149-155 9TH STREET
SAN FRANCISCO, CA

ARTICLE 11 CHANGE OF DESIGNATION DOCUMENTS
[12193]
Prepared for
City of San Francisco Planning Department

DOCUMENTS INCLUDED:
- ARTICLE 11 HISTORIC BUILDING REPORT
- MAINTENANCE PLAN

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JULY 25, 2014

ARTICLE 11 HISTORIC BUILDING REPORT

prepared by
Page & Turnbull

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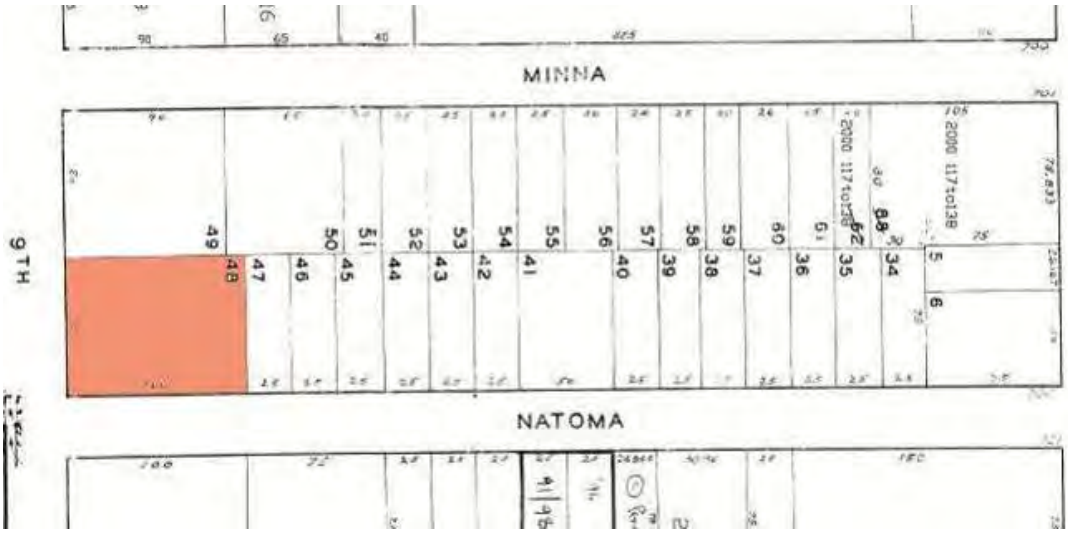
I. INTRODUCTION

This Article 11 Change of Designation Report has been prepared at the request of Rubicon Point Partners for the property located at 149-155 9th Street / 790-798 Natoma Street (APN 3728/048), also known as the Western Manufacturing Company building, in San Francisco's South of Market (SoMa) neighborhood. The building was designed by Samuel F. Schell and completed in 1923.



San Francisco Assessor's block map with the subject parcel highlighted.
(San Francisco Assessor's map, edited by author)

METHODOLOGY

This report follows professional standards for the completion of historic resource studies. It includes a building description, a site history, current and historic photographs and an examination of the building's current historic status. This report also provides an opinion of the building's eligibility for listing as a Category III building under Article 11 of the San Francisco Planning Code.

Page & Turnbull prepared this report using research collected at various local repositories, including San Francisco Architectural Heritage, San Francisco Department of Building Inspection, San Francisco Public Library, and the San Francisco Historical Photograph Collection.

II. SUMMARY OF DETERMINATION

149-155 9th Street appears to be individually eligible for listing as a Category III resource in Article 11 of the San Francisco Planning Code. The property is significant at the local level for its architecture, which demonstrates high artistic values. Specifically, the building employs unusually high-styled polychrome brickwork relative to other industrial buildings in SoMa, and it was previously found to be of "Major Importance" by the 1977-78 Downtown Survey conducted by San Francisco Architectural Heritage. It is also of importance as one of the best remaining examples of an industrial building designed by Samuel F. Schell, a prominent developer in SoMa during the peak years of the neighborhood's industrial development. 149-155 9th Street is located within the South of Market Extended Preservation District and also contributes to the National Register eligible Western SoMa Light Industrial & Residential Historic District.

149-155 9th Street appears to meet all the criteria for Category III listing per Section 1102 of the Planning Code:

- The building is located outside the boundaries of any established conservation district and inside a C-3 District. (Per Section 201 of the Planning Code, the term "C-3 District" also includes the South of Market Extended Preservation District for the purposes of Article 11).
- The building is more than 40 years old.
- The building appears to be individually important for its architecture.
- The building appears excellent in its relationship to the environment.
- The building retains a high degree of architectural integrity.

III. CURRENT HISTORIC STATUS

The following section examines the national, state, and local historical ratings currently assigned to the building at 149-155 9th Street.

NATIONAL REGISTER OF HISTORIC PLACES

The National Register of Historic Places (National Register) is the nation's most comprehensive inventory of historic resources. The National Register is administered by the National Park Service and includes buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, or cultural significance at the national, state, or local level.

149-155 9th Street is not currently listed in the National Register of Historic Places. However, it has been found eligible for the National Register as a contributor to a National Register eligible historic district (see California Historical Resource Status Code section below).

CALIFORNIA REGISTER OF HISTORICAL RESOURCES

The California Register of Historical Resources (California Register) is an inventory of significant architectural, archaeological, and historical resources in the State of California. Resources can be listed in the California Register through a number of methods. State Historical Landmarks and National Register-listed properties are automatically listed in the California Register. Properties can also be nominated to the California Register by local governments, private organizations, or citizens. The evaluative criteria used by the California Register for determining eligibility are closely based on those developed by the National Park Service for the National Register of Historic Places.

149-155 9th Street is not currently listed in the California Register of Historical Resources.

SAN FRANCISCO CITY LANDMARKS

San Francisco City Landmarks are buildings, properties, structures, sites, districts and objects of "special character or special historical, architectural or aesthetic interest or value and are an important part of the City's historical and architectural heritage."[1] Adopted in 1967 as Article 10 of the City Planning Code, the San Francisco City Landmark program protects listed buildings from inappropriate alterations and demolitions through review by the San Francisco Historic Preservation Commission. These properties are important to the city's history and help to provide significant and unique examples of the past that are irreplaceable. In addition, these landmarks help to protect the surrounding neighborhood development and enhance the educational and cultural dimension of the city.

149-155 9th Street is not listed as a San Francisco City Landmark or Structure of Merit.

CALIFORNIA HISTORICAL RESOURCE STATUS CODE

Properties listed or under review by the State of California Office of Historic Preservation are assigned a California Historical Resource Status Code (Status Code) of "1" to "7" to establish their historical significance in relation to the National Register of Historic Places (National Register or NR) or California Register of Historical Resources (California Register or CR). Properties with a

[1] San Francisco Planning Department, *Preservation Bulletin No. 9 – Landmarks*. (San Francisco, CA: January 2003)

Status Code of "1" or "2" are either eligible for listing in the California Register or the National Register, or are already listed in one or both of the registers. Properties assigned Status Codes of "3" or "4" appear to be eligible for listing in either register, but normally require more research to support this rating. Properties assigned a Status Code of "5" have typically been determined to be locally significant or to have contextual importance. Properties with a Status Code of "6" are not eligible for listing in either register. Finally, a Status Code of "7" means that the resource has not been evaluated for the National Register or the California Register, or needs reevaluation.

149-155 9th Street does not have a California Historic Resources Information System (CHRIS) status code, which typically means that a building has not been evaluated. However, the building was previously evaluated as part of an adopted local survey—the South of Market Area Historic Resource Survey—and was assigned a Status Code of "3D" meaning that it "appears eligible for the NR [National Register] as a contributor to a NR eligible district through survey evaluation." Its exclusion from the CHRIS database may indicate that the findings of the survey have not yet been submitted to the California Office of Historic Preservation's Northwest Information Center, the repository for such information.

SAN FRANCISCO ARCHITECTURAL HERITAGE

San Francisco Architectural Heritage (Heritage) is the city's oldest not-for-profit organization dedicated to increasing awareness and preservation of San Francisco's unique architectural heritage. Heritage has completed several major architectural surveys in San Francisco, the most important of which was the 1977-78 Downtown Survey. This survey, published in publication *Splendid Survivors* in 1978, forms the basis of San Francisco's Downtown Plan. Heritage ratings, which range from "D" (minor or no importance) to "A" (highest importance), are analogous to Categories V through I of Article 11 of the San Francisco Planning Code, although the Planning Department did use their own methodology to reach their own findings. In 1984, the original survey area was expanded from the Downtown to include the South of Market area in a survey called "Splendid Extended."

149-155 9th Street was located in the Secondary Survey Area (South of Market West) surveyed by Heritage and assigned a rating of "B" (Major Importance). This rating is described as follows:

> Buildings which are of individual importance by virtue of architectural, historical and environmental criteria. These buildings tend to stand out for their overall quality rather than for any particular outstanding characteristics. B-group buildings are eligible for the National Register, and of secondary priority for City Landmark status.[2]

1976 DEPARTMENT OF CITY PLANNING ARCHITECTURAL QUALITY SURVEY

The 1976 Department of City Planning Architectural Quality Survey (1976 DCP Survey) is what is referred to in preservation parlance as a "reconnaissance" or "windshield" survey. The survey looked at the entire City and County of San Francisco to identify and rate architecturally significant buildings and structures on a scale of "-2" (detrimental) to "+5" (extraordinary). No research was performed and the potential historical significance of a resource was not considered when a rating was assigned. Buildings rated "3" or higher in the survey represent approximately the top two percent of San Francisco's building stock in terms of architectural significance. However, it should be noted here that the 1976 DCP Survey has come under increasing scrutiny over the past decade due to the fact

[2] The Foundation for San Francisco's Architectural Heritage, *Splendid Survivors – San Francisco's Downtown Architectural Heritage*, (San Francisco: California Living Books, 1979), 12-13.

that it has not been updated in over twenty-five years. As a result, the 1976 DCP Survey has not been officially recognized by the San Francisco Planning Department as a valid local register of historic resources for the purposes of the California Environmental Quality Act (CEQA).

149-155 9th Street was not assigned a rating by the 1976 DCP Survey.

THE SOUTH OF MARKET AREA HISTORIC RESOURCES SURVEY

The South of Market Historic Resources Survey (SoMa Survey) was conducted by San Francisco Planning Department staff and the architectural firm of Page & Turnbull between 2007 and 2010. It resulted in the documentation and assessment of approximately 2,142 individual buildings located in an area roughly bounded by Mission and Folsom streets on the north, Bryant and Townsend streets on the south, the Embarcadero on the east, and the Central Freeway (Highway 101) on the west. The SoMa Survey was adopted by the San Francisco Historic Preservation Commission on December 1, 2010. As part of the survey, 149-155 9th Street was documented with a Department of Parks and Recreation (DPR) 523 A "Primary Record" form.

THE WESTERN SOMA LIGHT INDUSTRIAL & RESIDENTIAL HISTORIC DISTRICT

The information gathered by the South of Market Area Historic Resources Survey served as the basis for recordation of the National Register eligible Western SoMa Light Industrial & Residential Historic District. This historic district encompasses a total of 721 properties, 478 of which contribute to the district. The period of significance for the district was identified as 1906 to circa 1936, which spans the rebuilding efforts following the 1906 earthquake and fire through the opening of the Bay Bridge. As stated in the District Record:

> The Western SoMa Light Industrial and Residential Historic District developed primarily between the years 1906 and ca. 1936, and consists of a group of resources that are cohesive in regard to scale, building typology, materials, architectural style, and relationship to the street. Contributors to the Western SoMa Light Industrial and Residential Historic District are mostly light industrial and residential properties, with some commercial properties. The Historic District is significant under Criterion A (Events) as a representation of a noteworthy trend in development patterns and the establishment of ethnic groups in San Francisco. It is also significant under National Register Criterion C (Design/Construction) as a representation of a group of properties that embody the distinctive characteristics of a type, period, or method of construction, and as a representation of a significant and distinguishable entity whose components may lack individual distinction.[3]

149-155 9th Street is identified as a contributor to this historic district and assigned a California Historic Resources Information System Status Code of "3D" meaning that it "appears eligible for the NR [National Register] as a contributor to a NR eligible district through survey evaluation."

THE SOUTH OF MARKET EXTENDED PRESERVATION DISTRICT

149-155 9th Street is located within the South of Market Extended Preservation District. This zoning district is roughly bounded by 6th Street on the east, 10th street on the west, Mission

[3] Christina Dikas and N. Moses Corrette, Western SoMa Light Industrial & Residential Historic District, Department of Parks and Recreation District Record, October 18, 2010, 1.

Street on the north and Howard Street on the south. It incorporates an area formerly zoned C-3, in which provisions of Section 128 of the Planning Code (Transfer of Development Rights in C-3 Districts) and Article 11 of the Planning Code (Preservation of Buildings and Districts of Architectural, Historical, and Aesthetic Importance in the C-3 Districts) continue to be in effect.

IV. ARCHITECTURAL DESCRIPTION

149-155 9th is located on a 100' x 75' rectangular parcel at the northeast corner of 9th and Natoma streets. Constructed in 1923, 149-155 9th Street is a three-story-with-mezzanine steel-frame and brick (with concrete piers) industrial building designed with mild Classical Revival influences. The building is rectangular in plan and occupies the full dimensions of its lot. The building is clad with polychrome brick laid in a running bond and capped by a flat roof with wire-glass skylights. A mechanical penthouse for an elevator is located at the southeast corner of the roof. The foundation is brick.

Satellite photo showing 149-155 9th Street.
(Google maps, 2013, edited by author)

EXTERIOR

The primary façade of 149-155 9th Street faces west onto 9th Street and features a symmetrical arrangement of four structural bays divided by brick-clad concrete piers. There are two entrances on this facade. At the northern end of the first story (addressed as 149 9th Street) is an arched opening which accesses a shallow vestibule featuring a checkerboard/herringbone tile threshold and rusticated stucco walls. Entry to the building is provided via a partially glazed and paneled wood door with a paneled wood-frame sidelight. A double-sided ceramic neon sign (neon tubing no longer extant) is affixed to the façade above this entrance and reads "StoRex Leather and Craft Supplies Western Mfg. Co."

The other entrance is located in the third structural bay and consists of a rectangular vestibule featuring a concrete threshold and textured stucco walls. Entry to the building is provided via a fully-glazed non-historic metal door with a sidelight. The door is crowned with an operable wood-framed transom.

View east of the primary (west) and south facades
(Google Maps ©2013)

South side of neon sign.
(Page & Turnbull, April 2013)

View of the entry to 155 9th Street.
(©2013 Google, Image Date: April 2011)

Typical fenestration on the primary façade consists of a metal and plate glass window system in the first, second and fourth bays. The third bay with the entrance to 155 9th Street features a wood and plate glass storefront system crowned with a wood-frame clerestory. Fenestration on the upper floors consists entirely of multi-light industrial steel-sash windows with center awning mechanism. The spandrels between the window bays feature running bond brickwork with coursed headers to create a rectangular pattern with a brick diamond at center. The mezzanine and second-floor windows are framed with a soldier brick course at the top and a header course for the sills.

Detail of entry for 155 9th Street.
(Page & Turnbull, April 2013)

Detail of fenestration on the primary façade.
(Page & Turnbull, April 2013))

West façade facing 9th Street.
(Page & Turnbull, April 2013)

Detail of piers and cornice on the west façade.
(Page & Turnbull, April 2013)

Coursed brickwork is also used to accent the piers, including the use of a herringbone pattern for the capitals of the center piers and a polychrome "X" pattern at the capitals used on the building corners. The façade terminates in a galvanized iron cornice featuring a beltcourse, dentils, and a paneled base. A tall metal flagpole extends from the roof and is centered on the façade.

South façade of the building looking east.
(Page & Turnbull, April 2013)

View of entries on the south façade (top) and detail of cornice at the southwest corner.
(Page & Turnbull, April 2013)

The south façade of the building faces Natoma Street and is comprised of six primary structural bays. The sixth (easternmost) bay is divided into two smaller bays by brick piers. A metal fire escape is located in the third structural bay. A brick running bond water table is located at the base of the building and two vents are located at the base of the third and fourth structural bays.

There are three entrances on this façade, all concentrated to the east in the fifth and sixth bays. The fifth bay features a vehicular loading dock with metal roll-up door to the west, and a vestibule with pedestrian entrance to the east. The vestibule is screened by a metal security gate and features concrete steps, stucco walls, and a flush wood door. Nearby, the eastern half of the sixth bay (addressed as 790 Natoma Street) features a narrow entrance with metal roll-up door.

Fenestration on this façade consists entirely of multi-light industrial steel-sash windows with center awning mechanism. The spandrels between the window bays feature coursed brickwork similar to the primary façade. The piers and roofline all feature coursed brickwork identical to the primary façade.

The east façade of the building is not fenestrated. There is a shallow parapet but no cornice at the roofline. A mechanical penthouse for an elevator is located at the southeast corner.

The north façade abuts an adjacent building. Here the exterior plane of the building shifts inward along the eastern half of the building to provide a light well. Two industrial steel-sash windows are visible at the third and fourth stories near the northeast corner of this façade.

View west on Natoma Street showing a partial view of the east façade.
(Page & Turnbull, April 2013)

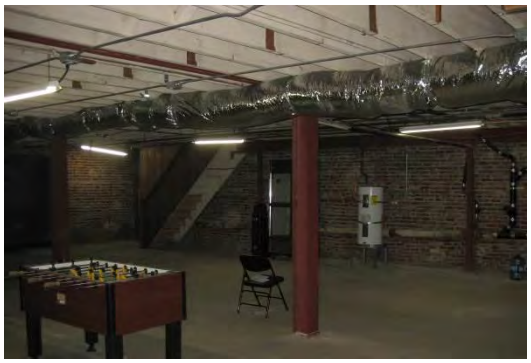
View south from Minna Street showing exposed portion of the north façade.
(Page & Turnbull, April 2013)

INTERIOR

149 9th Street is divided into five floors total: a basement, three floors that occupy the full floor space, and a fourth floor mezzanine that overlooks the third floor. The building currently offers 34,149 square feet of office and commercial space.

