's historic character.

CONCLUSION

The Novato Passenger Depot, constructed in 1917, is historically significant and still retains its integrity. While the exterior of the structure has deterioration and damage limited mostly to wood and paint deterioration, the interior of the structure was extensively damaged by a fire. For the longevity of the building exterior issues should be addressed first. To make the structure functional again, the interior finishes will need to be repaired and replaced as described above.

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March 14, 2017

Reference: **Structural Investigation
Novato Depot
695 Grant Avenue
Novato, CA**

The purpose of this report is to document our findings of the existing structural conditions and provide structural recommendations to make the building at the address above meet the current code and be serviceable.

Our scope of work is to conduct a site visit and provide this report.

We visited the subject property on 02-03-2017 and performed a visual walk through. Present at the site was also Elizabeth Graux and Aysem Unlu of Carey & Co.

The site visit included visual examination of the safely accessible parts of the structure. No finishes were removed and materials were sampled or tested. It is our understanding that the buildings have not been evaluated for insect infestation, or for the presence of mold or fungus due to moisture infiltration. This type of service is beyond the scope of this investigation and we recommend that a professional evaluation of the presence of this type of damage be undertaken as soon as possible. Please note that the scope of this report is solely visual, and that no calculations or analyses have been made to verify the capability of any member to resist code lateral or vertical loadings. No drawings or details describing the existing as-built structure was available. The observations, conclusions and guideline recommendations in this report have been made using the degree of care and skill customarily performed under such conditions by reputable Engineers practicing in that field.

PREVIOUS DOCUMENTS & REPORTS:

- Original Architectural Drawings (poor condition, date unknown)

GENERAL BUILDING DESCRIPTION:

The Novato Depot is a single story, wood framed structure on a flat lot. The siding is stucco. The roof is hipped and the roofing is composite shingle.

The building appears to be in the original configuration with a portico on the east side at the front. The portico on the south and part of the east side were enclosed with infill walls.

There was a fire of an unknown date in interior of the building.

GENERAL STRUCTURE CONDITIONS & OBSERVATIONS:

Foundations:

- 1) System:
 - a) There are perimeter spread footings and, it appears, some interior spread footings.
 - b) At the portico, there is a slab-on-grade.
- 2) Discussion and Condition:
 - a) The original foundations appear to be in a serviceable condition. Only one minor crack in the stucco was observed on the west side indicating mild foundation movement (or seismic distress.)
 - b) The portico infill walls do not have a foundation or stem wall. The framing is, in some areas, directly adjacent to soil.

Vertical Load Carrying System:

- 1) System:
 - a) The roof rafters are 2x4's at approximately 24" on center with 2x hip's.
 - b) The original sheathing was 1x skip sheathing. OSB sheathing—presumably after the fire—was added over the existing 1x skip sheathing.
 - c) The ceiling joists are 2x4's at approximately 16" on center.
 - d) The studs are 2x4's balloon framed past the ceiling joists.
 - e) The floor joists are 2" x 9-3/4" at 16" on center.
 - f) The newer portico infill walls are framed with 2x4's and plywood.

Discussion and Condition:

- 3) A significant portion of the roof, wall, and ceiling framing has charring from the fire. The 1x skip sheathing has significant charring in some areas. The roof rafters and collar ties do not meet the current code even where there is no charring.
- 4) The portico infill walls are improperly framed.

Lateral (Seismic and Wind) Load Resisting System:

- 1) System:
 - a. The walls have 1x diagonal sheathing under the stucco. Anchor bolts to the foundation were not seen and were not accessible at the time of the site visit.
 - b. The roof diaphragm is the OSB panels.

- 2) Discussion and Condition:
 - a. The wall diagonal sheathing has significant strength and stiffness, and, in some locations, may meet the current code as sheathing. The existing walls are assumed to be deficient in at least some aspect as a shear wall assembly (including deficient in sheathing strength, lack of adequate anchor bolts, and lack of hold-downs. Some of the sheathing has charring.
 - b. The roof OSB may not be properly nailed where the charring is significant.

