HistoriC- PTZ-COMM-2020-0281

EnerGov App. #:_____

City of Hartford
Department of Development Services
Planning Division

Return Form to the Planning Desk at the
Licenses & Inspections Division Counter
860-757-9239
260 Constitution Plaza
Hartford, Connecticut 06103-1822

For Assistance Contact Planning Division
860-757-9040
250 Constitution Plaza, 4th Floor
Hartford, Connecticut 06103-1822
http://planning.hartford.gov

PLANNING AND ZONING APPLICATION

PLEASE CHECK THE ACTION(S) YOU ARE APPLYING FOR:

- ☐ Zoning Appeal
- ☐ Approval of Location
- ■ Historic Review
- ☐ Zoning Permit: Signage/Use/Accessory
- ☐ Zoning Variance
- ☐ Lot Combination
- ☐ Site Plan
- ☐ Zoning Map Change
- ☐ Liquor Permit
- ☐ Subdivision/Lot Line Revision
- ☐ Special Permit

Receiving Federal Funds:
☐ Yes ■ No
■ Demo ☐ Add. ☐ Repair

1. PROPERTY INFORMATION

Property Address: 36 - 70 Talcott Street City: Hartford State: CT Zip Code: 06103
Zoning District: (http://assessor1.hartford.gov/default.asp) _____ Parcel ID: 268-349-022
Property Owner: 36 - 70 Talcott Street LLC
Property Owner's Address: 2362 Nostrand Ave City: Brooklyn State: NY Zip Code: 11210
Phone: 718-215-3851 Email: mjb@shelbourneco.com

2. APPLICANT

■ Please check if "Applicant" is the same as "Property Owner"
Name of Applicant: 36 - 70 Talcott Street LLC File Date: 7/10/20
Address: 2362 Nostrand Ave City: Brooklyn State NY Zip Code: 11210
Phone: _____ Email: _____

3. PRIMARY POINT OF CONTACT:

Name: Zach Felberg
Phone: 718-215-3851
Email: zfeldberg@shelbourneco.com

EnerGov App. #:_____

4. PROJECT NARRATIVE

Describe your application action(s) and provide as much detail as possible. Attach additional pages if necessary:

Please see attached

**** Please complete the following sections as they pertain to the actions you are applying for. ****
Be sure to sign the application in Section 5 on the last page.

A. COMPLETE IF APPLYING FOR ZONING MAP CHANGE:

Proposed Zone: _____

Describe the existing use of land and buildings in the zone change area:

Describe the proposed use of land and buildings in the zone change area:

Reason for this request: _____

B. COMPLETE IF APPLYING FOR ZONING APPEAL:

Are you an aggrieved party? (Check one): □ Yes □ No Permit or Violation number: _____

State your reason for appealing the decision of the administrator or enforcement officer :

EnerGov App. #:_____

C. COMPLETE IF APPLYING FOR ZONING VARIANCE:

State the particular hardship* or unnecessary difficulty that prompts this application :

_____

_____

_____

**A "hardship" as defined by the Connecticut State Statutes Section 8-6 whereby "with respect to a parcel of land where, owing to conditions especially affecting such parcel but not affecting generally the district in which it is situated, a literal enforcement of such bylaws, ordinances or regulations would result in exceptional difficulty or unusual hardship." Note that "mere financial loss does not constitute hardship warranting granting of variance [unless] loss is so great as to amount to confiscation of applicant's property, [a]variance might be justified."*

D. COMPLETE IF APPLYING FOR SUBDIVISION, LOT LINE REVISION, OR LOT COMBINATION

Lot Subdivision/Lot Line Revision:

Number of new lots to be created:_____ Area of each of the new lots in square feet_____

Street frontage of each of the new lots in feet_____

Lot Combination:

Address of lots to be combined_____

Map/Block/Lot for each property to be combined: Map_____ Block_____Lot_____

Map_____ Block_____Lot_____

Map_____Block_____ Lot_____

(Map/Block/Lot and address information can be found at http://gis.hartford.gov/parcelviewer/index.html)