The basement features a concrete floor, exposed brick walls, and structural support beams through the center of the space. The ceiling joists are exposed and ventilation ducts and electrical wiring cross the space. The north wall features two narrow rear chambers, each accessed via an arched brick entryway. A wood staircase at the southeast corner of the building provides access to the first floor.

Basement entrance with original door.
(Page & Turnbull, April 2013)



Basement level. Northeast (top) and southeast (bottom) corners.
(Page & Turnbull, April 2013)

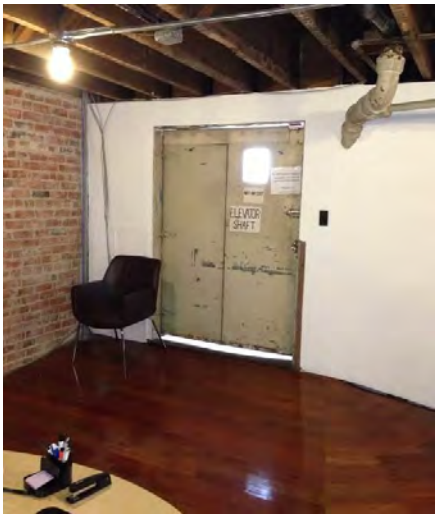
The first floor commercial space features a linoleum floor and a dropped ceiling with acoustic tiles. The steel columns are clad in concrete. A carpeted stairway with a wood handrail, accessed from the arched entryway at the north end of the primary façade, runs up the north wall of the building, providing access to each of the floors.

Street level floor. (http://www.trulia.com/property/3034079367-149-9th-St-San-Francisco-CA-94103#photo-9, no date)

Third floor stair landing and windows on north wall. (http://www.trulia.com/property/3034079367-149-9th-St-San-Francisco-CA-94103#photo-6, no date)

The second floor features an open floor plan, employing contemporary glass or plaster partition walls to divide office spaces. Ceiling joists are typically exposed, as are the wood floors, brick walls and structural beams. The steel sash windows provide light to the southern and western walls and are divided by exposed brick piers.

Second floor pantry with exposed I-beam. (Page & Turnbull, April 2013)

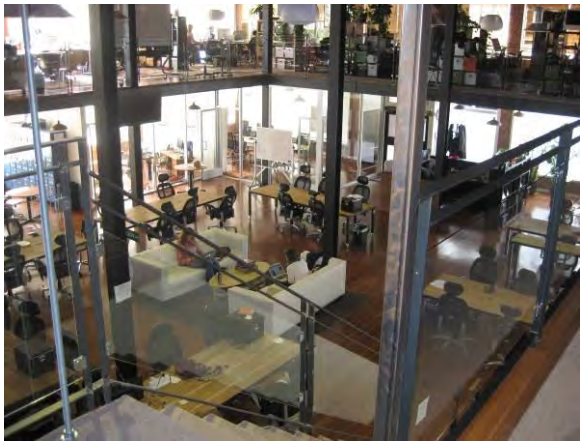


Second floor entrance to elevator shaft. (Page & Turnbull, April 2013)

The third floor has a flexible open floor plan that has been modified with contemporary additions to accommodate office use. The third floor features wood flooring, large steel-sash windows along the west and south walls divided by brick piers three steel I-beams that traverse the center of the floor on an east-west axis, joined by a roof support that runs the length of the building. Beneath the mezzanine, glass walls have been installed to subdivide the expansive open floor space into conference rooms. The rear (northeast) of the building features no windows, although two rows of four steel-frame ridge skylights run through the center of the roof on an east-west axis, providing light into the upper floors. A freight elevator shaft is located at the southeast corner of the building with access doors on the first through fourth floors.

A metal and glass guardrail runs along the perimeter of the fourth floor mezzanine, bolted to steel beams that support the roof and mezzanine frame. Like the floor below, the mezzanine features wood flooring, large steel-sash windows along the west and south walls divided by brick piers, and a flat ceiling of exposed wood roof joists.

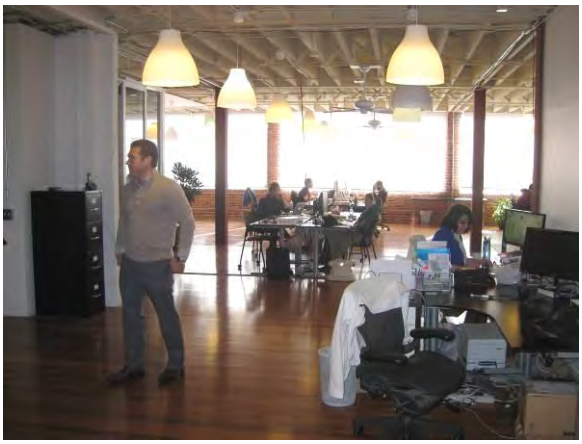
Third floor offices, looking south.
(Page & Turnbull, April 2013)



Third floor offices, looking southwest.
(Page & Turnbull, April 2013)

Some original equipment remains in the interiors (top left)
(http://www.trulia.com/property/3034079367-149-9th-St-San-Francisco-CA-94103#photo-5, no date)

Mezzanine level skylight and exposed ceiling joists.
(Page & Turnbull, April 2013)



Third floor offices below mezzanine.
(Page & Turnbull, April 2013)

SURROUNDING NEIGHBORHOOD

149-155 9th is located in the Western SoMa area, a block and a half south of Market Street. The character of the area in this vicinity transitions abruptly from high-rise commercial buildings along Market Street, to smaller one-to-four story mixed use and light industrial structures from Mission Street southward. The narrower intersecting streets east of 9th Street, such as Minna and Natoma streets, are somewhat more residential in character, typically featuring two- and three-story flats buildings interspersed with small-scale light industrial buildings.

Most of the industrial buildings feature reinforced concrete or masonry construction and are typically clad with smooth stucco or brick. Stylistically, they range from straightforward industrial designs, to buildings showing Classical Revival, Art Deco, Mediterranean Revival and International style influences. The smaller residential buildings located along Minna and Natoma streets typically feature wood frame construction and show Classical Revival design influences associated with the Edwardian era. There are also scattered examples of contemporary residential construction.

Some of the more notable buildings in the general vicinity include the massive Pacific Gas & Electric substation at 66-86 8th Street, the Classical Revival style Hotel Porter at 1282-1288 Mission Street, and the Lick Baths at 165 10th Street. The subject building is also part of a particularly cohesive row of two-to-three story industrial and mixed use buildings located along the east and west sides of 9th Street between Minna Street and Howard Street.

View south along 9th Street in the vicinity of 149-155 9th Street (at left).
(Google Maps, 2013)

View west along Natoma Street toward the subject building showing a mixture of small scale residences and light industrial buildings.
(Google maps, 2013)

Few three- to four-story brick-clad light industrial or commercial buildings were constructed in the South of Market neighborhood during this period, as the most economic material for such structures at that time was reinforced concrete. For instance, concrete was the primary construction material for 145 9th Street (1924, the subject building's northern neighbor), 271 9th Street (1917), and 190 9th

Street (1929). Brick structures in the neighborhood tend to be one to two stories in height and located on secondary alleys, and they rarely make architectural statements. Exceptions that are located on more prominent streets include the Buzzell Building at 120 9th Street (1925), which also features a galvanized iron cornice and decorative polychrome brickwork, although it is less elaborate than that of 149 – 155 9th Street; 260 8th Street, a two-story brick auto shop (1921); 81 Langton Street (1908); 310 7th Street (1922); 1173 Howard Street (1922); the E.W. Bennett and Co. Building at 291 10th Street (1909); and 169 11th Street (1923).[4]

The above listed buildings were constructed between 1906 and 1930 within the boundaries of the Western SoMa Light Industrial & Residential Historic District (images below). All of them retain significantly less integrity than the subject building, most notably in the retention of original multi-light steel-sash windows, and none feature the high degree of artistry seen in the brickwork of 149-155 9th Street. Additionally, very few of them exhibit notable character defining features such as those of 149 – 155 9th Street. All of these buildings were rated "3D" in the South of Market Historic Resource Survey, which means they appear to be contributors to a National Register-eligible historic district but are not individually eligible for listing.

120 8th Street, The Buzzell Building (1925). (Page & Turnbull, October 2013)

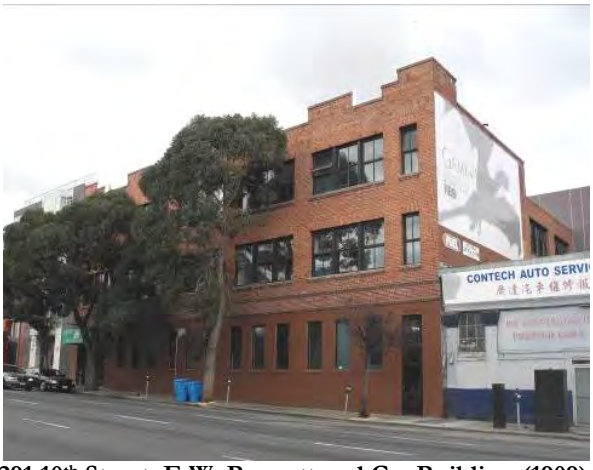
260 8th Street (1921). (Page & Turnbull, October 2013)

81 Langton Street (1908), converted into condominiums. (Page & Turnbull, October 2013)

310 7th Street (1922). (Page & Turnbull, October 2013)

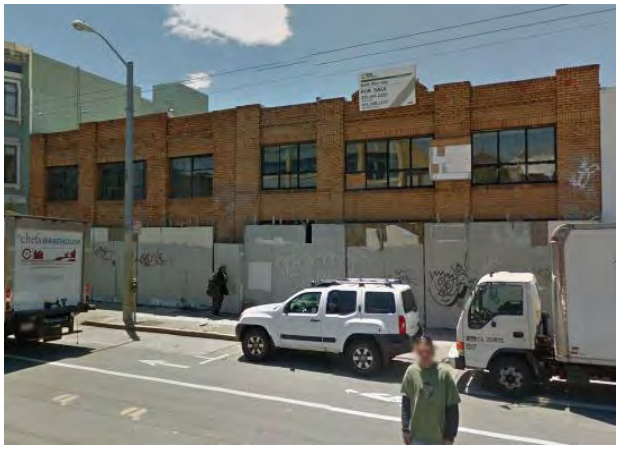
[4] 120 9th Street and 1173 Howard Street are both associated with the contractor of 149 – 155 9th Street, Samuel Schell.

1173 Howard Street (1922).
(Page & Turnbull, October 2013)



291 10th Street, E.W. Bennett and Co. Building (1909).
(Page & Turnbull, October 2013)

169 11th Street (1923).
(Google Maps, 2013)



216 11th Street.
(Google Maps, 2013)

V. HISTORIC CONTEXT

SOUTH OF MARKET

Prior to the 1906 earthquake, SoMa was San Francisco's most densely populated district, featuring a mixture of industrial plants, warehouses and commercial buildings alongside boarding houses, hotels, apartments and flats. The neighborhood was almost totally destroyed by the fires that erupted after the earthquake, with only a handful of buildings—including the old United States Mint—still standing.

Unlike some areas of San Francisco, which were rebuilt relatively quickly, the recovery in SoMa proceeded at a relatively slower pace. This was due in part to continued uncertainty over the extension of fire limits into the neighborhood, which would mandate the use of "fireproof" construction materials. Ultimately, the fire limits were not extended, but in the interim, many property owners sold out to investors and industrialists who assembled smaller lots into large parcels suitable for industrial redevelopment.[5]

View north along 9th Street from Mission, 1906. (California Historical Society via Calisphere, FN-33825)

East on Mission from 9th Street, 1928. (Jesse Brown Cook Scrapbooks: 18b via Calisphere)

The reconstruction of SoMa moved forward in two primary phases. This included a rapid period of reconstruction between 1906 and 1913, frequently characterized by the construction of smaller light industrial buildings. This was followed by a slow period and recession during World War I. During the early 1920s, however, construction rebounded along with a nationwide real estate boom.[6] The Western SoMa Light Industrial & Residential Historic District DPR 523D form describes this second phase of reconstruction:

> The trend of this building boom was to transform lots that had been vacant since the 1906 earthquake into small-scale light industrial facilities…. The height of

[5] Page & Turnbull, *South of Market Area Historic Context Statement*, Prepared for the City and County of San Francisco Planning Department, June 20, 2009, 50.
[6] Ibid., 51.

> construction in the western South of Market area during this decade occurred during the years 1923 through 1926.[7]

The subject building was constructed during this peak in activity. According to the Sanborn insurance map produced in 1920, the area surrounding the intersection of Natoma Street and 9th Street had uneven concentrations of buildings. The block on which the subject building would later be constructed was largely built out at this time. Most buildings on the block were narrow residential buildings, although the block also contained commercial and industrial establishments, including a printer and laundry. The two lots located at the southwest end of the block facing 9th Street, however, remained empty. The neighboring block to the southeast contained buildings on approximately half of its lots, the majority of them again narrow residential buildings. Those lots that faced 9th Street were similarly empty. The blocks northwest (across Minna Street) and southwest (across 9th Street) from the subject property remained empty aside from two buildings.[8]

The map was updated in 1927, showing that the surrounding area had experienced a wave of construction activity since 1920. The subject building was in place, alongside a reinforced concrete building in the neighboring lot. Only one lot remained empty on this block. The adjacent block to the northwest, which had been nearly empty in 1920, now contained buildings on approximately half of its lots. These were primarily industrial in nature, including a spring factory, electrical shop, and garage. The block to the southeast was approximately 75% built out; it contained both frame dwellings and industrial establishments (such as a bottle washing shop, cornice works, and sheet metal works). The block to the southwest, across 9th Street, contained several more buildings than it had in 1920. Most were wood-frame stores and reinforced concrete buildings clustered at the northwest end of the block.[9] Between 1920 and 1927, approximately 30 buildings were constructed within a one-block radius of the subject building.

Following the 1929 stock market crash and the subsequent onset of the Great Depression, building activity in SoMa slowed dramatically as compared with the boom years of the 1920s. According to the Western SoMa Light Industrial & Residential Historic District DPR 523D form:

> Coinciding with the Great Depression, most construction in the South of Market came to a halt. Leasing and sales did increase, however. For example, a one-story plus mezzanine building at Harrison and Langton streets, located on a 50' x 80' lot, was leased to Richard Harms for $17,000, while a two-story building on the west side of 9th Street was sold to Ed Rosemont for $9,000.53 Rosemont owned several light industrial buildings with different uses in the South of Market into the 1970s. In the 1930s, some older buildings were remodeled in the Art Deco and Art Moderne styles. This includes 271-275 9th Street, which was built in 1917 and remodeled in the Art Deco style in 1930.
>
> Construction costs were down in the 1930s, and investors attempted to renew interest in industrial real estate developments. They encouraged construction by saying that the low maintenance costs and economical movement of goods characteristic of the modern industrial buildings would benefit the occupant and eventually result in reducing the number of obsolete buildings. Boosters highlighted

[7] Christina Dikas and N. Moses Corrette, Western SoMa Light Industrial & Residential Historic District, Department of Parks and Recreation District Record, October 18, 2010, 97.
[8] Sanborn Map Company, *San Francisco, California Volume Two*, 1920, sheet 186.
[9] Sanborn Map Company, *San Francisco, California Volume Two*, 1927, sheet 186.

> the fact that South of Market District industries were in close proximity to three transcontinental railroads, two street car systems, and modern highways, which provided short delivery routes for goods. By 1930, large holdings were getting scarce; only fourteen street corners of 20,000 square feet or better were left undeveloped. The southeast corner of Howard and Russ streets, 100' x 280', was purchased by the Eng-Skell Co. in 1930, and the northwest corner of 11th and Howard streets, 115' x 160', was purchased by Goodrich-Silvertown, Inc. To encourage construction, boosters published in the newspaper that land was selling for $3.50 to $4.10 per square foot, and at least ten capable builders were willing to build on speculation.
>
> The propaganda did not much influence buyers, however, and the construction rate was far below that of the previous decade. Of those buildings that currently exist in the Western SoMa Light Industrial and Residential Historic District, seven were constructed in 1930, five in 1931, two in 1932, one in 1933, two in 1934, five in 1935, and seven in 1936 … These low numbers continued through the next several decades. In 1936, the San Francisco-Oakland Bay Bridge was completed. As part of the bridge construction, an on-ramp and overpass were constructed that effectively sliced through the South of Market area, cutting the neighborhood into a north section and a south section. This and other public works projects, including construction of South Van Ness Avenue, altered the character and cohesiveness of the overall neighborhood by changing the circulation patterns in the South of Market area. Infrastructure projects, coupled with the slow economic climate, virtually brought an end to construction in the South of Market by 1936.[10]

WESTERN MANUFACTURING COMPANY

149 9th Street was constructed in 1923 during the peak years of construction activity in SoMa. It was commissioned by Wencil C. Storek, Sr. (1878-1956), as a new manufacturing and distribution building for Western Manufacturing Company. The company was formed in 1909. Its line initially included canvas products; this was unusual for leather goods companies at that time, as most concentrated on saddlery. The company received military commissions for canvas leggings and other goods during World War I.[11] During its early years, Western Manufacturing operated from several different locations, including 1695 Market Street (1912), 109 New Montgomery Street (1914) and 617 Mission Street (1921). Following construction of 149-155 9th Street, the company remained in the building until 2011.