RECOMMENDATIONS & CONCLUSIONS:

Foundations:

- 1) The foundations are acceptable in their current configurations. The only new foundations required, however, might be for anchoring bolts for seismic overturning.
- 2) At the exterior portico infill walls, new concrete stems should be poured in order to separate the wood framing from soil and from the slab-on-grade.

Vertical Load Carrying System:

- 1) Either a thorough investigation and survey of the amount of charring on all structural members should be conducted, or all charred members with more than 1/32" deep charring should be sistered with new lumber where the residual strength does not resist code forces.
- 2) It is recommended, though not necessary by the Historic Building Code, that the roof rafters should be sistered and new collar ties installed regardless of the charring since they do not currently meet code.
- 3) The portico infill walls should be properly reframed with new studs and plywood.

Lateral (Seismic and Wind) Load Resisting System:

- 1) The Historic Building Code does not require seismic retrofitting except where there is significant charring of the diagonal sheathing. It may be elected, however, to retrofit as described below.
- 2) Where the existing sheathing is not charred more than 1/32" deep, it is possible to be used as seismic/wind bracing shear wall sheathing. Where the diagonal sheathing has too much charring, plywood sheathing can be applied to the inside of studs.
- 3) Where walls are not wide enough to use plywood shear walls, proprietary lateral bracing walls such as Simpson Strong Walls or Hardy Frames can be used. Note that these walls will likely require underpinning of other foundation work.
- 4) Hold-downs should be installed at the ends of shear walls as well as mudsill anchor bolts to foundations. Note that the hold-downs may require underpinning pads for proper anchorage
- 5) A35 clips should be installed with short wood screws (1/2" max or less than the OSB thickness) to connect the OSB to the new rafters where the rafters are charred and the nails cannot properly develop shear resistance.

SUMMARY:

Except the charred framing and the infilled portico walls, the structure is in relatively good condition. Significantly charred framing should be reviewed and augmented if necessary. Some minor seismic retrofitting may be required as well as minor foundation work.

Please note that the recommendations above are based on the conditions visible at the site at the time of the site visit. Should additional information come to light or should conditions at the site alter, our recommendations may change. Also, these recommendations are our opinion based on our observations and on our experience as Structural Engineers. No other warranty is expressed or implied. This report has been prepared based on your particular personal concerns and may not be used by others without the express permission of the undersigned. Third party readers of this report should engage their own experts to provide them with recommendations.

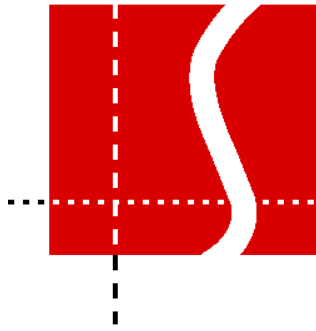
We trust that this information is adequate for your needs. Please feel free to contact us if you have any questions regarding this information.

Sincerely,

A handwritten signature in blue ink that reads "Alex Rood". The signature is fluid and cursive, with the first name "Alex" and last name "Rood" clearly distinguishable.

Alex Rood, S.E.
Principal
Pivot Structural Engineering

CC: Elizabeth Graux (Carey & Co) and Aysem Unlu (Carey & Co)



Leland Saylor
Associates
A Certified DVBE

ASSESSMENT ESTIMATE

NOVATO DEPOT

NOVATO, CA

LSA JOB NUMBER:
17-046A

May 2, 2017

PREPARED FOR
CAREY & CO.