E. COMPLETE IF APPLYING FOR HISTORIC REVIEW

IMPORTANT: HISTORIC COMMISSION APPROVAL MUST FIRST BE OBTAINED BEFORE ANY BUILDING OR DEMOLITION PERMIT WILL BE ISSUED FOR WORK ON HISTORIC PROPERTIES. NO WORK MAY BEGIN UNTIL A BUILDING PERMIT IS ISSUED

■ Please check if photographs are included with application (required for certain projects)

Proposed work includes: (Check all that apply)	□ Repairs	□ Addition	□ New construction	■ Demolition	□ Other (specify)

If proposing demolition, provide reason (attach additional pages if necessary):

See narrative attached

_____

_____

Current materials being repaired/replaced: All structures

Materials/products being used in work: n/a

F. COMPLETE IF APPLYING FOR A SIGN PERMIT

1. Is this sign proposed outside of the Buildingline? ☐ Yes ☐ No
   Maximum extension from the Buildingline: _____ ft. _____ in.

2. Is this sign proposed outside of the Streetline? ☐ Yes ☐ No
   Maximum extension from the Streetline: _____ ft. _____ in.

3. Is this sign illuminated? ☐ Yes ☐ No

4. Engineer Name (if any): _____ Phone: _____
   Address: _____

5. Minimum distance from lowest point of sign to sidewalk: _____ ft. _____ in.

6. Maximum height of sign from lowest established grade: _____ ft. _____ in.

7. Distance from the nearest outdoor sign: _____ ft. _____ in.

8. Square feet of surface for one face of the sign: _____ ft. _____ in.

9. Wording on the sign (include all words): _____

Description of work (attach additional pages if necessary):

_____

_____

_____

NOTE: Please submit two copies of all drawings drawn to scale. Sign drawings should include the dimension of the sign. Elevation of building should include the location of proposed and existing sings. Site plans should include the location of proposed and existing signs and their distance from Buildinglines and Propertylines.

5. SIGNATURE(S)

By signing below, I certify that all work will be done in strict accordance with the LOCAL, STATE AND FEDERAL CODES. Further, all work covered by this application has been authorized by the owner of this property. No work shall commence until all determinations have been made and the proper permits have been obtained.

Signature of Applicant: _____ **Date:** 10/8/2020

Printed Name of Applicant: Benjamin Schlossberg as Managing Member of

~~**Signature of** **Property Owner:** _____ **Date:** _____

Printed Name of Property Owner: 36-70 Talcott Street, LLC

The subject property is an abandoned former warehouse / office / parking garage with unsafe conditions dating back to 2012 (see attached Notice of Unsafe Structure from City of Hartford). Pursuant to the July 13, 2018 Tax Assessment Fixing Agreement between the City of Hartford and Applicant (Shelbourne Global) the City required "the demolition of the structures and the remediation of certain property" as terms of the agreement. This agreement was further amended on December 31, 2020 to allow the applicant an opportunity to perform investigative due diligence to determine if the structure could be renovated and not demolished.

Prior investigative reports from the two foremost parking consultants in the country, Desman Associates and Walker Parking, both noted significant deterioration and damage to the existing structure. Per both consultants reports the cost of renovation exceeded the economic viability of the property. In late 2019 through early 2020 the ownership group engaged a concrete repair specialist to survey the potential for repairing the garage in a last-ditch effort to assess the viability of leaving the structure standing. However, the final cost of these repairs again indicated that there is no financial viability to preserving the existing structure.

Like the prior efforts to come up with a viable renovation plan, the recently undertaken investigation into the viability of saving a portion of the structure (the 1918 portion of the building and attached pedestrian bridge) also resulted in a similar conclusion: the structures as they presently stand are both obsolete and hazardous and their repair is not economically viable. The applicant will agree to take all possible efforts to dismantle the historic bridge and either relocate it or place it in storage so that it can be incorporated into future use.