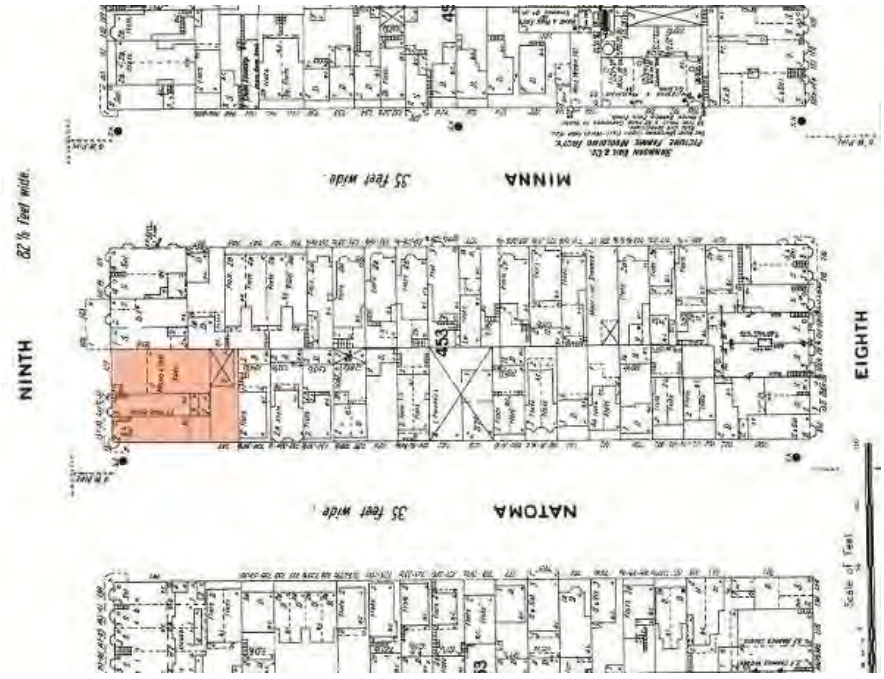
According to Wencil C. Storek's grandson, Craig Storek, the manufacturing facilities were located on the third floor, the offices were located at the mezzanine level, and the ground floor was used for both retail and shipping. In addition to leather goods, the company is also described as manufacturing canvas, sporting goods and brief bags. By the 1930s, other related businesses were also located in the building, including knit goods and sporting goods manufacturers. Wencil Storek, Sr. was involved in the Leather Workers on Horse Goods Union, in which he held leadership positions, including president. Storek also initiated his own brands, including Western-Storex leather goods and Storex Craft Supply.[12] City directories from the 1930s and 1940s list the building "W. C.

[10] Christina Dikas and N. Moses Corrette, Western SoMa Light Industrial & Residential Historic District, Department of Parks and Recreation District Record, October 18, 2010, 102.
[11] Stephanie Echeveste, "Behind the Scenes; Leather Talk with Craig Storek of Western Storex," last modified November 25, 2013, http://www.etxe.co/behind-the-scenes-leather-talk-with-craig-storek-of-western-storex/.
[12] Craig Storek, personal communication 22 April 2013.

Storek Western Manufacturing Co." The company remains in business but is now headquartered in Burlingame, California.

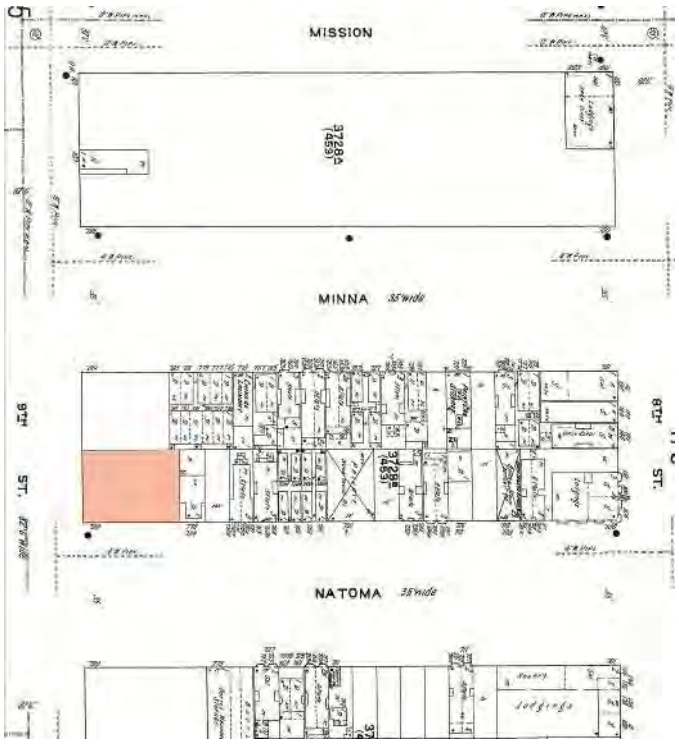
PROJECT SITE HISTORY

The 1899 Sanborn map shows that this area of SoMa at the turn of the century was predominately residential in character. The larger streets, such as Mission, 9th and Howard, typically featured two-to-three story row houses and flats, with mixed use or commercial buildings most often found at street corners. The smaller streets such as Minna and Natoma were also overwhelmingly residential, typically featuring two story duplexes or flats. The subject parcel was then occupied by a corner store and saloon, a furniture store, a wood and coal yard, and a stable.



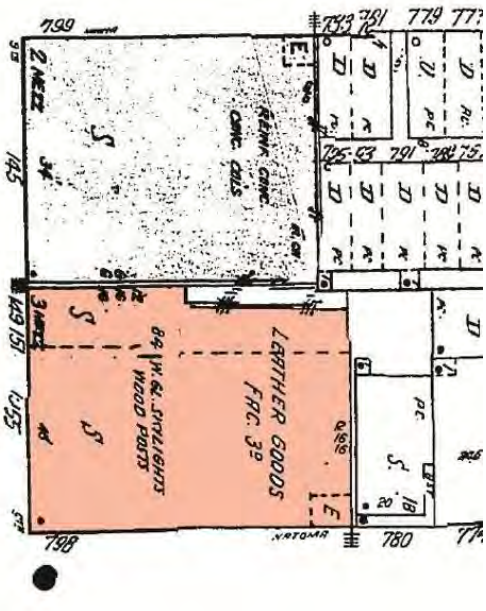
1899 Sanborn map with the subject parcel highlighted.

The 1913 Sanborn map shows a neighborhood transformed by the 1906 earthquake and fire. Many large parcels remained vacant—especially those at street corners—including the future site of 149-155 9th Street. Nearly the entire block bounded by Mission, 8th, 9th and Minna streets also remained vacant. Industrial development is likewise sparse, with only a few small light industrial uses shown, including a painter's storage, a Chinese laundry, and a brass sign factory. The most developed area is the mid-block portion along Minna and Natoma between 8th and 9th streets, which was largely reconstructed as a residential enclave featuring one- to three-story flats, tenements and duplexes. Three cottage courts are shown in the area, likely constructed soon after the earthquake to provide expedient housing. Of interest, one of these cottage courts remains extant northeast of the subject building at 781-795 Minna Street, constructed in 1906.



1913 Sanborn map with the subject parcel highlighted.

The 1950 Sanborn map shows the area as completely built out. Many of the large parcels shown as vacant on the 1913 map are occupied either by light industrial buildings or automobile-related buildings, including several gas stations and tire stores along 9th Street. The subject building is also shown with its present configuration.



1950 Sanborn map with the subject building highlighted.

CONSTRUCTION CHRONOLOGY

The following provides a timeline of the construction history of 149-155 9th Street, including all known alterations.

4 May 1923: Permit for a three-story, steel frame brick building with brick footings and foundation walls. Piers to be of concrete, joists of wood, girders of steel. Headers and wall ties in pattern work. Walls coped with cement, cornice of galvanized iron, roof felt, asphalt and gravel. Eight galvanized iron skylights 6' x 10'. 4'-0" wide vaults under sidewalk along the 9th Street façade, retaining walls of brick. Two wood stairways, one on each street front. Use specified as light manufacturing. Owner sponsor listed as Samuel Schell, 180 Jessie Street. Estimated cost $55,000. (Permit application #116268)

11 January 1929 (149 9th Street): Addition to present mezzanine floor to be used as showroom. Owner sponsor listed as Western Manufacturing. Estimated cost $650. (Permit application #176024)

22 September 1936 (149 9th Street): Remove steel sash at south wall of building install rolling door. Lower curb and ramp sidewalk. Building use listed as light manufacturing. Owner sponsor listed as Western Manufacturing Company. Estimated cost $200. (Permit application #21794)

23 October 1946 (149 9th Street): Western Manufacturing Co. Permit to install double face horizontal neon sign. Use listed as retail store. Owner/sponsor listed as Western Manufacturing Company. Estimated cost $495. (Permit application #92481)

23 February 1966 (149 9th Street): Remove three 5'-0" x 5'-0" sidewalk light panels and install 5 ½" thick reinforced concrete slabs. Use listed as offices and store. Owner/sponsor listed as Red Storek. Estimated cost $375.

2 February 1970 (149 9th Street): Install rigid steel tube and canvas awning to window bays of the building. Use listed as offices. Owner/sponsor listed as Glenn A. Storek. Estimated cost $1,500.

28 May 1971 (155 9th Street): Install partitions and acoustic ceiling, first floor. Use listed as workshop. Owner/sponsor listed as Glenn Storek and W. Storek. Estimated cost $1,500.

8 January 1981 (149 9th Street): Replace 30 linear feet of drywall partition with new drywall partition. Add 12 new electrical receptacles. Use listed as office. Owner/sponsor listed as California Dental Service. Estimated cost $5,000.

23 July 1985 (155 9th Street): Cancelled permit to change use of vacant retail store to bookstore and meditation center. Owner/sponsor listed as Arthur Caveault and Edmond Boles. Estimated cost $900.

02/25/1997: 149 9th Street Install UMB parapet bracing. Use described as office/retail. Owner/sponsor listed as Rich Storek.

06/29/1999: 149 9th Street UMB parapet bracing. Use described as office. Owner/sponsor listed as Rich Storek. Estimated cost $20,000.

11 October 2002 (149 9th Street): Install steel beams & column to support wood floor framing. Provide complete supporting frame so the existing brick wall is no longer a bearing wall; remove project building from UMB list. Use listed as retail/office. Owner/sponsor listed as Glenn A. Storek. Estimated cost $76,000. (Permit application #200210118894)

7 October 2004 (149 9th Street): Beams, columns and concrete work. Use listed as retail/office. Owner/sponsor listed as Glenn A. Storek. Estimated cost $76,000. (Permit application #200410076260)

16 September 2005 (149 9th Street): Revision to approved plans for UMB work – application #220410076255. Change details for cap on three columns and provide for alternate detail for stiffeners in inaccessible locations for safety of welding. Use listed as retail/office. Owner/sponsor listed as Glenn Storek. Estimated cost n/a. (Permit application #200509163140)

01/10/2005: 149 9th Street Install Hollless dual sack elevator and modify restrooms for accessibility. Use described as retail sales.

05/28/2008: remove entry doors in kind.

18 March 2011 (149 9th Street): Non-structural exploratory demolition work for future remodeling permit. Interior only, no exterior work. Basement, first floor and second floor only. Use listed as light industrial/retail. Owner/sponsor listed as Glenn Storek. Estimated cost $5,000 (Permit application #201103182236)

03/21/2011 (149 9th Street): Remove non-structural partition walls, doors, electrical outlets, lighting, plumbing, floor finishes and cabinets for future tenant improvement. No exterior works. Basement, first floor and second floor only space currently vacant. Use listed as retail. Owner/sponsor listed as Glenn Storek. Estimated cost $21,000 (Permit application #201103212502)

10/25/2011: Add offices, restroom and shower second floor mezzanine.

SAMUEL F. SCHELL, ARCHITECT

149 9th Street was built by Samuel F. Schell, one of the most prolific developers in SoMa during the 1920s. Samuel F. Schnell was born in Transylvania, Austria-Hungary in 1878 and immigrated to the United States in 1895. He lived in Ohio and later worked as a day laborer in Montana before moving to San Francisco in 1903. By 1909 Schell appears in San Francisco city directories as a contractor, and continued to be identified as either a contractor or builder in census records through the 1930s.

Based on various construction and engineering trade journals of the 1910s and 1920s, Schell was active both in buying and selling real estate, as well as construction. Schell is known to have served as contractor on numerous projects throughout the city, as well as serving as owner/contractor for several speculative industrial buildings in the South of Market. Construction trade journals from the 1910s indicate that Schell was then working out of an office at 180 Jessie Street. Documentation prepared for the Western SoMa Light Industrial & Residential Historic District states that:

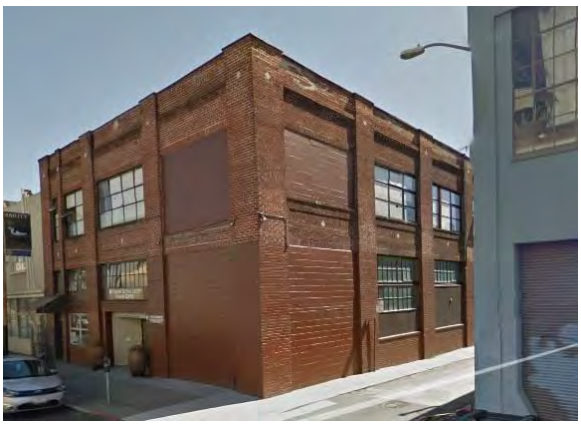
> Samuel Schell was prolific in the early 1920s, constructing numerous buildings in the South of Market Area. He constructed at least three buildings on the 400 block of Bryant Street and many others in the near vicinity. Schell's buildings appear to be

> commercial or industrial in nature, often of brick masonry, featuring a strong demarcation of structural bays, and in most cases a trademark rounded parapet element.[13]

San Francisco Architectural Heritage included 149 9th Street in one of its newsletters. It states: "Constructed by Samuel Schell, one of the larger South of Market developers of the 1920s, this four story factory and loft building features unusual yellow and brown "Dickey" face brick."[14]

Other buildings known to have been constructed by Schell include 1379 Folsom Street (1921): 469 Bryant Street (1922); 1173-75 Howard Street (1922); 453 Bryant Street (1923); 555 Bryant Street (1923) and 1855 Folsom Street (1927). Aside from 1855 Folsom Street, these buildings are all two-story brick structures designed for industrial use. 149-155 9th Street is notably more elaborate in design and grander in scale than Schell's typical work.[15]

1379 Folsom Street (1921)
(Google maps, 2013)



1173-1175 Howard Street (1922)
(Google maps, 2013)

[13] Christina Dikas, Page & Turnbull and N. Moses Corrette, San Francisco Planning Department, Western SoMa Light Industrial & Residential Historic District, California Department of Parks and Recreation DPR 523L form, March 31, 2009, 99.
[14] The Foundation for San Francisco's Architectural Heritage, "South of Market Street a Brief Guide to its Architecture," *Heritage Newsletter* Vol. XIII, No.2: South of Market Supplement, 3.
[15] 1855 Folsom Street is a six-story brick building located outside of the western SoMa neighborhood. It presently serves as the UCSF Mission Center and retains very little integrity.

453 Bryant Street (1923)
(Google maps, 2013)

555 Bryant Street (1923)
(Google maps, 2013)

According to the San Francisco Property Information Map, Schell was also associated with the Buzzell Electric Building at 120 8th Street, which shares many design similarities with 149-155 9th Street. However, that source shows Schell as owner, and Theodore Lenzen (1864-1930) as architect. Research did not demonstrate an ongoing relationship between Schell and Lenzen, but the possibility exists that he served as architect for buildings constructed by Schell.

From at least the early 1900s through the 1920s, Schell lived in a rented house at 1367 5th Avenue in San Francisco. He moved into his own home at 1370 6th Avenue by 1930. Schell died of lung cancer in 1955 and is buried at Cypress Lawn Memorial Park in Colma.

OCCUPANTS

The following was compiled from San Francisco city directories and telephone books:

1924
149 9th Street: Western Manufacturing Co.

1933
149 9th Street: W. C. Storek Western Manufacturing Co.
151 9th Street: J.A. Cohen Knit Goods Manufacturer
155 9th Street: V. G. Hale Chenille Mfg.
155 9th Street: H.E. Andrus Western Sporting Goods

1940
149 9th Street: W.C. Storek & Son Western Manufacturing Co.
151 9th Street: J.A. Cohen Knitting Co.
155 9th Street: Whitehall Co.

1955-56
149 9th Street: Western Manufacturing Co. leather goods
151 9th Street: Colby-Rall Mfg.
155 9th Street: Elna Distributors of SF; Necchi Sewing Mach Distributors of SF; House of Sound

1966

149 9th Street: Western Manufacturing Co. leather goods
151 9th Street: Marco Ceramics warehouse
153 9th Street: vacant

1975
149 9th Street: Western Manufacturing
Coro Foundation
Scrimshaw Press
Storek & Storek, architect
Interaction Association Inc.

VI. EVALUATION

ARTICLE 11 OF THE DOWNTOWN AREA PLAN

Article 11 of the Planning Code specifically attends to the "preservation of buildings and districts of architectural, historical, and aesthetic importance in the C-3 Districts." This code is one of the primary legal forces supporting historic preservation in San Francisco. Section 1102 of the San Francisco Planning Code defines the criteria for each of the five categories (I-V) of historic designation within the Downtown Area Plan. Presently, 149-155 9th Street has a Category V (Unrated) designation, which is the default rating for "buildings not designated as significant or contributory."

Page & Turnbull believes that research supports the re-designation of 149-155 9th Street as a Category III (Contributory) building. According to Section 1102 of the Planning Code, a Category III building designation must meet the following criteria:

(1) Located outside a designated Conservation District and inside a C-3 District. (Per Section 201 of the Planning Code, the term "C-3 District" also includes the South of Market Extended Preservation District for the purposes of Article 11); and

(2) At least 40 years old; and

(3) Judged to be a Building of Individual Importance; and

(4) Rated either Very Good in Architectural Design or Excellent or Very Good in Relationship to the Environment.