BY LELAND SAYLOR ASSOCIATES



PROJECT: **NOVATO DEPOT**
LOCATION: **NOVATO, CA**
CLIENT: **CAREY & CO.**
DESCRIPTION: **BUILDING ESTIMATE**

JOB NUMBER: **17-046A**
PREPARED BY: **JS**
BID DATE:
ESTIMATE DATE: **5/2/2017**

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II	SUMMARY OF THE ESTIMATE	3
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PROJECT: **NOVATO DEPOT**
LOCATION: **NOVATO, CA**
CLIENT: **CAREY & CO.**
DESCRIPTION: **BUILDING ESTIMATE**

JOB NUMBER: **17-046A**
PREPARED BY: **JS**
CHECKED BY: **IS**
ESTIMATE DATE: **5/2/2017**

SECTION I

PREFACE AND NOTES TO THE ESTIMATE

PROJECT: **NOVATO DEPOT**
LOCATION: **NOVATO, CA**
CLIENT: **CAREY & CO.**
DESCRIPTION: **BUILDING ESTIMATE**

JOB NUMBER: **17-046A**
PREPARED BY: **JS**
BID DATE:
ESTIMATE DATE: **5/2/2017**

PREFACE AND NOTES TO THE ESTIMATE

1.0 PROJECT SYNOPSIS

1.1 TYPE OF STUDY:

ASSESSMENT ESTIMATE

1.2 PROJECT DESCRIPTION:

Construction Type: Existing

Foundation Type: Existing

Exterior Wall Type: Plaster stucco

Roof Type: Existing

Stories Below Grade: None

Stories Above Grade: One

Sitework: Debris removal

Plumbing System: For bathrooms

Mechanical System: New heating and cooling

Fire Protection System: None noted

Electrical Service: New branch and lighting

1.3 GENERAL NOTES REGARDING PROJECT:

Historical building remodel of fire damaged train depot.

PROJECT: **NOVATO DEPOT**
 LOCATION: **NOVATO, CA**
 CLIENT: **CAREY & CO.**
 DESCRIPTION: **BUILDING ESTIMATE**

JOB NUMBER: **17-046A**
 PREPARED BY: **JS**
 BID DATE:
 ESTIMATE DATE: **5/2/2017**

PREFACE AND NOTES TO THE ESTIMATE

2.0 **DEFINITIONS**

2.1 **ESTIMATE OF COST:**

An Estimate of Cost is prepared from a survey of the quantities of work - items prepared from written or drawn information provided at the design-development, working drawing or bid-documents stage of the design. Historical costs, information provided by contractors and suppliers, plus judgmental evaluation by the Estimator are used as appropriate as the basis for pricing. Allowances as appropriate will be included for items of work which are not indicated on the design documents provided that the Estimator is made aware of them, or which, in the judgment of the Estimator, are required for completion of the work. We cannot, however, be responsible for items or work of an unusual nature of which we have not been informed.

2.2 **BID:**

An offer to enter a contract to perform work for a fixed sum, to be completed within a limited period of time.

3.0 **BIDS & CONTRACTS**

3.1 **MARKET CONDITIONS:**

In the current market conditions for construction, our experience shows the following results on competitive bids, as a differential from Leland Saylor Associates final estimates:

Number of Bids	Percentage Differential
1	+25 to 100%
2 - 3	+10 to 25%
4 - 5	0 to +10%
6 - 7	0 to -10%
8 or more	-10 to -20%

PROJECT: **NOVATO DEPOT**
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 CLIENT: **CAREY & CO.**
 DESCRIPTION: **BUILDING ESTIMATE**

JOB NUMBER: **17-046A**
 PREPARED BY: **JS**
 BID DATE:
 ESTIMATE DATE: **5/2/2017**

PREFACE AND NOTES TO THE ESTIMATE

Accordingly, it is extremely important to ensure that a minimum of 4 to 5 valid bids are received. Since LSA has no control over the bid process, there is no guarantee that proposals, bids or construction cost will not vary from our opinions or our estimate.

4.0 ESTIMATE DOCUMENTS

4.1 This Estimate has been compiled from the following documents and information supplied:

DRAWINGS:

Architectural
As built only

Mechanical

Landscaping

Structural

Plumbing

Accessibility Standards

Civil

Electrical

Other

SPECIFICATIONS / PROJECT MANUAL:

Assessment report

COSTS PROVIDED BY OTHERS:

NA

4.2 The user is cautioned that significant changes in the scope of the project, or alterations to the project documents after completion of the assessment estimate can cause major cost changes. In these circumstances, Leland Saylor Associates should be notified and an appropriate adjustment made to the assessment estimate.