CITY OF HARTFORD

DEPARTMENT OF DEVELOPMENT SERVICES
Division of Licenses & Inspections
260 Constitution Plaza
Mailing Address: 550 Main Street
Hartford, Connecticut 06103

Telephone: (860) 757-9200
Fax: (860) 722-6374
www.hartford.gov

PEDRO E. SEGARRA
Mayor

DAVID B. PANAGORE
Director

DANIEL J. LOOS, M.C.P.
Director of Licenses
and Inspections

Parcel # 26 268 349 022

Ref # 27352

Owner: 36-70 Talcott St LLC
Address: 150 Trumbull St Hartford CT
Location (area): ONE TALCOTT PLAZA

Date: 3-9-12
Time: 12:00 NOON

Notice Violation/Emergency and Order to Abate

- [ ] 1)Violations(Sec.113)
- [ ] 2)Stop Work Order(Sec.114)
- [X] 3)Unsafe Structures and Equipment(Sec.115)
- [ ] 4)Emergency Measures(Sec.116)
- [ ] 5)Vacant Buildings(Sec.117)
- [ ] 6)Maintenance(Sec. 3401.2)

Description of Violation(s)/Condition(s) Warranting Emergency Action:

* EXPOSED Re-BAR and Crumbling Concrete on all Levels of the Parking Garage.
* Sprinkler pipe Broken on 2ND Level. Confirm Operations System.
* Railing @ Entrance Need to Be Corrected.

Actions Necessary to Abate Violation(s):

* Engineers Report on the Structural Stability of the Building *

Inspector: D. Angelo 860-757-9279 Witness:

Received By: Date: 3-12-12

Due Date for Completion of Abatement/Reinspection: 8-30-12

White Original-Master File | Pink-Inspector Copy | Yellow-Recipient

All code sections reference the 2003 International Building Code Portion of the 2005 State Building Code with 2009 amendments or the 2003 International Residential Code for One-and Two-Family Dwellings Portion of the 2005 State Building Code with 2009 amendments. This Order consists of a back page, refer to back for more detail.

4/28/15

INTRODUCTION

In early April 2015, Jim Marzi of LAZ Parking met with Manafort Brothers Inc. (MBI) and DESMAN to discuss rehabilitation and reuse of the One Talcott Plaza Garage. Topics included demolition of the 4 story office building above the garage, modernization and repair of the parking levels, lighting system etc. increasing the parking capacity by creating a ramp to the roof and enhancing the appearance of the garage by designing an attractive exterior treatment.

AVAILABLE DOCUMENTS:

Findings in this document are based on previous studies/reports. In 2009 DESMAN provided a "Garage Evaluation Repair & Preventive Maintenance" report and in 2014 Manafort Brothers, Inc. developed a "Conceptual Approach and Budgeting" proposal regarding the abatement and demolition of the office structure. It's important to note that original as-built documents of the building either as a warehouse or its conversion to a garage have not been available. As a result, we are unable at this time to determine the extent of modifications required to achieve certain code compliance issues, the extent of structural modifications to columns, slabs etc. required to create the ramp to the roof or determine if the existing roof has the structural capacity to support today's code for parking and snow loading without modifications.

REPAIR, CODE & UPGRADE NARRATIVE

- To adequately repair the garage floor in 2009, DESMAN recommended removal and replacement of the upper 3 to 5 inches of the preexisting concrete along with other repair work; the intent would be to regain appropriate serviceability of the parking decks. Considering the age and history of the garage, the decks require a comprehensive repair program which addresses the garage in its entirety.

- LAZ would like to install a new vehicle ramp accessing the existing roof deck in order to obtain additional parking spaces. The lack of as-built documentation adversely impacts our ability to identify the existing capacity of the roof deck, columns, beams and foundations. We need to determine if the design can adequately tolerate additional loading for parking by conducting an appropriate analysis to review, and confirm, existing capacities and design requirements for any necessary modifications. While we can assume that the roof level may have been designed for roofing materials and snow loads, the applicable snow load code, at that time, was of the magnitude of 30 PSF, and that current structural design load for parking is 40 PSF in addition to a snow load of 30 PSF, thus potentially requiring a need for structurally increasing the roof live load capacity to 70 PSF minimum.

- In addition to the load capacity for the decks, current code requirements for wind and seismic loading have significantly changed since the construction of the Garage. In order to consider installation of the new ramp, an analysis of the building needs to be performed in order to fully consider how new code implications may affect the building. For example, current code requires higher wind and earthquake loading criteria than the older codes; therefore, the building structure may need to be augmented with shear walls or other vertical bracing to support the higher loads. These bracing elements would carry the loads to the foundations, which, due to the extent of the work on the structure, may need to be modified as well.