Criterion 1

The first criterion for Category III eligibility in Section 1102(c) of the Planning Code states that a building must be located outside a designated conservation district and inside a C-3 district. 149-155 9th Street is located outside the boundaries of any established conservation district. The property is zoned RCD (Regional Commercial) and included within the boundaries of the South of Market Extended Preservation District. As discussed previously, per Section 201 of the Planning Code, the term "C-3 District" also includes the South of Market Extended Preservation District for the purposes of Article 11. Therefore, 149-155 9th Street meets the first criterion for designation.

Criterion 2

The second criterion states that a building must be at least 40 years of age. Constructed in 1923, 149-155 9th Street is today 80 years old. 149-155 9th Street meets the second criterion for designation.

Criterion 3

The third criterion states that a building should be of "Individual Importance." The building appears individually important for its architecture. As discussed previously, the building was rated as being of "Major Importance" during the 1977-78 Downtown Survey conducted by San Francisco Architectural Heritage. This rating finds that such buildings "are of individual importance by virtue of architectural, historical and environmental criteria. These buildings tend to stand out for their overall quality rather than for any particular outstanding characteristics."[16]

[16] The Foundation for San Francisco's Architectural Heritage, *Splendid Survivors – San Francisco's Downtown Architectural Heritage*, (San Francisco: California Living Books, 1979), 12-13.

149 – 155 9th Street's sumptuous use of decoratively-coursed polychrome brick cladding demonstrates high artistic values and is unusual for industrial buildings in SoMa. As noted above, this is one of the few light industrial brick buildings constructed during SoMa's post-1906 resurgence as a light industrial neighborhood, and exhibits some of the most expressive detailing on a highly prominent site in relation to other brick-clad buildings in the area.

149-155 9th Street also appears to be a particularly strong example of a light industrial building designed by Samuel F. Schell, a prominent builder in SoMa during the peak years of industrial development in the neighborhood. While several other buildings constructed by Schell remain in the neighborhood, 149-155 9th Street exhibits an overall higher level of architectural quality and artistic values relative to its peers. The building also has outstanding historic integrity (see below).

Criterion 4

The fourth criterion states that a building must be rated "either Very Good in Architectural Design or Excellent or Very Good in Relationship to the Environment." As described above under Criterion 3, 149-155 9th Street appears to possess a rating of "Excellent" in association with its architectural design. 149-155 9th Street also appears to possess a rating of "Very Good" or "Excellent" in Relationship to the Environment. As discussed previously, the building is part of a particularly cohesive row of two-to-three story industrial and mixed use buildings located along the east and west sides of 9th Street between Minna Street and Howard Street. The building also relates well to the historic development pattern in western SoMa, where larger buildings tended to be located along the larger numbered streets, while smaller light industrial and residential buildings were constructed on the intersecting alleys such as Minna and Natoma streets.

Section 1106. Procedures for Change of Designation and Designation of Additional Significant and Contributory Buildings

Section 1106 of Article 11 states that buildings may be designated as Significant or Contributory or their designation may be changed through amendment of Appendices A, B, C and D of the Article (the Appendices contain the lists of designated Category I, II, III, and IV buildings). Section 1106(h), **Grounds for Designation or Change of Designation**, explains that the designation of a building may be changed if:

> (1) changes in the area in the vicinity of a building located outside a Conservation District warrant a change in the rating of the building with respect to its relationship to the environment and therefore place it in a different category, pursuant to Section 1102; or
>
> (2) changes in Conservation District boundaries make a building of Contextual Importance fall outside a Conservation District and therefore no longer eligible for designation as a Contributory building, or, conversely, make a building of Contextual Importance fall within a Conservation District and therefore eligible for designation as a Contributory Building; or
>
> (3) changes in the physical features of the building due to circumstances beyond the control of the owner, or otherwise permitted by this Article, warrant placing the building in a different category pursuant to the standards set forth in Section 1102; or

(4) restoration of the building to its original quality and character warrants placing the building in a different category pursuant to the standards set forth in Section 1102; or

(5) by the passage of time, the building has become at least 40 years old, making it eligible to be considered for designation as a Significant or Contributory building, pursuant to Section 1102; or

(6) the discovery of new factual information (for example, information about the history of the building) makes the building eligible for rating as a Building of Individual or Contextual Importance and, therefore, eligible to be designated as a Significant or Contributory Building.[17]

149 – 155 9th Street falls under **Grounds for Change of Designation (6)**. Despite its earlier recognition as a building of "Major Importance" during the 1977-78 Downtown Survey conducted by San Francisco Architectural Heritage and classification as a "3D" (Appears eligible for NR as a contributor to a NR eligible district through survey evaluation) via the South of Market historic Resource Survey, the building was never intensively researched and evaluated prior to this report. Thus, the discovery of new factual information about the history and significance of the building makes it eligible for rating as a building of Individual or Contextual Importance per Section 1006(h)(6). As documented in this report, the new historical information is based upon a synthesis of historic documents, Sanborn Fire Insurance maps, historic photographs collected from various repositories, building permits, architectural drawings, and other primary resources. The evaluation above demonstrates that the building is Individually Important. Therefore, it is eligible to be designated as a Contributory Building (Category III).

INTEGRITY

In order to qualify for listing in the California Register, a property must possess significance under one of the aforementioned criteria and have historic integrity. The process of determining integrity is similar for both the California Register and the National Register. The same seven variables or aspects that define integrity—location, design, setting, materials, workmanship, feeling and association—are used to evaluate a resource's eligibility for listing in the California Register and the National Register. According to the *National Register Bulletin: How to Apply the National Register Criteria for Evaluation*, these seven characteristics are defined as follows:

Location is the place where the historic property was constructed.

Design is the combination of elements that create the form, plans, space, structure and style of the property.

Setting addresses the physical environment of the historic property inclusive of the landscape and spatial relationships of the building/s.

Materials refer to the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form the historic property.

[17] Added by Ord. 414-85, App. 9/17/85; amended by Ord. 95-12, File No. 120301, App. 5/21/2012, Eff. 6/20/2012

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history.

Feeling is the property's expression of the aesthetic or historic sense of a particular period of time.

Association is the direct link between an important historic event or person and a historic property.

149-155 9th Street retains integrity of location and setting because it is situated on its original lot, and the immediate vicinity (save for a parcel to the south) is little changed since the 1930s. The property has not experienced any significant exterior alterations since its construction in 1923 and thus retains integrity of design, materials, and workmanship. It remained in use as a combination factory and commercial space through the 2000s and therefore retains integrity of association and feeling. Overall, the property retains a high degree of historic integrity. While interior character-defining features may be present, Article 11 limits designation to the exterior features.[18]

CHARACTER-DEFINING FEATURES

For a property to be eligible as a Category III building under Article 11 of the San Francisco Planning Code, the essential physical features (or character-defining features) that enable the property to convey its historic identity must be evident. To be eligible, a property must clearly contain enough of those characteristics, and these features must also retain a sufficient degree of integrity. Characteristics can be expressed in terms such as form, proportion, structure, plan, style, or materials. Because Article 11 limits designation to the exterior features, interior character-defining features have not been discussed below.[19]

The exterior character-defining features of 149 – 155 9th Street which retain integrity from 1923 include:

Overall:

- Rectangular plan and four-story (three-story with mezzanine) over basement massing
- Polychrome brick cladding with ornamental detailing
- Flat parapet
- Fenestration pattern and multi-light steel-sash windows with center awning mechanisms

West (primary) façade:

- Symmetrical design divided into four structural bays by brick-clad concrete piers
- Northern arched entryway with herringbone tile vestibule
- Partially glazed wood entrance door with sidelight
- Protruding ceramic neon sign
- Storefront entry vestibule and brick arch
- Polychrome brick details
    - Accented spandrels with central diamond designs
    - Pier capitals with herringbone brickwork
    - Corner pier capitals with "x" motifs in red and blonde brick

[18] Interiors are subject to Article 11 if proposed interior alterations result in any visual or material impact to the exterior of the building (per Planning Code Section 1110(g)(3).

[19] Interiors are subject to Article 11 if proposed interior alterations result in any visual or material impact to the exterior of the building (per Planning Code Section 1110(g)(3).

  - Brick dentils below the cornice
  - Header brick course for window sills
  - Soldier brick course for lintels
- Galvanized iron cornice
- Flagpole centered at the western edge of the roof

South façade:
- Six structural bays divided by brick-clad concrete piers
- Metal fire escape
- Running-bond brick water table
- Polychrome brick details mimic that of the primary façade
- Service entries at first floor of two northernmost bays: two pedestrian and one vehicular loading dock.
- Galvanized iron cornice

East (rear) façade:
- No cornice
- Shallow parapet with elevator bulkhead located at southern edge of roofline
- No fenestration
- Brickwork is laid in common bond with red brick

North façade:
- No cornice
- Two steel-sash three-over-two windows are located at the second and third stories
- Brickwork is laid in common bond with red brick

VI. CONCLUSION

Constructed in 1923 as a light industrial building, 149-155 9th Street appears eligible for designation as a Category III (Contributory) as defined by Article 11 of the San Francisco Planning Code. The building is individually important for its architecture, especially the use of polychrome brick cladding which demonstrates high artistic values. It is also of importance as one of the best remaining examples of an industrial building designed by Samuel F. Schell, who played a prominent role in the development of SoMa during its post-earthquake reconstruction. Lastly, the building retains a very high degree of integrity, it meets all of the criteria as a Category III (Contributory) building, according to Section 1102 of the Planning Code, and it qualifies for **Grounds for Change of Designation per (#6)**,Section 1106(h) of Article 11.

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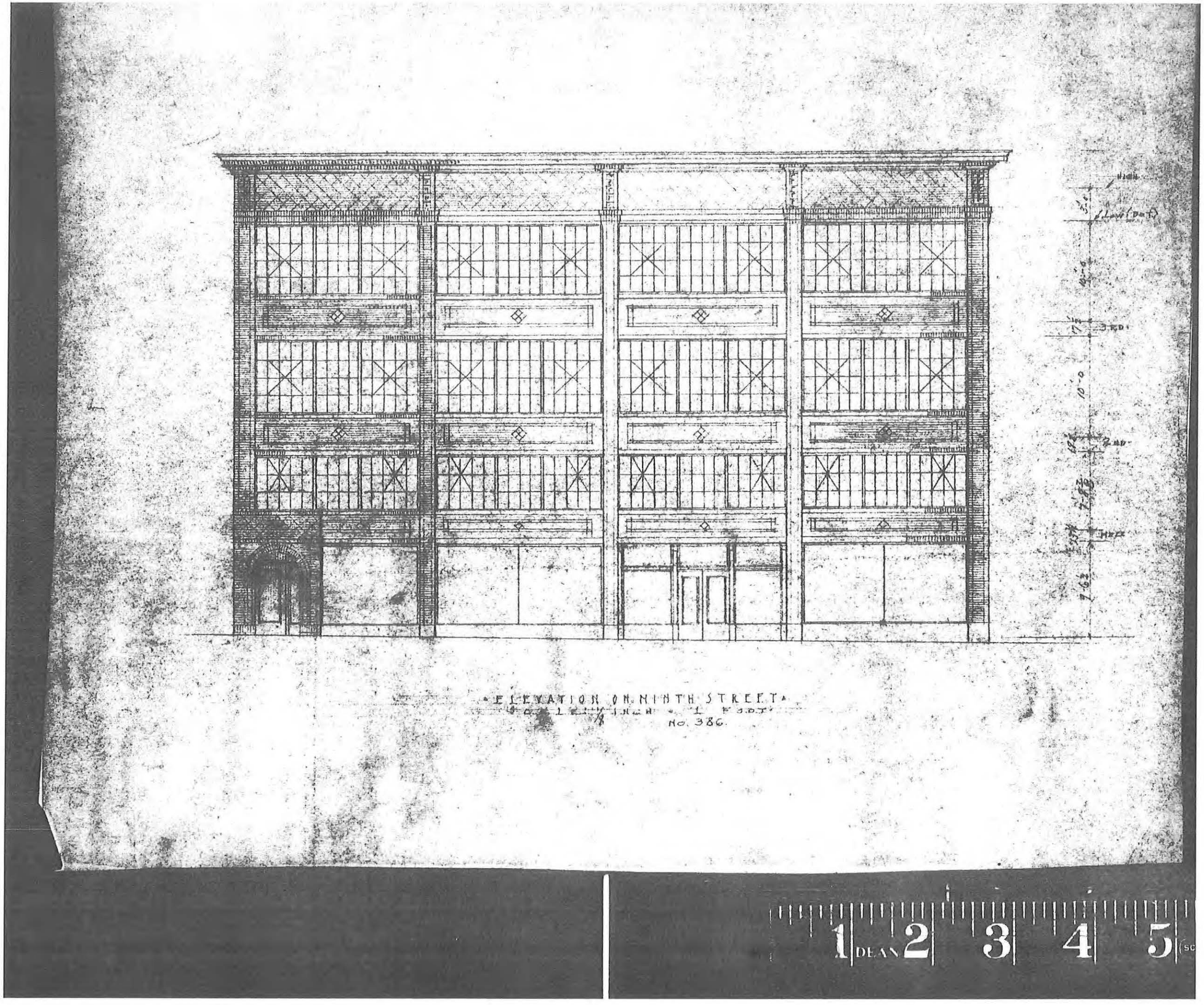
APPENDIX: ORIGINAL ELEVATION AND PLAN DRAWINGS

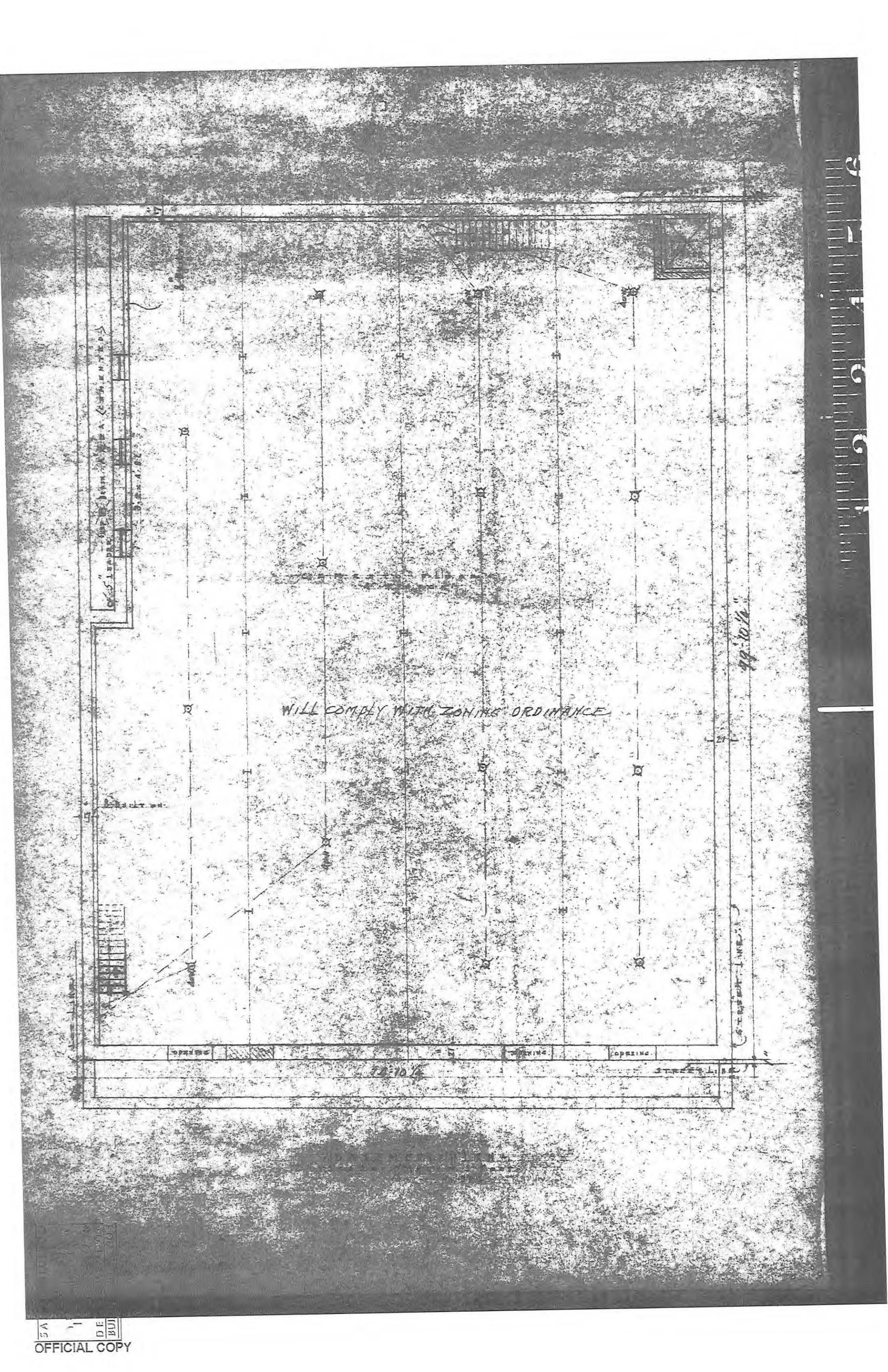
The following section contains original architectural drawings for the subject property, 149 9th Street, held by the City of San Francisco Department of Building Inspection. Due to the poor quality of some reproductions, the title block is not clearly legible on each drawing. The drawings are, in order:

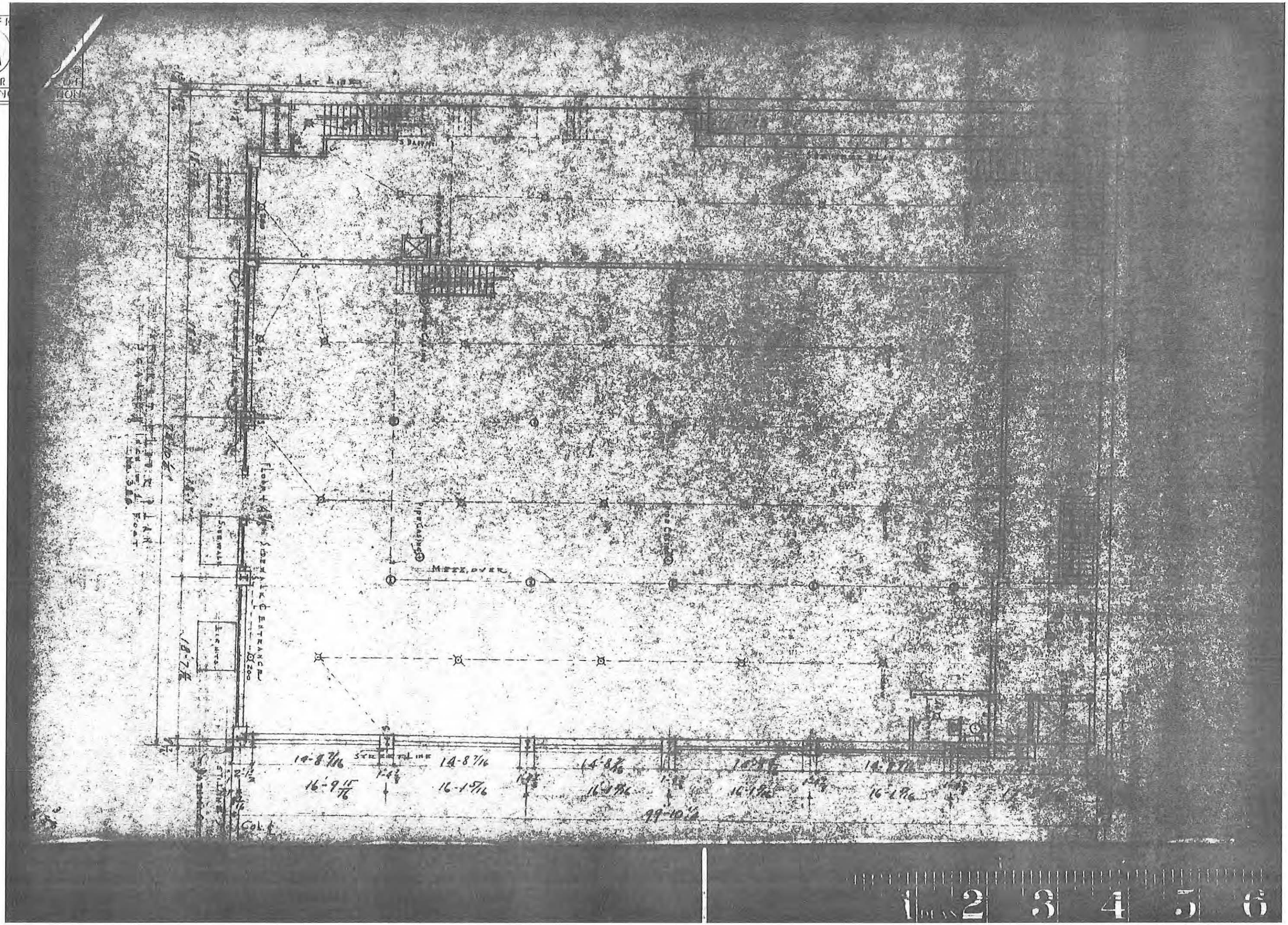
- Elevation on Ninth Street
- Elevation on Natoma Street
- Basement Plan
- First Floor Plan
- Mezzanine Floor Plan
- Second Floor Plan
- Third Floor Plan
- Roof Plan

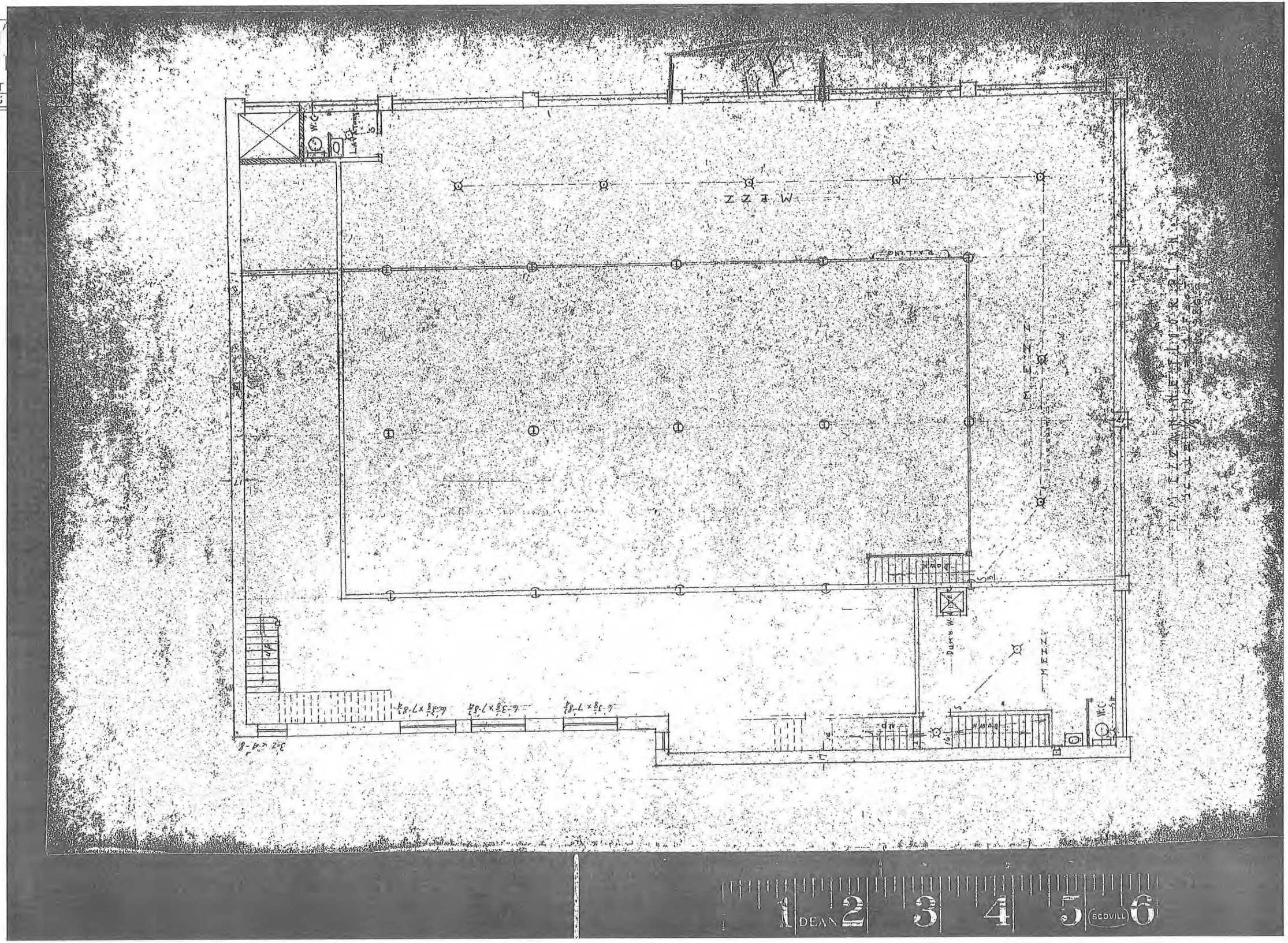


ELEVATION ON NINTH STREET
SCALE 1/8 INCH = 1 FOOT
No. 386.

ELEVATION ON NATOMA STREET.
SCALE 1/8 INCH = 1 FOOT







SECOND FLOOR PLAN.
SCALE 1/8 INCH = 1 FOOT.
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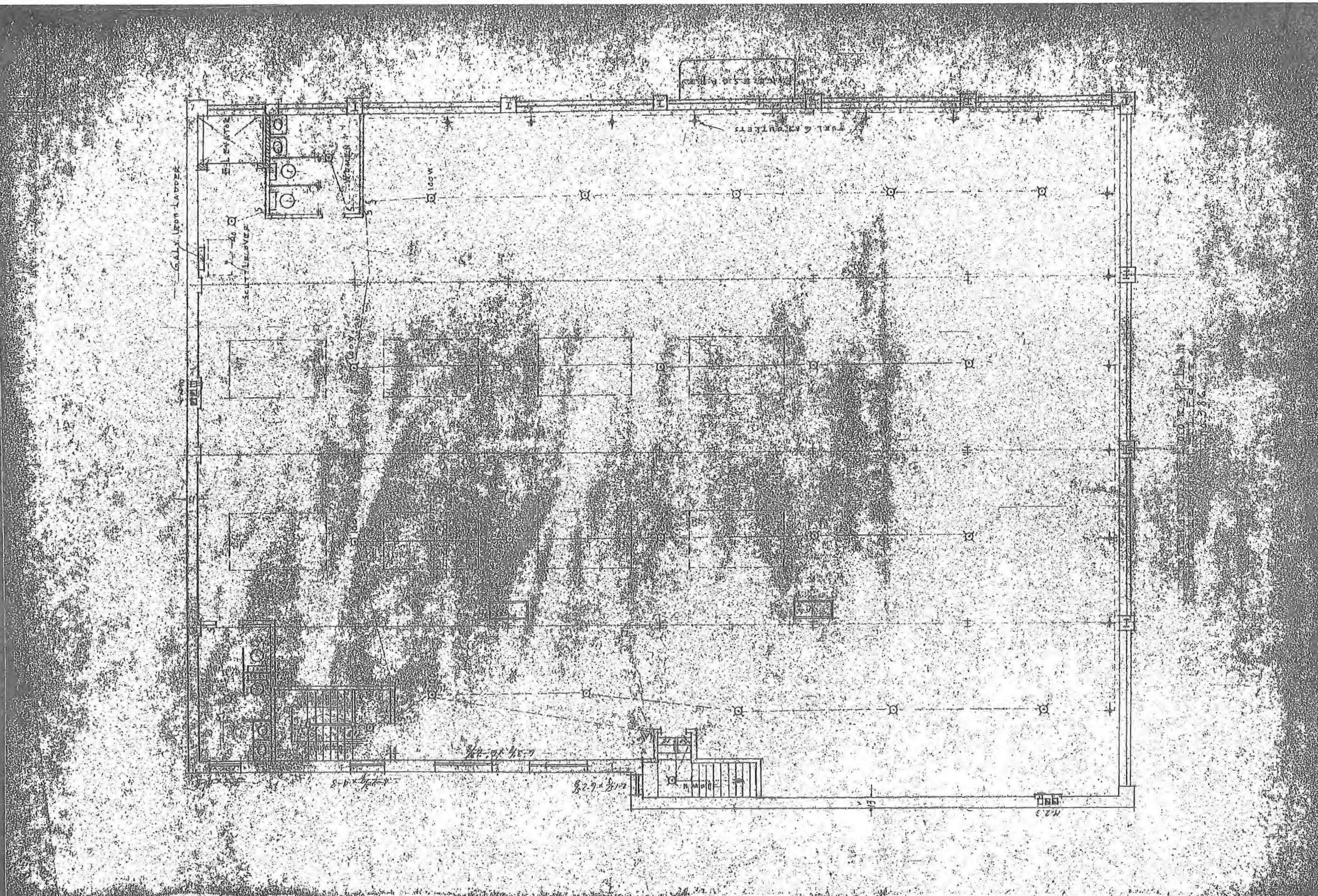

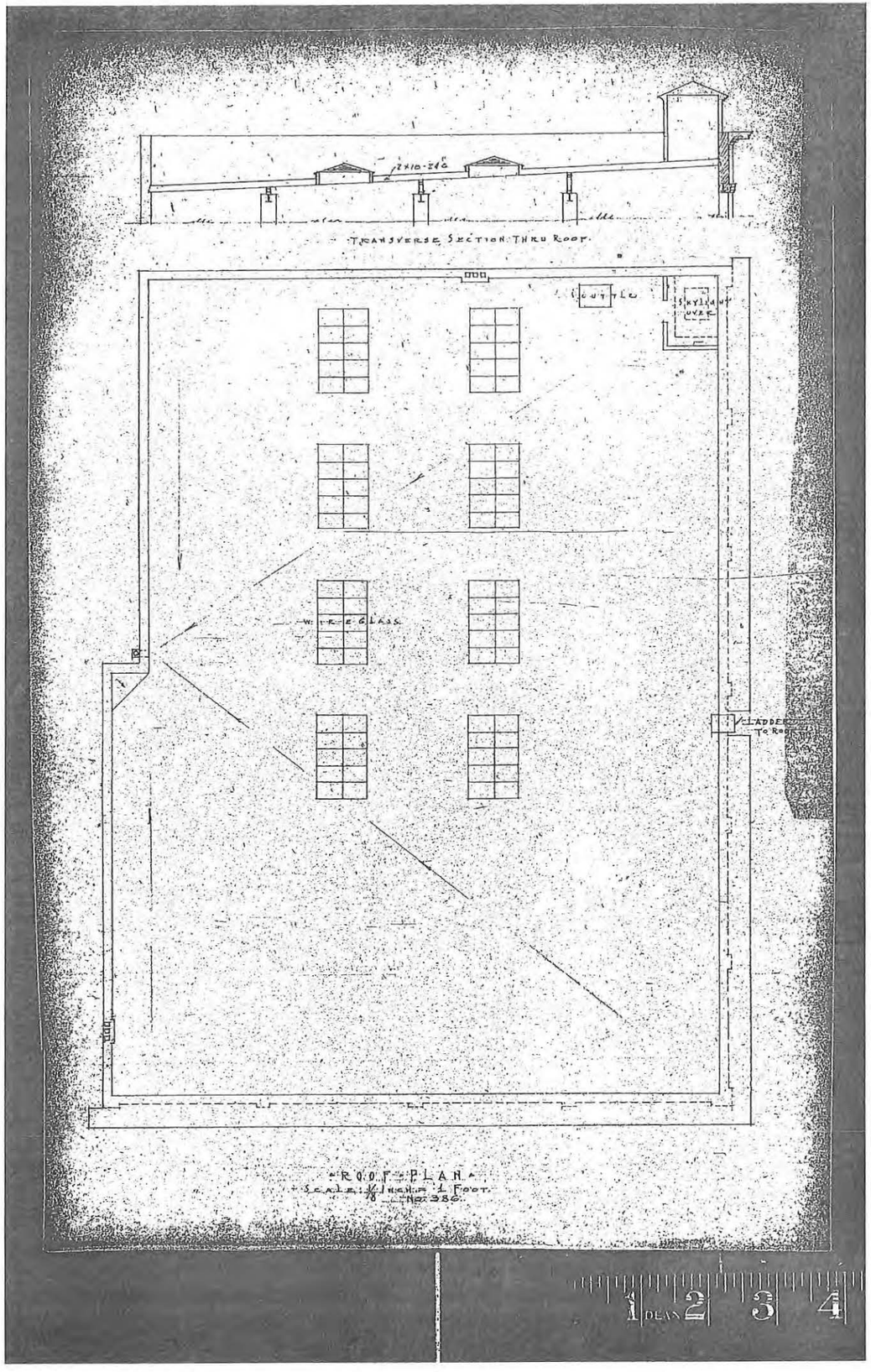

MAINTENANCE PLAN

prepared by
Page & Turnbull

July 22, 2014

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FEATURE I-A: FUTURE CHANGES

DESCRIPTION:

Considerations for all future work affecting historic exterior elements.

MAINTENANCE PLAN:

All future modifications are to comply with the Secretary's Standards for Rehabilitation.

The Secretary of the Interior's Standards for Rehabilitating Historic Buildings are the benchmark by which Federal agencies and many local government bodies evaluate rehabilitative work on historic properties. The Standards are a useful analytic tool for understanding and describing the potential impacts of substantial changes to historic resources. Compliance with the Standards does not determine whether a project would cause a substantial adverse change in the significance of a historic resource. Rather, projects that comply with the Standards benefit from a regulatory presumption that they would have a less-than-significant adverse impact on a historic resource. Projects that do not comply with the Standards may or may not cause a substantial adverse change in the significance of a historic resource.

The Secretary of the Interior offers the following four sets of Standards to guide the treatment of historic properties: Preservation, Rehabilitation, Restoration, and Reconstruction. According to the Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings, the four distinct treatments are defined as follows:

> **Preservation**: The *Standards for Preservation* "require retention of the greatest amount of historic fabric, along with the building's historic form, features, and detailing as they have evolved over time."
>
> **Rehabilitation**: The *Standards for Rehabilitation* "acknowledge the need to alter or add to a historic building to meet continuing new uses while retaining the building's historic character."
>
> **Restoration**: The *Standards for Restoration* "allow for the depiction of a building at a particular time in its history by preserving materials from the period of significance and removing materials from other periods."
>
> **Reconstruction**: The *Standards for Reconstruction* "establish a limited framework for re-creating a vanished or non-surviving building with new materials, primarily for interpretive purposes."

Typically, one set of standards is chosen for a project based on the project scope. A future project may include the removal of features that are not character-defining, alterations, and/or additions to 149 9th Street to meet the evolving use of the historic building. Therefore, the *Standards for Rehabilitation* are most appropriately applied to the subject property.

PRIORITY:

IMMEDIATE | URGENT

NECESSARY | DESIRABLE

OBSERVATION

MAINTENANCE FREQUENCY:

- As needed per rehabilitated element

The Secretary of the Interior's Standards for Rehabilitation:

Standard 1: A property will 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.

Standard 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 the property will be avoided.

Standard 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 historical properties, will not be undertaken.

Standard 4: Changes to a property that have acquired significance in their own right will be retained and preserved.

Standard 5: Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property will be preserved.

Standard 6: Deteriorated historic features will 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 will be substantiated by documentary and physical evidence.

Standard 7: Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

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

Standard 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, features, size, scale and proportion, and massing to protect the integrity of the property and environment.

Standard 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*.

FEATURE I-B: EXTERIOR BUILDING & SITE CLEANING

DESCRIPTION:
General observations of overall building and site conditions.