PROJECT: **NOVATO DEPOT**
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 PREPARED BY: **JS**
 BID DATE:
 ESTIMATE DATE: **5/2/2017**

PREFACE AND NOTES TO THE ESTIMATE

5.0 **GROSS SQUARE FEET**

BUILDING	GSF
BUILDING	644
TOTAL GROSS SQUARE FEET	644

6.0 **WAGE RATES**

6.1 This Estimate is based on prevailing wage-rates and conditions currently applicable in NOVATO, CA.

7.0 **PRORATE ADDITIONS TO THE ESTIMATE**

7.1 **GENERAL CONDITIONS:** **10.00%**

An allowance based on 10.00% of the construction costs subtotal has been included for Contractor's General Conditions.

7.2 **CONTINGENCY:** **30.00%**

An allowance based on 30.00% of the construction costs subtotal has been included for Design/Estimating Contingency.

NOTE: This allowance is intended to provide a Design Contingency sum only, for use during the design process. It is not intended to provide for a Construction Contingency sum.

PROJECT: **NOVATO DEPOT**
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JOB NUMBER: **17-046A**
 PREPARED BY: **JS**
 BID DATE:
 ESTIMATE DATE: **5/2/2017**

PREFACE AND NOTES TO THE ESTIMATE

7.3 ESCALATION: 5.00%

An allowance of 5.00% has been included in this estimate for construction material & labor cost escalation up to the anticipated mid-point of construction, based on the following assumptions:

Construction start date:	Mid 2018
Construction period:	Six months
Mid-point of construction:	Mid 2018
Annual escalation rate:	5.00%
Allowance for escalation:	5.00%

No allowance has been made for Code Escalation or Technological Escalation.

7.4 PHASING ALLOWANCE 0.00%

No phasing in this Project.

7.5 BONDS & INSURANCE: 2.00%

An allowance of 2.00% of the construction cost subtotal is included to provide for the cost of Payment and Performance Bonds, if required.

7.6 CONTRACTOR'S FEE: 10.00%

An allowance based on 10.00% of the construction cost subtotal is included for Contractor's office Overhead and Profit. Office overhead of the contractor is always included with the fee.

All field overhead of the contractor is included in the General Conditions section of the estimate.



PROJECT: **NOVATO DEPOT**
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PREPARED BY: **JS**
BID DATE:
ESTIMATE DATE: **5/2/2017**

PREFACE AND NOTES TO THE ESTIMATE

8.0 SPECIAL NOTES PERTAINING TO THIS ESTIMATE

8.1 SPECIFIC INCLUSIONS:

NONE

8.2 SPECIFIC EXCLUSIONS:

The following items are specifically excluded from this estimate:

- Soil Remediation
- Independent Inspections
- Building Permit



PROJECT: **NOVATO DEPOT**
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PREPARED BY: **JS**
CHECKED BY: **IS**
ESTIMATE DATE: **5/2/2017**

SECTION II

SUMMARY OF THE ESTIMATE

SAYLOR CONSULTING GROUP

PROJECT: **NOVATO DEPOT**
 LOCATION: **NOVATO, CA**
 CLIENT: **CAREY & CO.**
 DESCRIPTION: **BUILDING ESTIMATE**
SUMMARY OF THE ESTIMATE

JOB NO: **17-046A**
 PREPARED BY: **JS**
 CHECKED BY: **IS**
 DATE: **5/2/2017**
 GSF:

ASSESSMENT ESTIMATE

DIV #	DESCRIPTION	QTY	UNIT	UNIT COST	TOTALS
SUMMARY OF THE ESTIMATE					
1.00	BUILDING	644	GSF	45.48	\$ 29,291
	TOTAL PROJECT COSTS	644	GSF	45.48	\$ 29,291
	PRORATES INCLUDED IN ABOVE COSTS				
	General Conditions	10.00%			
	Design Contingency	30.00%			
	Escalation	5.00%			
	Bonds / Insurance	2.00%			
	Contractors Fee	10.00%			

Competitive Bidding

The prices in this Estimate are based on Competitive Bidding. Competitive Bidding is receiving responsive bids from at least five (5) or more General Contractors and three (3) or more responsive bids from Major Subcontractors or Trades. Major Subcontractors are Structural Steel, Plaster / EIFS Contractors, Mechanical, Plumbing and Electrical Subcontractors.