- In order to perform the necessary analysis, we would need to determine existing reinforcing conditions for the lateral requirements. Since as-built documentation has not been available, a field investigation program would have to be developed and performed to

investigate the structural capacity of the building including material testing and steel identification. Multiple structural configurations may need to be analyzed in order to develop an appropriate level of comfort and familiarity with the building in order to subsequently accommodate the repair and improvement work. Following the investigation, all elements would need to be reconstructed prior to any repairs and improvements being undertaken.

- Although DESMAN assumes that the existing parapets may have been acceptable for a warehouse barrier, the original design from the 1980s may not have met vehicle barrier design requirements back then. Additionally, code has evolved over the years, and specifically noting that the design loads are about to increase again in late 2015 with the adoption of IBC 2012 in Connecticut. Although certain requirements may be grandfathered, considering the anticipated modifications for the new ramp and the conversion of the roof level to parking, loading and detailing of the perimeter parapets and the ramp parapets every building element may need to be reviewed against current code.

- Although an open garage typically does not require a sprinkler system and we assume that the current openings (former windows of the warehouse) may be acceptable to comply with opening requirements, DESMAN would need to re-visit the actual measurements of the openings and confirm that they comply with current requirements. If the existing openings are found to be insufficient and cannot be modified the building may have to be equipped with fire suspensions and/or ventilation systems.

SUMMARY OF WORK

	ITEM	SUBTOTAL	TOTALS
1.	Mobilization; Bonds; Permits & Insurance (1)	$239,600	
2.	Concrete work (1)	$12,820,630	
3.	Masonry & Corrosion Protection (1)	$161,200	
4.	Waterproofing (1)	$524,900	
5.	Upgrades to MEP systems 360,200 SF @ $8.50 SF	$3,061,700	
6.	Cleaning & Painting (1)	$579,090	**$17,387,120**
7.	Demolition: office building & selective demolition		**$2,895,000**
8.	Modernize 3 Elevators (2)		**$750,000**
9.	Ramp to roof & structural upgrades of roof (3)		**$916,000**
10.	Work related to code updates; spandrels only foundation not included		**$720,000**
11.	Work related to design & construction of exterior enhancement – 2 sides (4)		**$432,000**
		TOTAL	**$23,100,120**

NOTES:

(1) Items 1, 3, 4 & 6 are based on DESMAN's 2009 Facility Evaluation Report, assuming single phase construction.

(2) Does not include cost of construction of new elevator machine room; based on 2015 site visit, by Sterling Elevator.

(3) See Manafort's budgets for details

(4) Market Street = 4 levels @ 12' = 48' x 200' = 9,600 SF @ $20 = $192,000
Morgan Street = 4 levels @ 12' = 48' x 250' = 12,000 SF @ $20 = $240,000
Combined total = $432,000

(5) Pricing is for the scope of work indicated only, all other required work is excluded

(6) Pricing is conceptual only. No contingencies have been included.

CONSIDERATIONS

Other than the project elements discussed previously, there are several others that need to be addressed as to the impacts on construction and/or cost.

1. Developing adequate drainage from the new roof parking area and routing the system through the building
2. The cost and location of a new elevator machine room regarding structure and impact on parking space counts.
3. Modernization of the lighting system and fixture upgrade to LED.
4. The Building Inspectors view of this scope of intended work regarding the request to either grandfather or upgrade the existing foundation system. Current codes require different earthquake design than existed in the 1940's.