EXISTING CONDITIONS:
General building features appear in good to fair condition. Any specific concerns or points of note are detailed within each individual section. There is some noticeable soiling of the building base and trash/debris at sidewalks along both the south and west (Natoma Street and 9th Street respectively). The north and east elevations have some locations of noted paint/ graffiti.

Figure 1. 149 9th Street; view from 9th Street looking east.

Figure 2. East Elevation; note graffiti & paint to be removed.

MAINTENANCE PLAN:
Power wash exterior of building prior to maintenance work. Utilize low-pressure spray only (100-800 psi), keeping fan tip nozzle minimum of 6 inches away from surface being cleaned. Higher pressure washing can damage masonry.

Broom clean areas around building entries as needed and warm water wash as needed. Utilize low-pressure spray only (100-800 psi), keeping fan tip nozzle minimum of 6 inches away from surface being cleaned. Use lowest pressure needed (within range) to achieve acceptable results. Higher pressure washing can damage masonry.

These measures are appropriate for periodic surface wash of soil and debris. See "Detailed Exterior Cleaning Recommendations" for specific treatment measures and practices for comprehensive spray/mist cleaning.

PRIORITY:

IMMEDIATE | URGENT | NECESSARY | DESIRABLE | OBSERVATION

MAINTENANCE FREQUENCY:
- As needed

Figure 3. North wall; note paint and general condition of bricks for cleaning.

Figure 5. East elevation at roof parapet; note bio-growth and discoloration to be addressed prior to rehabilitation work.

Figure 5. Typical condition of brick at south & west walls, clean all surfaces prior to further rehabilitation work.

DETAILED EXTERIOR CLEANING RECOMMENDATIONS

The type of dirt or paint on the surface should be identified and the expectations for the cleaning results should be established before beginning the work. When assessing the masonry, determine whether the surface appearance is the result of layers of grime or the patina of weathering and age that the brick and stone acquired through the years. Patinas are often the result of chemical and physical changes to the surface of the masonry material. As such, it may be impossible to remove without removing the masonry surface in the process. In some cases, the combination of dirt and aged masonry actually protects the walls by acting as a natural sealant. The exterior surface of masonry hardens after it is exposed to the air, and weathering further toughens the surface.

If a major cleaning project is done, it will strip the masonry of its subtle coloring and markings of age, making it appear as a relatively new structure. Changes in the appearance of the building's exterior brought on by weathering and use are important to the history and significance of the building. The main decision is whether pollutants are doing damage to the masonry or if repair work requires matching of new materials (generally mortar, brick, or parge) to cleaned historic materials. If not, then overall cleaning projects should be avoided, and the weathered patina retained.

Before removal of paint from masonry is planned, two questions should be answered: 1) is the paint original, such as "ghost" outlines around removed features, and therefore historically significant? 2) Was the paint applied to protect severely deteriorated masonry, or to hide unsightly color mismatched masonry? If the answers to these questions is no, then proceed with cleaning and paint stripping of the masonry. Appropriate procedures are discussed below. The guiding principal for cleaning masonry surfaces is to use the gentlest method possible. This decision should be based on 1) the type of brick, stone, terra cotta, stucco, or concrete to be cleaned 2) the age of the masonry 3) the condition of the masonry 4) the type and amount of dirt or paint to be removed 5) the results of several cleaned samples of the masonry, observed for several weeks for signs of efflorescence staining or masonry deterioration.

Never use sandblasting or other abrasive methods such as sanding on masonry. This is the harshest cleaning method possible for removing stains or paint from masonry. The resulting masonry surface is left pitted, eroded and devoid of sharp edges and corners, and long term erosion is accelerated because the hardened protective surface is removed. Caustic soda should never be used on masonry surfaces as it reacts with the lime in the mortar joints and disintegrates the mortar. Strong modern detergents should not be used because of staining, residues on the wall surfaces, and possible pollution of ground water. For additional information, refer to the National Park Service's *Preservation Brief 6: Dangers of Abrasive Cleaning to Historic Buildings*

There are basically two types of cleaning processes that are permissible on masonry buildings: water cleaning and chemical cleaning. The following are general guidelines that have been prepared for all masonry buildings.

a. Water Cleaning - Water cleaning is effective for removing dirt deposits, soot and carbon from masonry surfaces. The water cleaning process should be used only when all mortar joints are sound, original joints in good condition, or re-pointed joints that have cured, in order that water penetration into the interior of the wall is prevented or at least minimized. Water cleaning methods should not be used during periods of cold or damp weather because of the extended drying time involved with masonry walls. There is also the danger of water penetrating the masonry units and joints and freezing, subsequently causing spalling of layers of the masonry surfaces. Worse, entire sections of walls may be forced out of alignment. Mortar can also be forced out of the joints. Prior to using water-cleaning methods, be sure to cover all windows, doors, and other openings where water entry is possible. Tarps or plastic covers should be provided at the foundations for deflection of water so that it does not soak into the foundation masonry causing deterioration of subsurface mortar, or penetrate the wall unit to damage interior finishes, create rot-producing conditions in wood frame, structural members or hidden woodwork, such as lathe or studs.

   Another problem that might occur with water penetration is corrosion of hidden iron and steel anchors and fixings causing excessive expansion of the corroding metal work that, in turn, causes chronic and disastrous cracking or spalling of adjacent masonry. When a water cleaning procedure is started, work should begin at the top of the area to be cleaned. Clean walls in small areas of approximately 200-sq. ft. at a time. Care should be taken to overlap these areas so a consistent cleaning pattern is established and blotchy areas are avoided. Water is best used in fine sprays

or mists. Do not use high-pressure sprays because of the water penetration and saturation problem discussed above. A maximum pressure of 90 PSI is recommended. This treatment applies to the facades of 149 9th Street. If fine or delicate masonry detail is present on a building, reduce the pressure to 45 to 60 PSI to clean these elements, using a very fine spray. It is recommended that the water spray be turned on and off at approximately hourly intervals. Expansion of the dirt crust caused by wetting is followed by contraction as it dries. This causes the crust to crack away from the masonry surface, which does not expand and contract at the same rate.

b. Chemical Cleaning - There are three basic types of chemical cleaners: organic solvents, alkaline cleaners and acid cleaners.

Prior to using chemical cleaners, experienced professionals familiar with the particular masonry problems and conditions should be contacted, and a thorough inspection done. This inspection, along with thorough testing (discussed below), should be done prior to preparation of project specifications. Each chemical cleaning method should be tested on a representative area to determine its impact on the historic surface. This area should be approximately one square yard, in a location that is exposed to weathering but is not in a highly visible section of the wall surface. If possible, conduct testing on several elevations that are exposed to different types of weathering. The west and south elevations have more exposure to the baking effects of the sun, while the west, east, and the north elevations may have more exposure to wind erosion and lichen or moss growths. A masonry cleaning project budget should include the cost of any testing procedures. It may be possible on large cleaning projects to request that various manufacturers' representatives visit the proposed project to perform testing, provide expertise, guidance and advice. Cleaning project plans should include time for test areas to weather. This weathering period may range from one to two weeks for hot and cold water washing and steam cleaning, and six months to a year for the variety of chemical cleaners. The degree of cleanliness required also should be considered. As a rule of thumb, any cleaning project of a historic building should strive to clean 85% of the pollutants. The object of cleaning historic buildings is not to restore the structure to a "brand new" look. Cleaning a historic structure is a means of slowing the deterioration of the building and revealing the character defining features in the context of their age. Most damage to historic buildings occurs when trying to remove the last 15% of the soiling. The 85% clean standard should be established with testing mockups and used throughout the cleaning process as a reference for the rest of the project.

The use of chemical cleaners is usually combined with a preliminary wetting of the surface followed by the application of the chemical either by spraying, brushing, or applying a poultice. This action is followed by a waiting period, usually specified by the manufacturer. The chemical cleaner is then rinsed off by warm low-pressure water rinse, or by a steam application. Wall areas should be cleaned in small sections no larger than 10 feet by 20 feet, with a minimum of a one-foot overlap on each side of the section. Use of natural bristle brushes may also be necessary. If brushes are to be used, the general guide is to use soft natural bristle brushes on brick and stiff natural bristle brushes on stone. There should be allowances for the degree of surface hardness for both materials. Under no circumstance should wire bristle brushes be used, as they will damage the wall surface.

Specialized Cleaning Procedures:

Organic solvents can be used to remove most oil-based paints and stain deposits such as oils, grease, tar and other bituminous products. Tar and asphalt stains caused by temporary or sloppy roof repairs are more difficult to remove than oil stains.

Removal of Bitumen and Tar Stains

a. Use a wooden paddle to scrape off as much of the tar or asphalt stains as possible being careful not to damage the masonry surface.

b. After the excess material is removed, apply a poultice composed of inert filler such as talc, diatomaceous earth, or whiting mixed with a solvent such as toluene, xylene, benzene, or mineral spirits. Use of a poultice with inert filler removes the risk of spreading dissolved tar or asphalt into unblemished masonry and creating an even bigger stain.

c. Apply the poultice to the masonry and brush off with a natural bristle brush when the poultice has dried. If necessary, repeat this process with new poultices until the stain is removed. Asphalt stains may not be able to be removed entirely, depending on the depth to which it has penetrated, and the texture of the masonry surface. If the surface is pitted, textured, or has many small cracks, residue may be embedded, causing a visual impact after the poultice is removed.

d. After the poultice has been removed, wash and scrub the area with a detergent or scouring powder, then rinse with a garden hose. Processes should be established by test panels and mockups – this as well as other staining outlined below.

Removal of Oil Stains

a. Remove the excess oil on the surface with soap, scouring powder, and trisodium phosphate (or its equivalent).

b. Apply a poultice with a solvent, using carbon tetrachloride, trichlorethylene, benzol, or methanol.

Removal of Iron Stains (brown rust)

a. Rust stains can be removed by applying a solution of one pound of oxalic acid and one-half pound of ammonium bifluoride per gallon of non-acid, non-alkaline potable water.

b. Apply the solution hot, repeating treatments until stain is removed. If this is not effective try the procedure below.

c. Mix a poultice of sodium citrate, glycerin, and water in a 1:7:6 proportions. This mixture should be combined with inert filler, such as whiting or talc, and applied as a poultice directly on the stain.

d. Leave poultice on stain for a minimum of three days.

e. Scrape or brush away the dried poultice with wooden or non-metallic tools. If the stain still exists, repeat the procedure. Upon completion rinse the area thoroughly with clean water and scrub with a natural bristle brush.

Copper and Bronze Stains (blue – green stains)

a. Generally copper and bronze stains are a result of the runoff of water from copper flashing and gutters, and bronze fixtures, carrying copper oxides onto the masonry surfaces creating blue-green stains. These stains are typically easily removed.

b. Mix ammonium chloride (sal ammoniac) with diatomaceous earth or talc in a 1:4 mixture. Then add household ammonia or ammonium/hydroxide until a thick paste is obtained.

c. Apply the paste directly to the stains and let dry.

d. Brush off poultice when dry, and then reapply poultice mixture until stain is removed.

Paint Removal

a. Organic strippers are effective in removal of oil-based paints.

b. Do not use caustic paint removers, lye solutions or muriatic acid on masonry surfaces to remove paint.

c. Follow manufacturer's recommendations when using any of the aforementioned masonry paint removers.

d. Avoid damage to plant and animal life when rinsing the residue from the masonry surface by deflecting the rinse from the ground with plastic sheeting and disposing of the effluent. Extra precautions must be taken in the handling and disposal of lead-based paint.

e. Care should be taken to avoid skin exposure and breathing of cleaning chemicals, by wearing protective clothing and respirators, and providing good ventilation, especially if work is to be done indoors. Precautions against fire and explosions should also be taken, as these chemicals are highly volatile.

f. Organic solvents have various health risks from exposure. Some, like benzene, are carcinogenic. Others, such as methylene chloride, are very dangerous to people with heart conditions. Carbon tetrachloride will cause liver and kidney failure, while methanol or methyl hydrate may cause intoxication followed quickly by blindness and possibly death. Supervisors should maintain careful control over their subordinates so that they are properly briefed about these dangers and appropriate working precautions are taken.

Alkali-based Stain Removal

a. Sooty soiling and linseed-based paints can be effectively removed using alkali-based cleaners. Paints and soot absorb fatty acids, which may be neutralized and solubilized with alkalis. These alkalis should only be used in specialized situations where organic solvents have been tested and found to be ineffective. These may be applicable for use on stains from cooking, exhaust stains from kitchen fans, etc.

b. Use potassium hydroxide and ammonia to neutralize acidic soiling and saponify greasy materials that then became water-soluble.

c. Three major concerns accompany the use of alkali cleaners:

   i. Risk of efflorescence appearing after treatment. This risk can be minimized by pre-washing masonry surfaces before alkali treatments, and by thoroughly rinsing the treatment off with clean potable water. In some special cases, post treatment rinsing with mild acidic washes of diluted acetic acid may be used to neutralize the alkalis. These surfaces should be tested using distilled water and pH strips to verify that the alkali cleaner has been neutralized.

   ii. The risk of severe alkali burns and potential eye damage are high. See the Safety Section for more information on prevention of injuries while using Hazardous Chemicals.

   iii. Risk of damage to adjacent paintwork.

Efflorescence Removal

a. Efflorescence crystals, or "bloom efflorescence" may be removed by brushing the masonry with stiff natural or nylon bristle brushes. This may be done dry or in combination with the application of pH neutral water (distilled water). Often, efflorescence is removed naturally, by exposure to weather. Interior surfaces can be treated with distilled water and bristle brushes. Do not use wire brushes to remove efflorescence. The wire bristle may scratch the surface and leave behind traces of metal that will corrode and stain the surface being cleaned.

b. Do not use hydrochloric (muriatic) acid to remove efflorescence.

c. Green, or newly formed efflorescence can be removed by brushing on a solution of sodium hydroxide and non-acid, non-alkaline water (distilled water) in a ratio of 12oz. of sodium hydroxide to one quart of water. This treatment will produce a white salt deposit on the wall, which can be washed off three or four days after it appears.

Lichen, Mosses, and Plant Growth Removal

a. Lichen and mosses may be located in shady areas, or areas sunlit for very short times. Areas promoting such growths are on north and west elevations and areas close to ground level such as downspouts, splash-blocks and behind shrubbery and bushes. The growths usually indicate damp masonry and potential masonry wall problems. Moisture retention problems may be difficult to solve. These areas should be monitored on a regular basis.

b. Lichens and mosses may be killed with a solution of zinc or magnesium silicofluoride. Mix the solution in a ratio of 1:40 parts of water by weight. Low cost alternatives include commercial weed killer, or household bleach. Recurring growths indicate a problem of location and exposure where the process will need to be repeated.

c. Green stains that do not respond to this treatment are probably vanadium stains.

d. All plant growths on or near historic masonry should be removed. Trim shrubbery back from foundations at least two feet, as these may cause moisture retention.

e. Do not use salts to kill and control vegetation near foundations, as this will poison the ground and may also cause efflorescence.

Masonry Sealants, Coatings, and Waterproofing

The use of water-repellent coatings, such as silicone, is not recommended for historic masonry walls. There is serious danger of damage to the walls. Several problems are caused by use of water repellent coatings.

a. Penetrating coatings will permit water vapor to pass through the coating; however, liquid water will not. Any water vapor that condenses into liquid will be trapped inside the wall and cannot escape through the sealed surface of the masonry. In order to escape the wall, the water may come through the plaster or the inside stone surface, causing disintegrating plaster, and/or efflorescence.

b. In the winter, the trapped moisture may freeze and cause spalling of the exterior masonry surface.

c. Salts may accumulate inside the masonry causing sub-florescence.

FEATURE II-A: NORTH, EAST, SOUTH & WEST BRICK WALLS

EXISTING CONDITIONS:

Existing brickwork at the west and south (primary) elevations appears to be of high quality material and craftsmanship, including bonding pattern(s) with recessed raked joints. The brickwork at the north and east elevations (secondary elevations) is more common in terms of material and installation.

West and South – appears to be in relatively good condition, with localized areas of cracking at mortar joints. These are especially evident at the column piers where joint separation and cracking may be related to rusting and expansion of corroding steel beneath the surface. Mortar that is not cracked appears to be sound and relatively hard/stable.

North and East – Brickwork is painted at the north and east elevations. Some biological growth was noted at mortar joints. A noticeable crack/open joint occurs at the roofline. It is unknown if this damage is related to steel or building movement or if it occurred before or after the installation of the seismic reinforcing.

Figure 1. Typical brick pier; note mortar coloring and condition; deep recessed joint to be maintained.

GENERAL GUIDANCE:

Commission a mortar analysis to identify the original composition, color and texture of mortar.

MAINTENANCE PLAN:

Clean brick prior to any maintenance or repair work (see General Building & Site Cleaning for recommendations).

Repair brick and repoint with mortar to match original where mortar is cracked, deteriorated, or missing. Remove any visible bio-growth. Rebuild/restore damaged northwest column pier near cornice to match original. Identify and remove miscellaneous non-functioning ferrous attachments, anchors, and conduits at façade. Patch brick or mortar as needed.

Perform visual inspection of brick wall with binoculars, spotting scope, or similar every 5 years for brick and mortar deterioration. Repair and repoint as needed.

PRIORITY:

IMMEDIATE | URGENT | NECESSARY | DESIRABLE | OBSERVATION

INSPECTION CYCLE:

- Every 5 years
- following a Significant Event

MAINTENANCE FREQUENCY:

- As needed per inspection

Special Considerations:
The northwest corner along 9th Street requires immediate attention to replace the damaged and missing sections of brick. A temporary cover should be used while assessment and repairs are planned. Work with a masonry restoration contractor/specialist to remove a few selective bricks at column piers or to make inspection openings to assess cause of joint separation/cracking at the brick piers. This will aid in identifying an approach to repair at the piers.

Figure 3. South elevation; note recessed mortar joints to be maintained and replicated in re-pointing.