Without Competitive Bidding, Contractor bids can and have ranged from 25%-to 100% over the prices in this Estimate, depending on the size of the job.

We urge you to notify your client of the existing bidding climate, and work with them to ensure that the project is adequately publicized so that they can get the minimum number of bids for competitive bidding. Please contact LSA if you need ideas about how to publicize your project.



PROJECT: **NOVATO DEPOT**
LOCATION: **NOVATO, CA**
CLIENT: **CAREY & CO.**
DESCRIPTION: **BUILDING ESTIMATE**

JOB NUMBER: **17-046A**
PREPARED BY: **JS**
CHECKED BY: **IS**
ESTIMATE DATE: **5/2/2017**

SECTION III

BUILDING

PROJECT: **NOVATO DEPOT**
 LOCATION: **NOVATO, CA**
 CLIENT: **CAREY & CO.**
 DESCRIPTION: **BUILDING ESTIMATE**
BUILDING

JOB NO: **17-046A**
 PREPARED BY: **JS**
 CHECKED BY: **IS**
 DATE: **5/2/2017**
 BLDG GSF: **644**
 SITE AREA: **362**

ASSESSMENT ESTIMATE

DIV #	DESCRIPTION	QTY	UNIT	UNIT COST	TOTALS
SUMMARY OF THE ESTIMATE					
2.00	EXISTING CONDITIONS			17.00	\$ 10,948
6.00	WOOD & PLASTICS			4.12	\$ 2,656
7.00	THERMAL AND MOISTURE PROTECTION			2.00	\$ 1,288
8.00	DOORS & WINDOWS			66.40	\$ 42,760
9.00	FINISHES			86.53	\$ 55,726
10.00	SPECIALTIES			25.89	\$ 16,675
12.00	FURNISHINGS			10.00	\$ 6,440
22.00	PLUMBING			10.87	\$ 7,000
23.00	HEATING, VENTILATION, AND AIR CONDITIONING			45.00	\$ 28,980
26.00	ELECTRICAL			22.00	\$ 14,168
27.00	COMMUNICATIONS			5.00	\$ 3,220
28.00	ELECTRONIC SAFETY & SECURITY			17.00	\$ 10,948
32.00	EXTERIOR IMPROVEMENTS			1.86	\$ 1,200
	TOTAL JOB DIRECT COSTS	644	GSF	313.68	\$ 202,009

PROJECT: **NOVATO DEPOT**
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BUILDING

JOB NO: **17-046A**
 PREPARED BY: **JS**
 CHECKED BY: **IS**
 DATE: **5/2/2017**
 BLDG GSF: **644**
 SITE AREA: **362**

ASSESSMENT ESTIMATE

DIV #	DESCRIPTION	QTY	UNIT	UNIT COST	TOTALS
	PRORATES				
	General Conditions	10.00%			\$ 20,201
	Design Contingency	30.00%			\$ 60,603
	Escalation	5.00%			\$ 10,100
	SUB-TOTAL	644	GSF	454.83	\$ 292,913
	Bonds / Insurance	2.00%			\$ 5,858
	Contractors Fee	10.00%			\$ 29,291
	TOTAL PROJECT COSTS	644	GSF	509.41	\$ 328,063