MANAFORT BROTHERS INCORPORATED

4/28/2015

	Demolition and Concrete Work - Talcott Street Garage - Hartford, CT	Quantity	Unit	Unit Cost	Sub Total	Total
	CONCEPTUAL ESTIMATE					
1	**Building demolition - removal of upper 3 floors of office / commercial space**	1	ls	$2,000,000.00	$2,000,000	$2,000,000
2	**Selective demolition - strip roof and shot blast existing roof slab to prepare for topping slab**	66,000	sf	$5.00	$330,000	$330,000
3	**Selective demolition - miscellaneous demolition & removal throughout existing garage**	315,000	sf	$1.00	$315,000	$315,000
4	**Selective demolition - partial removal of existing spandrel walls to increase air flow**	1	ls	$250,000.00	$250,000	$250,000
5	**Selective demolition - hydro-demolition & concrete slab repair**	3,100	cy	$3,980.97		$12,341,000
	Assuming 185,000 sf of concrete slab @ 4" depth & 130,000 sf @ 2" depth					
	Hydro-demolition subcontractor	3,100	cy	$1,500.00	$4,650,000	
	Water for hydro-demolition	2,100,000	gal	$0.01	$21,000	
	MBI support - clean hydro-demolition patches - 4 lab, 1 skid steer or 1 truck @ 3 cy/shift	3,100	cy	$1,400.00	$4,340,000	
	Hydro-demolition water control - build ponds, frac tanks, water removal, water disposal	2,000,000	gal	$0.50	$1,000,000	
	Reinforcing steel repairs	250,000	lbs	$2.50	$625,000	
	Furnish, place, and finish concrete topping slab	3,100	cy	$550.00	$1,705,000	
6	**Concrete - slab on grade concrete repairs - 48,500 sf of slab @ 10% of area @ 6" depth**	180	cy	$1,000.00	$179,630	$179,630
7	**Concrete - entrance ramp full depth concrete repair**	200	cy	$1,500.00	$300,000	$300,000
8	**Concrete - new concrete ramp to roof**	150	cy	$1,500.00	$225,000	$225,000
9	**Concrete - existing spandral modificaions - precast concrete cap replacement**	4,800	lf	$50.00	$240,000	$240,000
10	**Concrete - existing spandrel modificaions - perimeter concrete bumper wall - 3 ft high x 1 ft thick**	4,800	lf	$100.00	$480,000	$480,000
11	**Concrete - new perimeter concrete roof parapet - 1200 lf x 3.5 ft high x 1 ft thick**	160	cy	$1,800.00	$288,000	$288,000
12	**Concrete - new rooftop concrete topping slab - 66,000 sf @ 3" depth**	806	cy	$500.00	$403,000	$403,000
	Subtotal					$17,351,630
	General conditions	10	%			$1,735,163
	Total					$19,086,793

NOTES:

1. Pricing is for the scope of work indicated only, all other required work is excluded.
2. Pricing is conceptual only. No contingencies have been included.

WALKER CONSULTANTS

June 19, 2019

Garrett Heher
Director of Capital Projects
Shelbourne
100 Pearl Street
Hartford, CT 06103

Re: Letter Report for One Talcott Plaza Parking Garage Condition Assessment
Hartford, Connecticut
Walker Consultants Project #16-2989.00

Dear Garrett:

Walker Consultants is pleased to submit for your review this letter report for One Talcott Plaza Parking Garage in accordance with our proposal to Shelbourne, dated April 23, 2019.

Once you've had an opportunity to review this letter report, we would be pleased to discuss the report findings. We appreciate this opportunity to serve you and look forward to continuing our services with Shelbourne.

EXECUTIVE SUMMARY

Walker Consultants was retained by Shelbourne to perform forensic restoration services of the One Talcott Plaza Parking Garage & Office Building in Hartford, Connecticut. The intent of this assessment and letter report is to gain an understanding of the current condition of the structure and what repairs/maintenance is required.

Based on the findings of our assessment, Walker Consultants has determined that the parking facility is in poor condition overall with some elements considered in fair condition which is to be expected given the age and use of the structure.

For the current assessment, Walker performed sounding surveys on nearly 100% of the topside slab surfaces and visual surveys of the slab areas as well as the soffits, walls, and columns. Our assessment observations detected a large amount of corrosion induced concrete deterioration. It is Walker's opinion that the type and amount of concrete deterioration that has occurred is the result of the high chloride concentration present in the concrete elements and due to the age of the structure. This information is based upon previous reports and Walker currently has a testing program underway to confirm the assumptions, which will be adjusted as needed. Since there is no traffic bearing waterproofing membrane system installed on the slab, these types of deteriorations will continue to grow. The key findings of the assessment are as follows:

- Moisture and corrosion-induced concrete deterioration is widespread. There was evidence that very limited concrete repairs have been performed previously;
- No waterproofing membrane system throughout the structure;

- Failed expansion joints;
- Deteriorated capstones;
- Poor drainage system.