Figure 2. Northwest corner, note missing facing and decorative bricks for replacement.

Figure 4. Southwest pier; note cracking and mortar conditions for re-pointing.

FEATURE II-B: SOUTH & WEST BRICK WALLS - DECORATIVE BRICK

DESCRIPTION:
Decorative brick/ tile work and patterning.

EXISTING CONDITIONS:
Decorative brick / tile work is extant at the top portion of the structural piers. This appears to be in good condition except at the northwest corner of the 9th Street elevation, where a section of the decorative brickwork is missing. This appears to coincide with the open crack/joint at the roofline at the north elevation. Additional brick/tile work is extant in the brick banding at each floor level. These locations appear in good condition with no noticeable cracking or deterioration.

GENERAL GUIDANCE:
Commission a mortar analysis to identify the original composition, color and texture of mortar.

MAINTENANCE PLAN:
Clean brick, repair brick and repoint with mortar to match original. Where missing or damaged bricks occur, remove & replace with bricks to match original texture, color and pattern. Consider 'flipping' damaged brick for re-use of original material or use of brick patching composites (restoration patching mortars) to match original.

Perform visual inspection of brick wall with binoculars, spotting scope, or similar every 5 years for brick and mortar deterioration. Repair and repoint as needed.

Special Considerations:
The northwest corner along 9th Street requires immediate attention to replace the damaged and missing sections of brick and decorative brick/tile. A temporary cover should be used while assessment and repairs are planned. Work with a masonry restoration contractor/specialist to remove a few selective bricks at column piers or to make inspection openings to assess cause of joint separation/cracking at the brick piers. This will aid in identifying an approach to repair at the piers.

Figure 1. Northwest Corner; note missing facing and decorative brick.

PRIORITY:

IMMEDIATE (circled)

URGENT

NECESSARY

DESIRABLE

OBSERVATION

INSPECTION CYCLE:
- Every 5 years
- following a Significant Event

MAINTENANCE FREQUENCY:
- As needed per inspection

Figure 2. South Elevation; note dentils and decorative piers.

Figure 3. Southwest Corner; note decorative patterning and general brick pattern of elevation.

Figure 4. Detail of decorative brickwork at piers.

FEATURE II-C: SOUTH & WEST BRICK WALLS - BRICK WINDOW SILLS PARGED WITH CONCRETE

EXISTING CONDITIONS:

Profiled cementitious parge is extant where the steel sash windows transition to the brick window sills at both the exterior and interior of the window systems. Some localized spalling, cracking, and delamination of the parge has occurred.

GENERAL GUIDANCE:

Commission a mortar analysis to identify the original composition, color and texture of mortar.

MAINTENANCE PLAN:

Survey parged sills and conduct sounding tests to identify areas of deterioration and delamination. Remove areas of spalled, loose, or deteriorated parge as needed. Remove any noted corrosion, treat/coat/paint, and restore with concrete parge system to match original appearance, profile, color, and texture. Apply a clear water repellent sealer over concrete parge if survey indicated locations of water infiltration and damage.

Perform visual inspection of parged concrete with binoculars, spotting scope, or similar annually for cracks, spalls, and other signs of deterioration. Perform sounding of parge for indication of deterioration. Repair as needed.

Prepare, prime, & seal parged concrete and install new sealant every 10 years, or as needed.

Figure 1: Window sills with concrete parge, typical.

Figure 2: Concrete parge at south window sills, typical. Note level of localized cracking.

PRIORITY:

IMMEDIATE | URGENT

NECESSARY | DESIRABLE

OBSERVATION

INSPECTION CYCLE:

- Annually

MAINTENANCE FREQUENCY:

- As needed
- Every 10 years

FEATURE III-A: STEEL MULTI-LITE WINDOW SASHES

EXISTING CONDITIONS:

Steel multi-lite window sash are extant at primary facades (west above ground floor and at south) and facing the access alley along the north elevation. The windows are fixed sash with an operable awning-swing sash in the center of each window section. The size of each operable sash varies in certain locations. These windows are generally in good condition, with localized areas of cracked and deteriorated glazing putty. Clear glazing is installed in the majority of windows, though the windows in the eastern-most bay along the south elevation (Natoma Street) have wired glass.

Figure 1. Typical multi-lite steel windows; note operable sections and glazing types.

Figure 2. Steel window frame details

MAINTENANCE PLAN:

Inspect fixed and operable steel window sashes for operability, deterioration, and water protection. Replace areas of missing, deteriorated, or cracked glazing putty as required. Restore steel window sash and frames as required. Prepare, prime, paint and seal window sashes and install new sealant at adjacent materials/perimeter.

Perform visual inspection of steel windows with binoculars, spotting scope, or similar annually for paint and sealant failure and other signs of deterioration. Repair as needed.

Prepare, prime, paint and seal steel multi-lite window sash and install new perimeter sealant every 10 years, or as needed.

Special Considerations:
Define various types of glazing and determine original design. Remove existing broken or mismatched glass & replace with new to match original. Consider weight and profile of steel with regards to accommodating new glazing system. Explore potential for energy efficient replacement glass, laminated glass and/or glazing films.

Any window replacements should be made in kind, with new windows matching the materials, size, profiles, and dimensions of the original.

PRIORITY:

IMMEDIATE URGENT

NECESSARY DESIRABLE

OBSERVATION

INSPECTION CYCLE:

- Annually

MAINTENANCE FREQUENCY:

- As needed
- Every 10 years

Figure 3. Steel window frame detail.

Figure 4. Typical multi-light steel windows at grade.

Figure 5. Typical window bay (south elevation)

FEATURE III-B: 9TH STREET STOREFRONT WINDOW TYPE A - STEEL

EXISTING CONDITIONS:

Steel frame storefront windows are located at the first floor west (9th Street) elevation and are set in masonry opening. The steel frame and large panes of glass appear to be in good condition.

Figure 1. Typical Storefront at west elevation.

MAINTENANCE PLAN:

Inspect frames, glazing seals and sealants. Repair as needed.

Inspect framing, glazing seals and sealants for deterioration annually. Install new sealant every 10 years, or as needed. Prepare, prime, paint and seal every 5 years.

PRIORITY:

IMMEDIATE | URGENT

NECESSARY | DESIRABLE

OBSERVATION

INSPECTION CYCLE:

- Annually

MAINTENANCE FREQUENCY:

- As needed
- Every 10 years

FEATURE III-C: 9TH STREET STOREFRONT WINDOW TYPE B - STEEL WITHIN WOOD FRAMING

EXISTING CONDITIONS:

The wood frame storefront system occupies the center bay at the first floor west (9th Street) elevation, with a recessed entrance central at this location. The lower, larger panes of glass are set in a steel frame similar to those found within the other bays. The transoms are fixed with wood stops. The entire assembly is painted. The recessed entry has a concrete floor leading to a metal door with metal sidelight and transom *(see Feature III-E: Exterior Door Type B – Metal)*. The entire assembly appears to be in good condition.

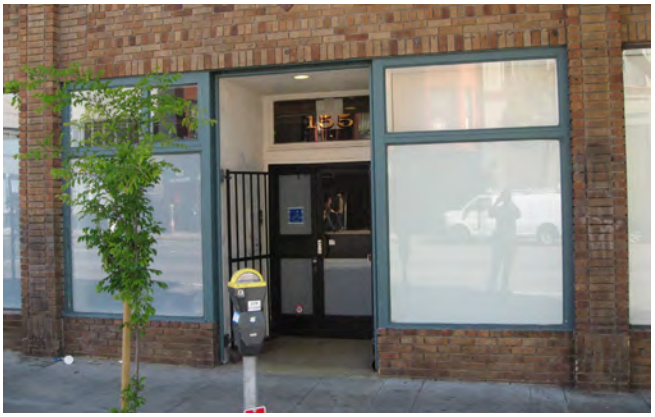

Figure 1. Storefront at west elevation.

MAINTENANCE PLAN:

Prepare, prime, paint and seal wood framing. Inspect frames & glazing seals. Repair as needed.

Inspect framing and glazing seals for deterioration annually. Install new sealant every 10 years, or as needed. Prepare, prime, paint and seal wood framing every 5 years.

PRIORITY:

IMMEDIATE URGENT

NECESSARY DESIRABLE

OBSERVATION

INSPECTION CYCLE:

- Annually

MAINTENANCE FREQUENCY:

- As needed
- Every 10 years

FEATURE III-D: EXTERIOR DOOR TYPE A - WOOD

DESCRIPTION:
Entrance door for upper-level building access

EXISTING CONDITIONS:
A single wood entry door is set back from façade inside brick arched entry vestibule at the north end of 9th Street façade, providing access to upper floors. Wood door and sidelight have stained wood finish. Door has large single panel lite. Door is in relatively good condition. Due to security issues, Plexiglas has been installed over the glazing at door and sidelight. Heavy duty hardware has also been added for security.

MAINTENANCE PLAN:
Inspect door hardware, glazing seals and sealants. Lubricate doors and operating hardware. Install weather-stripping as required.

Inspect door hardware, glazing seals, sealants and weather stripping for deterioration annually. Repair as needed. Lubricate doors and operating hardware annually. Install new sealant every 10 years, or as needed.

Special Considerations:
Closers must meet ADA requirements.

Due to noted security issues at northwest entrance door, consider replacement of security gates at entrances. Replacement gates should be comparable with existing gates along Natoma Street.

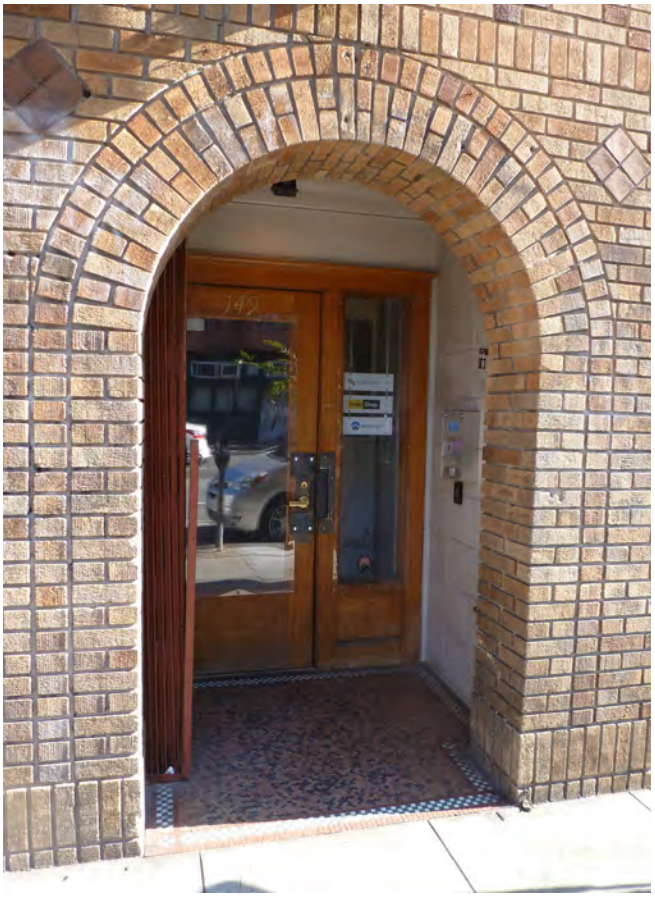

Figure 1. Entrance at northwest corner.

PRIORITY:

IMMEDIATE | URGENT

NECESSARY | DESIRABLE

OBSERVATION

INSPECTION CYCLE:
- Annually

MAINTENANCE FREQUENCY:
- As needed to maintain security
- Every 10 years

Figure 2. Threshold at wood entry door.

Figure 3: Sidelight at entry door; note replacement of glazing for Plexiglas in response to security concerns.

FEATURE III-E: EXTERIOR DOOR TYPE B - METAL

DESCRIPTION:

Entrance door for lower-level building access & general building egress.

EXISTING CONDITIONS:

There are two metal doors providing access to the lower levels of the building. The first door is located within the recessed entry within the wood storefront system at the west (9th Street) elevation. The entry has swinging metal gates (see Feature IV-E: Exterior Security Gates). The doorway is an uneven double door with panel leaves; the smaller leaf is considered fixed. The wide panel contains one clear-glazed panel and one opaque glass panel, while both panels in the fixed leaf are opaque. The door and frame, though not original, are in good condition. There is a painted wood-framed transom, of similar construction to the nearby wood-frame storefront, above the door with address decals applied to the clear glazing. The frame and glazing appear in good condition.

The second door is located within a recessed and gated entrance at the south (Natoma St) elevation. This door is a flush metal door and trim. The door appears new and in good condition.

MAINTENANCE PLAN:

Inspect door hardware, glazing seals and sealants. Lubricate doors and operating hardware. Install weather-stripping as required. Prepare, prime, paint and seal door and frames as needed.

Inspect door hardware, glazing seals, sealants and weather stripping for deterioration annually. Lubricate doors and operating hardware annually. Repaint doors and door frames as needed. Install new perimeter sealant every 10 years or as needed.

Figure 1. Metal entry door at west elevation.

PRIORITY:

IMMEDIATE | URGENT

NECESSARY | DESIRABLE

OBSERVATION

INSPECTION CYCLE:

- Annually

MAINTENANCE FREQUENCY:

- As needed to maintain security
- Every 10 years

FEATURE III-F: EXTERIOR COILING METAL SERVICE DOORS

EXISTING CONDITIONS:

Two metal coiling door are located at the ground floor along the south elevation (Natoma Street). Each door is located within the two eastern-most structural bays. The doors are painted and appear to be in fair and serviceable condition.

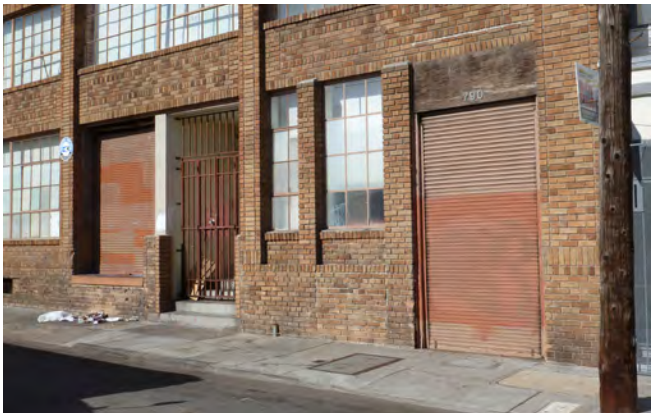

Figure 1. Service doors along south elevation.

MAINTENANCE PLAN:

Inspect door, door frame, door hardware and sealants. Repair as needed. Repaint doors and door frames.

Inspect door, door frame, door hardware and sealants for deterioration annually. Repair & repaint as needed.

PRIORITY:

IMMEDIATE URGENT

NECESSARY DESIRABLE

OBSERVATION

INSPECTION CYCLE:

- Annually

MAINTENANCE FREQUENCY:

- As needed
- Every 10 years

FEATURE III-G: STEEL SKYLIGHTS

EXISTING CONDITIONS:

Eight steel framed skylights are located on a grid/evenly spaced at roof. The skylights are hipped with sheet metal ends. Each end has a small louvered sheet metal vent. Currently, the skylights and ventilation grilles are covered with plastic sheets, due to tenant preference to limit daylighting. The plastic sheets are weighted down with bricks on the roof. Glass is generally hammered/obscured wire glass and appears to be in good condition. One pane was observed to be cracked.

MAINTENANCE PLAN:

Remove all plastic coverings over skylight and ventilation grilles. Inspect for broken/cracked glass and inspect ventilation grilles for deterioration and sustained air flow. Repair as needed.

Inspect steel framed skylight for deterioration and water protection annually, including metal corrosion as well as paint and glazing sealant failure. Repair as needed. Install sealant and/or glazing putty as needed. Prepare, prime, paint and seal every 5 years.

Inspect steel framed skylight for deterioration annually. Repair as needed. Install sealant and/or glazing putty as needed.

Figure 1. Roof overview; note skylights.

Figure 2. Typical skylight.

PRIORITY:

IMMEDIATE URGENT

NECESSARY DESIRABLE

OBSERVATION

INSPECTION CYCLE:

- Annually

MAINTENANCE FREQUENCY:

- As needed
- Every 5 years

Figure 3. Skylight typical frame conditions.

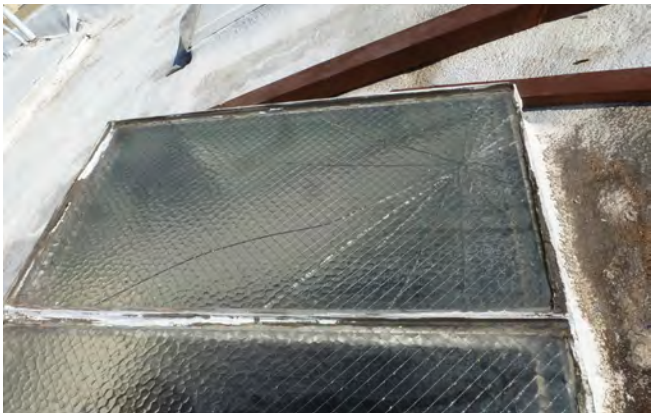

Figure 5. Skylight; note cracked glazing.