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 SITE AREA: **362**

ASSESSMENT ESTIMATE

DIV #	DESCRIPTION	QTY	UNIT	UNIT COST	TOTALS
ESTIMATE DETAIL					
2.0	EXISTING CONDITIONS				
	GENERAL DEMO, DISPOSAL	644	SF	7.00	4,508
	HAZMAT REMOVAL, ALLOW	644	SF	10.00	6,440
SUBTOTAL 2.0				17.00	\$ 10,948
6.0	WOOD & PLASTICS				
	NEW JOISTS & STUDS AS NEEDED WAITING ROOM ONLY, FULL DIMENSION LUMBER	332	SF	8.00	2,656
SUBTOTAL 6.0				4.12	\$ 2,656
7.0	THERMAL AND MOISTURE PROTECTION				
	INSULATION AS NEEDED, ALLOW R-30 BATT	644	SF	2.00	1,288
SUBTOTAL 7.0				2.00	\$ 1,288
8.0	DOORS & WINDOWS				
	REPLACE OR REFURBISH DOOR AND HARDWARE, AVE COST FOR ALL DOORS	5	EA	2,000.00	10,000
	REPLACE OR REFURBISH WINDOWS, AVE COST FOR ALL WINDOWS	7	EA	4,680.00	32,760
SUBTOTAL 8.0				66.40	\$ 42,760
9.0	FINISHES				
	NEW PLASTER WALL FINISH @ WAITING ROOM	255	SF	18.00	4,590
	NEW PLASTER CEILING FINISH	332	SF	22.00	7,304
	PATCH AND PAINT ALL EXISTING WALL FINISHES INCLUDING WAINSCOT, TRIMS	945	SF	14.00	13,230
	REFINISH WOOD FLOORING	644	SF	25.00	16,100
	PATCH AND PAINT EXTERIOR WALLS, TRIMS	1,695	SF	6.00	10,170
PATCH AND PAINT EXTERIOR ROOF OVERHANG	361	SF	12.00	4,332	
SUBTOTAL 9.0				86.53	\$ 55,726

PROJECT: **NOVATO DEPOT**
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 DATE: **5/2/2017**
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 SITE AREA: **362**

ASSESSMENT ESTIMATE

DIV #	DESCRIPTION	QTY	UNIT	UNIT COST	TOTALS
10.0	SPECIALTIES				
	LARGE OVAL SEAT	1	EA	8,000.00	8,000
	HALF-OVAL SEAT	1	EA	6,000.00	6,000
	TOILET ACCESSORIES	2	EA	1,200.00	2,400
	GRAB BARS	1	EA	275.00	275
	SUBTOTAL 10.0			25.89	\$ 16,675
12.0	FURNISHINGS				
	MISC HISTORIC FF&E	644	SF	10.00	6,440
	SUBTOTAL 12.0			10.00	\$ 6,440
22.0	PLUMBING				
	WATER CLOSET	2	EA	1,200.00	2,400
	CORNER LAVATORY	2	EA	600.00	1,200
	ROUGH IN AND PIPING	4	EA	850.00	3,400
	SUBTOTAL 22.0			10.87	\$ 7,000
23.0	HEATING, VENTILATION, AND AIR CONDITIONING				
	NEW FURNACE HEATING AS NEEDED NEW HVAC AS NEEDED, COOLING AND HEATING	644	SF	45.00	28,980
	SUBTOTAL 23.0			45.00	\$ 28,980
26.0	ELECTRICAL				
	NEW BRANCH ELECTRICAL AS NEEDED	644	SF	7.00	4,508
	NEW LIGHTING, HISTORIC	644	SF	15.00	9,660
	SUBTOTAL 26.0			22.00	\$ 14,168
27.0	COMMUNICATIONS				
	DATA SYSTEMS	644	SF	5.00	3,220
	SUBTOTAL 27.0			5.00	\$ 3,220

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 SITE AREA: **362**

ASSESSMENT ESTIMATE

DIV #	DESCRIPTION	QTY	UNIT	UNIT COST	TOTALS
28.0	ELECTRONIC SAFETY & SECURITY				
	SECURITY SYSTEMS	644	SF	5.00	3,220
	FIRE ALARM INCL PANEL	644	SF	12.00	7,728
	SUBTOTAL 28.0			17.00	\$ 10,948
32.0	EXTERIOR IMPROVEMENTS				
	REMOVE VEGETATION FROM ALL AREAS	1	LS	1,200.00	1,200
	SUBTOTAL 32.0			1.86	\$ 1,200