Walker would recommend the following repair and maintenance program be implemented in the near term to extend the service life of the One Talcott Plaza parking structure:

- ✓ Repair the deteriorated concrete spalls and delaminations with a durable high-performance concrete;
- ✓ Apply traffic bearing membrane system to all supported floor slabs;
- ✓ Replace expansion joints;
- ✓ Apply a penetrating sealer to the concrete slab-on-grade;
- ✓ Repair exterior façade elements;
- ✓ Plaza concrete/pavers and waterproofing system replacement;
- ✓ Miscellaneous architectural repairs;
- ✓ Miscellaneous pedestrian bridge repairs;
- ✓ Replace all electrical, plumbing, and fire protection systems.

The estimated cost of the recommended repairs including a 10% contingency is $22,721,000. The repair program is expected to have a 25-year service life. Additionally, a seven to ten-year maintenance repair program will have to be included. The maintenance interval is the period of time when the traffic topping would potentially require re-coat in high traffic areas. This repair program can be phased over multiple construction cycles to accommodate budgetary and operational constraints.

Table 1 – Opinion of Probable Repair Costs

	2019 LB, LL, L1	2020 L2	2021 L3	2022 L4	2023 Waterproofing	
DESCRIPTION	**EXTENSION**	**EXTENSION**	**EXTENSION**	**EXTENSION**	**EXTENSION**	**TOTAL EXTENSION**
CONTSTRUCTION COST SUBTOTAL	**$ 8,052,000**	**$ 2,965,000**	**$ 3,600,000**	**$ 3,138,000**	**$ 1,370,000**	**$ 19,125,000**
GENERAL						
8% Mobilization	$ 644,000	$ 237,000	$ 288,000	$ 251,000	$ 110,000	$ 1,530,000
10% Construction Contigency	$ 870,000	$ 320,000	$ 389,000	$ 339,000	$ 148,000	$ 2,066,000
TOTAL CONSTRUCTION COST	**$ 9,566,000**	**$ 3,522,000**	**$ 4,277,000**	**$ 3,728,000**	**$ 1,628,000**	**$ 22,721,000**

BACKGROUND AND DESCRIPTION

Walker was provided with the following documents to assist in the assessment of the facility:

i. *National Register of Historic Places Registration Form,* dated 02/21/1995;

ii. *Parking Layout Drawings*, by Allan Davis Associates, Inc. & dated 05/28/1999;

iii. *One Talcott Plaza Parking Garage Evolution Letter Report*, By DESMAN & dated 08/11/2009;

iv. *Talcott St. Garage Conceptual Approach and Budgetary Proposal, Hartford, CT* prepared by Manafort Brothers Incorporated, dated August 2014;

v. *Parking Garage Evaluation Memorandum* by DESMAN, dated April 28, 2015; *Non-Destructive Testing [Report] One Talcott Plaza Parking Garage, Hartford, Connecticut, Prepared for InnoConn Construction Management, LLC*, by NDT Corporation, dated April 25, 2016.

The property consists of a four-story parking garage with a four-story office tower above a portion of the parking structure. The building was originally constructed in 1918 for the G. Fox & Co. Warehouse and later expanded in 1938 and 1950 with an additional warehouse and office space. According to documentation provided by Shelbourne and LAZ, the warehouse portion of the structure was converted to a parking garage in approximately 1985. As part of this conversion, portions of the flat floor plate of the warehouse were demolished for the purpose of constructing interior vehicular ramps. The parking facility provides capacity for approximately 813 parking spaces.

Reportedly, as a result of extensive deterioration, the City of Hartford condemned the structure in approximately July of 2014. The parking garage and office building has remained vacant since this time.

Upon purchasing the property, Shelbourne intended to demolish the existing parking garage and office building in order to construct a new parking facility with approximately 800 parking spaces. However, due to the cost associated with this venture, they have elected to revisit restoration of the existing facility in order to make it operational again. Walker understands that the One Talcott Plaza building is of historical significance to the City of Hartford and is in receipt of a registration form with the National Register of Historic Places for the property. As such, restoration of the structure may be financially viable given the availability of funding/rebates for historical preservation of the structure.