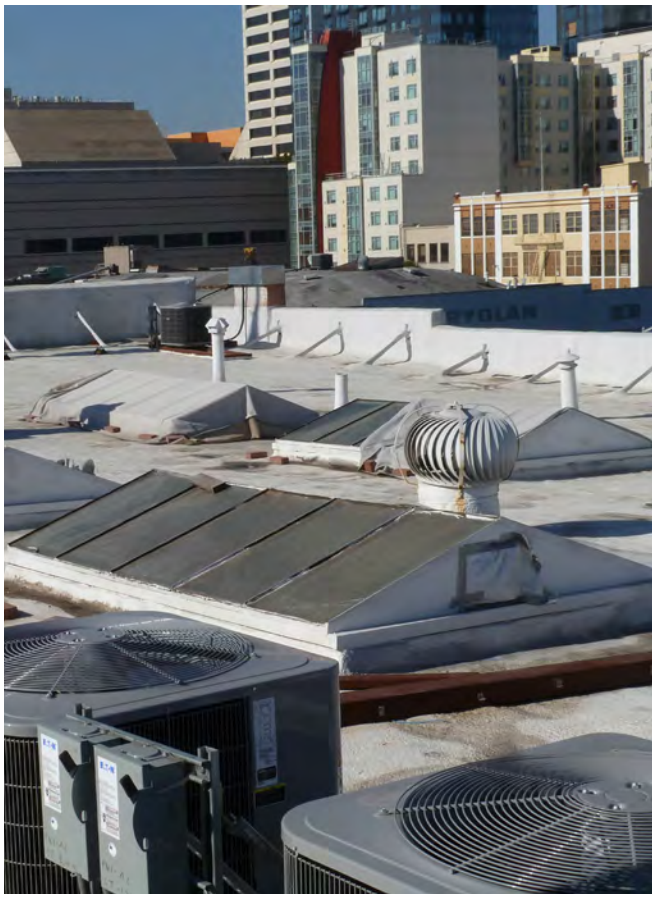

Figure 4. Skylight; note covered ventilation grilles.

Figure 6. Skylight from interior.

FEATURE IV-A: SHEET METAL CORNICE

EXISTING CONDITIONS:

The sheet metal cornice is generally comprised of running profiled trim and a denticulated base that steps out at each of the column piers. The cornice appears to be iron or galvanized steel and is in fair condition, exhibiting localized areas of corrosion.

MAINTENANCE PLAN:

Inspect/ repair/ replace missing and deteriorated sheet metal elements to match original. Patch where possible. Patch holes from previous interventions such as lighting, signs, electrical work, etc. Repair and re-secure joints as needed. Remove corrosion, prepare, prime, paint and seal.

Perform visual inspection of sheet metal cornice with binoculars, spotting scope, or similar annually for corrosion, paint or sealant failure, and other signs of deterioration. Repair as needed. Prepare, prime, paint and seal sheet metal cornice and install new sealant every 10 years, or as needed.

Special Considerations:
Metals should be compatible with, or isolated from, adjacent materials to avoid galvanic action and corrosion.

Figure 1. Cornice at northwest corner; note level of corrosion, this is worst condition observed and atypical of overall cornice.

PRIORITY:

IMMEDIATE | URGENT | NECESSARY | DESIRABLE | OBSERVATION

INSPECTION CYCLE:

- Annually

MAINTENANCE FREQUENCY:

- As needed
- Every 10 years

Figure 2. Cornice at southwest corner; note discoloration and localized corrosion, conditions are considered typical.

Figure 3. Cornice at northwest corner; localized areas of severe damage observed & requiring immediate repair.

Figure 4. Cornice; conditions noted as typical.

Figure 5. Cornice at southwest corner.

FEATURE IV-B: METAL FIRE ESCAPE AT SOUTH ELEVATION

EXISTING CONDITIONS:

The iron fire escape is situated at the center bay on the south elevation and appears to be in good condition, with some evidence of minor flaking paint.

MAINTENANCE PLAN:

Inspect structural connections for proper attachment, structural damage and signs of corrosion. Repair deteriorated metal as needed. Prepare, prime, paint and seal.

Perform visual inspection of metal fire escape and structural connections with binoculars, spotting scope, or similar annually for corrosion, proper attachment, paint or sealant failure, and other signs of deterioration. Repair as needed.

Prepare, prime, paint and seal metal fire escape every 10 years, or as needed.

Special Considerations:
Metals should be compatible with, or isolated from, adjacent materials to avoid galvanic action and corrosion.

Figure 1. Metal fire escape at south elevation.

PRIORITY:

IMMEDIATE | URGENT

NECESSARY | DESIRABLE

OBSERVATION

INSPECTION CYCLE:

- Annually
- following a Significant Event

MAINTENANCE FREQUENCY:

- As needed
- Every 10 years

FEATURE IV-C: VENTILATION GRILLES ALONG SOUTH ELEVATION

EXISTING CONDITIONS:

There are two ventilation openings at the base of the south elevation. Metal wire mesh spans each opening and is in poor condition. An iron grille of thicker gage and larger mesh is extant within western-most ventilation opening.

Figure 1. Ventilation grilles; note 1"x1" historic iron grille.

Figure 2. Ventilation grilles; replicate historic pattern from adjacent grille.

MAINTENANCE PLAN:

Determine original grille patterning. Remove & replace existing metal mesh with grille to match original size and profile. Prepare, prime, paint and seal to match other exterior metals. If necessary, smaller mesh can be installed behind the original profile.

Perform visual inspection of ventilation grills annually for corrosion, paint and other signs of deterioration. Repair as needed.

Special Considerations:
Metals should be compatible with, or isolated from, adjacent materials to avoid galvanic action and corrosion.

PRIORITY:

IMMEDIATE | URGENT

NECESSARY | DESIRABLE

OBSERVATION

INSPECTION CYCLE:

- Annually

MAINTENANCE FREQUENCY:

- As needed
- Every 10 Years

FEATURE IV-D: SHEET METAL PROJECTING SIGN

EXISTING CONDITIONS:

A historic sheet metal projecting sign is hung from the building's west elevation above the first floor near the northern corner. The paint scheme is maroon, tan, and white and reads "Sto Rex Leather and Craft Supplies Western MFG. Co." While the sign exhibits evidence of original neon tubing, the tubing is no longer extant. The sheet metal is in fair condition with some minor corrosion, mostly at the narrow edge.

Figure 1. Projecting Sign along 9th Street (west elevation).

Figure 2. East Elevation, note graffiti & paint to be removed

MAINTENANCE PLAN:

Remove sign for off-site restoration. Sign restoration work should be performed by subcontractor with demonstrated experience in the restoration of historic signs (3 signs minimum in the past 10 years). Retain original paint where possible, and touch-up / in-paint as needed to restore original finish and protect metal from further deterioration. Back prime/ paint interior of sheet metal if possible to provide additional protection. Retain evidence of attachment points for non-extant neon tubing. Treatments at neon tube locations should be reversible. Reinstall in original location and orientation.

Perform visual inspection of sign annually for corrosion, paint and other signs of deterioration. Repair as needed.

Special Considerations:

Any replaced metal for attaching frame to be compatible with, or isolated from, adjacent materials to avoid galvanic action and corrosion.

PRIORITY:

IMMEDIATE | URGENT

NECESSARY | DESIRABLE

OBSERVATION

INSPECTION CYCLE:

- Annually

MAINTENANCE FREQUENCY:

- As needed
- Every 10 years

FEATURE IV-E: FLAGPOLE & BASE

DESCRIPTION:
Roof-mounted flagpole & base support.

EXISTING CONDITIONS:
The flagpole is aligned with the center pier on the west (9th Street) elevation. The flagpole is anchored at its base to the roof parapet at this location and has a steel round metal finial at its top. The flagpole and base appear in good to fair condition.

MAINTENANCE PLAN:
Prepare, prime, paint and seal. Inspect annually.

Prepare, prime, paint and seal flagpole every 10 years, or as needed.

Special Considerations:
Conditions of flagpole and base should be re-evaluated in coordination with any major roof work.

Metals should be compatible with, or isolated from, adjacent materials to avoid galvanic action and corrosion.

Figure 1. Flagpole along west elevation.

PRIORITY:

IMMEDIATE | URGENT

NECESSARY | DESIRABLE

OBSERVATION

INSPECTION CYCLE:
- Annually
- following a Significant Event

MAINTENANCE FREQUENCY:
- As needed
- Every 10 years

Figure 2. Flagpole anchor; note fastener conditions and localized signs of corrosion.

Figure 3. Detail of flagpole anchor; note corrosion and damage to roofing.

FEATURE V-A: PENTHOUSE SKYLIGHT & SHEET METAL VENTILATOR

EXISTING CONDITIONS:

One steel framed skylight is located above the sheet metal penthouse at the southeastern corner of the roof. The skylight is pyramidal with a sheet metal vent at the apex. The skylight was not accessible but appears to be in fair condition, and there are no known water intrusion issues at the skylight. The sheet metal vent also appears to be in fair condition with failing paint.

Figure 1. Roof & ventilator at penthouse.

MAINTENANCE PLAN:

Inspect for broken/cracked glass and inspect sheet metal ventilator for deterioration. Patch sheet metal and repair as needed.

Inspect steel framed skylight for deterioration and water protection annually, including metal corrosion as well as paint and glazing sealant failure. Repair as needed. Install sealant and/or glazing putty as needed. Prepare, prime, paint and seal every 5 years.

Inspect steel framed skylight for deterioration annually. Repair as needed. Install sealant and/or glazing putty as needed.

Special Considerations:
Metals should be compatible with, or isolated from, adjacent materials to avoid galvanic action and corrosion.

PRIORITY:

IMMEDIATE URGENT

NECESSARY DESIRABLE

OBSERVATION

INSPECTION CYCLE:

- Annually

MAINTENANCE FREQUENCY:

- As needed
- Every 5 years

FEATURE V-B: PENTHOUSE CLADDING

EXISTING CONDITIONS:

The painted sheet metal penthouse is located at the southeastern corner of the roof and appears to be in fair condition.

MAINTENANCE PLAN:

Inspect sheet metal siding for deterioration and corrosion annually. Patch, repair or replace as needed to match original. Prepare, prime, paint and seal.

Inspect sheet metal siding for deterioration annually. Repair as needed. Paint sheet metal siding every 5 years, or as needed.

Special Considerations:
Metals should be compatible with, or isolated from, adjacent materials to avoid galvanic action and corrosion.

Figure 1. Penthouse from roof, typical.

Figure 2. Penthouse from grade (east elevation).

PRIORITY:

IMMEDIATE | URGENT

NECESSARY | DESIRABLE

OBSERVATION

INSPECTION CYCLE:

- Annually

MAINTENANCE FREQUENCY:

- As needed
- Every 5 years

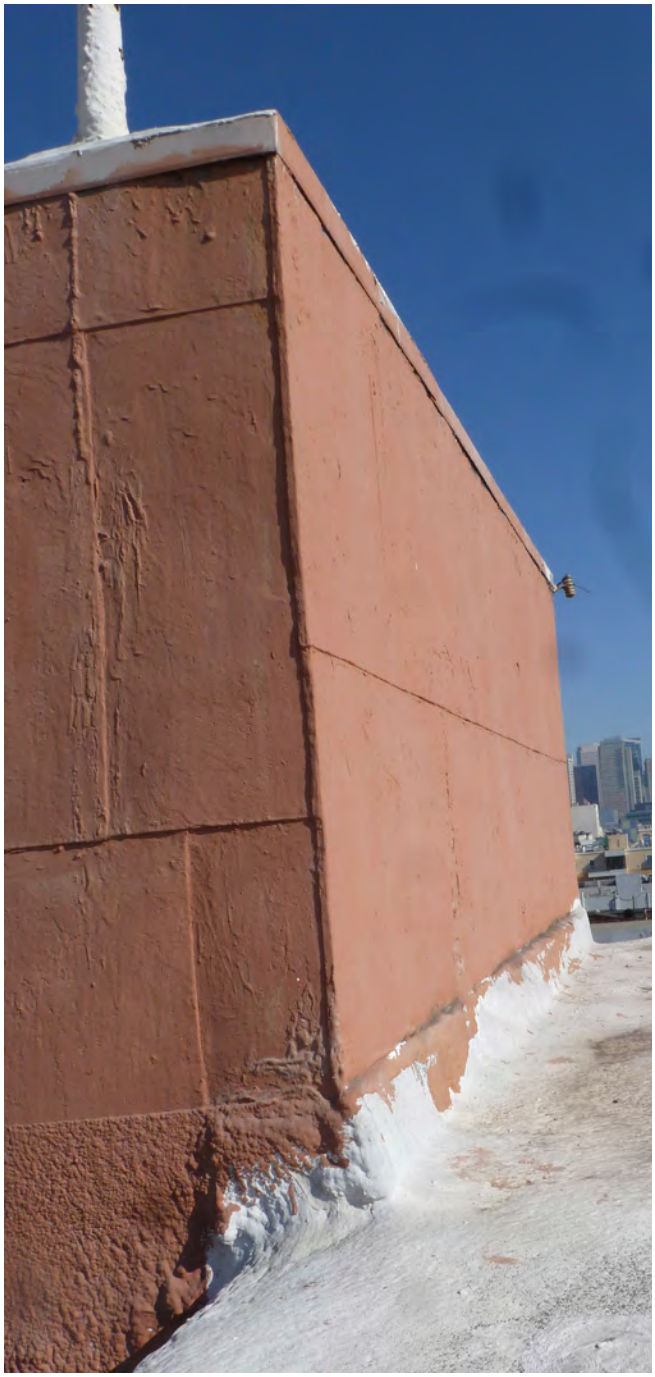

Figure 3. Enlarged view of penthouse.

FEATURE V-C: ROOFING MEMBRANE

EXISTING CONDITIONS:

The roofing material is not original and is comprised of a membrane over a sprayed foam material. This material extends to the parapet bracing and laps the top edge of the parapet to act as parapet flashing. A few areas of bio growth and water indicate localized ponding. This is because the roof does not have a consistent slope. It was not immediately clear where all the roof drains are located, except for one scupper at the north wall.

A few locations of distress were noted at the roofing membrane, resulting in what appear to be small tears. A larger puncture below the flag pole appears to be related to installation/adjustment of the flag pole.

Figure 1. Roof of 149 9th Street, typical.

Figure 2. Roof at drainage opening in parapet; note parapet bracing and conditions near opening.

MAINTENANCE PLAN:

Inspect roofing membrane for signs of deterioration and water penetration annually. Install patches and repair as needed. Repair as needed.

Inspect roofing for defects and deterioration annually.

Special Considerations:
If inspection reveals existing or potential greater damage, consider full replacement of roofing membrane. When replacement of the roofing membrane occurs, coordinate replacement with all necessary flashing and waterproofing, including at skylights, penetrations, parapet braces, etc., and install new sheet metal parapet flashing. Roof drainage and proper slope should also be coordinated during roofing replacement.

Inspect flashing for defects and deterioration annually (includes related sealant). Prepare, prime, paint and seal visible flashing every 5 years, or as needed. Install new sealant at flashing and roofing elements every 10 years, or as needed.

PRIORITY:

IMMEDIATE | URGENT

NECESSARY | DESIRABLE

OBSERVATION

INSPECTION CYCLE:

- Annually
- following a Significant Event

MAINTENANCE FREQUENCY:

- As needed
- Every 5-10 years

Figure 3. Roof at northeast corner, typical.

Figure 5. Bio-growth and water stains at roof. Investigate to if determine localized water damage exists.

Figure 4. Detail of roofing membrane and localized damage; assess conditions throughout.

FEATURE V-D: PARAPETS

EXISTING CONDITIONS:

The parapet walls are brick and are covered with a foam/ membrane as discussed in roofing membrane section. The parapet walls are currently braced.

MAINTENANCE PLAN:

Inspect parapet wall and copings for deterioration annually. Repair as needed. Prepare, prime, paint and seal copings every 5 years, or as needed. Coordinate inspection and repair work in connection with general brick and roofing repairs.

Figure 1. Parapet at southwest corner; note roofing membrane conditions at parapet cap.

Figure 3. Parapet with bracing, typical.

PRIORITY:

IMMEDIATE URGENT

NECESSARY DESIRABLE

OBSERVATION

INSPECTION CYCLE:

- Annually
- following a Significant Event

MAINTENANCE FREQUENCY:

- As needed
- Every 5 years

FEATURE V-E: BRICK VENTILATION STACKS

EXISTING CONDITIONS:

Three brick vent stacks extend above the parapet walls. One vent stack, located at the east wall, is capped with flashing. The other two vent stacks, located along the north wall, are uncovered. The ventilation stacks along the north wall appear to be one brick wythe surrounding a terra cotta flue. The capped vent stack appears to be multiple wythes thick. Parapet bracing is adjacent to all elements.

MAINTENANCE PLAN:

Inspect flashing and caps annually. Consider caps or flashing/ protection for the vent stacks (if not in use). Prepare, prime, paint and seal. Inspect annually for cracks or other signs of movement at the stacks. Repair as needed.

Figure 1. Unbraced ventilation stack with sheet metal cap, typical.

PRIORITY:

IMMEDIATE URGENT

NECESSARY DESIRABLE

OBSERVATION

INSPECTION CYCLE:

- Annually

MAINTENANCE FREQUENCY:

- As needed
- Every 5 years

Figure 2. Open ventilation stack on north wall; cover with sheet metal as needed.

Figure 3. Unbraced ventilation stack at north wall.

Figure 4. Capped ventilation stack and mechanical exhaust flue; note re-use of ventilation stack for services.

TABLE 1: CATEGORIES FOR INSPECTION AND MAINTENANCE PRIORITIES

Category	**Description**
Immediate Work	Work that is necessary to correct an unsafe condition, to protect integrity of the structure, or to safeguard the historic fabric of the building and its grounds.
Urgent Work	Work that is necessary to prevent deterioration from occurring or continuing within the building (e.g., repair of a leaking roof).
Necessary Work	Work that is required to allow the building to meet its present or proposed function within the context of needs and resources.
Desirable Work	Work that is suggested to enhance the appearance of the building or to prepare a building for adaptive reuse.
Observation	Actively monitoring those items for which corrective action is marginally necessary, those items that will be affected if other conditions change and/or those items that are nearing the limits of their useful life span.

These categories should be referenced in any inspection reports and inspection checklist recommended as part of the maintenance plan. In cases where an element is deemed that Immediate or Urgent work is necessary, such conditions should be recorded in any inspection reports and immediately brought to the attention of the Owner.

Following the correction of these conditions, a memo or notation should be filed along with the inspection report documenting the action(s) taken.

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