DISCUSSION AND OBSERVATIONS

On May 22nd and June 6th and 7th, engineers from Walker visited the site to assess the facility. The assessment included a complete visual survey of the topside and underside of the supported floors, beams and columns as well as a sounding survey of representative sections of the slabs to identify the extent of unsound concrete conditions. The following discussion will summarize the existing conditions observed, and the extent and possible causes of noted deterioration. Refer to Appendix B for a photographic inventory of observed conditions.

Since the structure was converted from a warehouse, the concrete floor slabs were not originally designed for the conditions that a parking garage will experience. The building's floors were not properly profiled to eliminate accumulating water brought into the garage by driving rain and dripping off vehicles. Additionally, the original concrete mix design may not be suitable to be used in a harsh exposed environment. Although most of the garage is under cover, vehicles will bring chlorides and other debris into the garage which increases the likelihood of corrosion-induced deterioration. Although it is impossible to determine the carrying capacity of the garage without original drawings or further testing, we know the facility was converted from a warehouse which likely means the floors were originally designed for loading conditions that exceed the current code prescribed loading requirements for parking structures.

SUPPORTED FLOORS

TOPSIDE

A chain drag survey was performed on nearly 100% of the supported floor slabs to identify hidden delaminations in the concrete. The survey revealed a large amount of concrete delamination and spalling – approximately 40% to 50% of the gross area of the supported floors and nearly 100% of the ramp slabs. Most of the deterioration is primarily located along the drive aisles adjacent to columns where there is the highest concentration of embedded reinforcing. This type of corrosion induced deterioration is common in mildly reinforced concrete parking structures. However, the deterioration is widespread throughout the facility and not concentrated solely in one area.

This concrete slab deterioration is indicative of ongoing corrosion that can be attributed to high chloride concentrations in the concrete (as determined by previous testing programs), a lack of a waterproofing system, and insufficient concrete cover over the reinforcing steel at some locations. It appears as though previous limited repairs have been attempted utilizing both concrete repair materials and bituminous materials. Many of these patches have already started to debond from the repair areas. Large scale deterioration like this typically will warrant removal of the top few inches of concrete and the application of a new concrete overlay. The new overlay can be profiled to assist in drainage and help where concrete cover over the existing steel reinforcement is shallow. During construction, supplemental reinforcement can be added as required and deeper concrete repairs can be performed.

UNDERSIDE

The floor slabs appear to be conventionally reinforced, two-way, cast-in-place concrete slabs with column capitals and drop panels. Observations made on the underside of the supported slabs found a limited amount of concrete spalls and delaminations. The deterioration generally occurs in the center of the column bays where the reinforcing steel is most concentrated at the lowest in the slab. The majority of the deterioration found is due to shallow concrete cover. It is estimated that a number of these locations will require full depth repair when aligned with the floor deterioration from above.

COLUMNS

Visual observations and hammer tapping a sampling of columns on all parking levels found limited spalling or delaminations in the concrete. A lack of a cove sealant around the base of the columns has allowed water to wick into the concrete and caused deterioration around the bottom few inches of the majority of the columns. However, the columns are still considered in good condition overall.

FAÇADE/PERIMETER

The exterior of the garage is shroud in face brick masonry walls. The face bricks themselves appear to be in generally good condition with the mortar showing signs of deterioration and cracking. Sections of the brick walls, mostly around the corners of the structure, are cracked and may need to be fully replaced after further inspection.

Masonry walls infill between the columns to create "windows". Some of these "windows" are narrow and the infill wall can be shortened to allow for more openness and natural light for the structure. Nearly all of the infill

walls have concrete capstones that are beyond repair with little or no flashing material shown underneath. A properly sealed capstone is essential for a masonry wall to protect from moisture penetration and damage.

Since the original drawings were not provided, it is impossible to tell the construction of the walls without destructive-testing and if they were designed for vehicular impact. In new construction, either the walls would be designed for the impact or a vehicular barrier system (guard rails/cables) would be installed to ensure vehicles from crashing through the façade.

DRAINAGE SYSTEM

The supported floors do not have an adequate drainage system. Very few floor drains have been added throughout the years to help alleviate ponding issues. The majority of the drainage system consists of scuppers in the exterior walls which drains directly onto the sidewalks below. The limited drain bodies and piping are in overall fair condition with some heavy corrosion on the bodies and drain lines.

It is necessary to have a drainage system in working order. Especially during winter months, when vehicles are bringing salt laden snow into the garage, a functioning drainage system will help remove the high-chloride water and any ponding which can turn into ice creating tripping hazards.

PEDESTRIAN BRIDGE

Visual observations were made to the pedestrian bridge, which connects the 3rd level of the parking facility with the adjacent office building. The bridge has not been used since the facility was condemned in 2014. The bridge appears to be steel and timber framed. The drop ceiling over the street was observed to be missing several pieces of ceiling. The copper cladding is showing signs of environmental staining and corrosion with a few missing pieces due to a recent wind storm. The roofing system has debris and plant-life growing out of it and has likely reached the end of its service life.

ADDITIONAL OBSERVATIONS AND FINDINGS

1. Widescale ponding;
2. Leaking, efflorescence cracking in ceilings;
3. Door damage, security fencing damage;

RECOMMENDATIONS AND CONCLUSION

RECOMMENDATIONS

Visual observations and physical testing performed indicate the supported floor system is currently in poor condition overall, with widespread deterioration on the supported floors and ramps. The corrosion-induced deterioration in the floor slabs can be attributed to several factors including the lack of a traffic bearing membrane system and an inadequate drainage system. Additionally, previous testing programs found high-chloride concentrations in the concrete slabs it is anticipated that corrosion induced deterioration of the slabs will continue.

Walker is recommending a program of extensive concrete repair as well as waterproofing applications and maintenance be implemented to bring the parking garage back into functioning operation.

Below we describe in more detail, the recommended repairs.

RECOMMENDED BASE REPAIR

As a result of the widespread corrosion-induced deterioration, Walker recommends scarification of the top layer of the floor slabs and the installation of a new profiled concrete overlay. Another major component of the recommended repair program is the installation/application of the waterproofing systems. This includes complete application of a traffic bearing waterproofing membrane and sealants and the replacement of the existing expansion joint systems.

In addition to the slab and waterproofing repairs, it is important to install a functioning plumbing system. The electrical/lighting systems and the fire protection systems will also be replaced.

Outlined below is a general description of the overall recommended Base Repair Program:

- Repair concrete floors on the supported floors and ramps with a high-performance concrete overlay;
- Repair concrete ceilings, columns, beams, walls, etc.
- Remove and replace failed expansion joints;
- Install a traffic bearing waterproofing system to the supported floor surfaces;
- Install drainage system, electrical/lighting systems, fire protection system;
- Repair façade elements;
- Elevator/stair replacement and repairs;
- Install vehicular barrier;
- Door replacements;
- Pedestrian bridge repairs;
- Restripe the garage.

CLIENT REQUESTS

- New entrance and stair/elevator lobby from the Morgan Street surface lot. This will have to be further reviewed for feasibility and access; although, an itemized cost has been included into the cost tables.

IMPLEMENTATION/PHASING

Before deciding on a single year or multi-year phasing for this repair program, several factors need to be evaluated.

The main advantage of the single year plan is that all concrete repair and waterproofing measures are carried out concurrently, halting the spread and growth of corrosion induced deterioration. Obviously, the

disadvantages to the single year phasing are the much greater expenditure and significant short-term disruption to the facility.

For the reasons stated above, it is desirable to complete repairs during one construction season, but this can be difficult due to budgetary constraints or the logistical hardship created by the loss of parking. To reduce the impact of repairs on parking supply, spreading the repairs over multiple fiscal years is a common practice. By using a multi-year phasing, the cost of the repair program can be expected to grow due to multiple mobilizations, inflation and continuing deterioration.

There are a few approaches to phasing this work. One philosophy is the bottom up repair approach, where all repairs are made on the lower floors, including concrete repairs, and drainage improvements. Work continues onto the next highest floor and so on until the repairs are complete. At the completion of the concrete repairs, the program circles back and installs a waterproofing membrane in phases. This allows the newly restored portion of the structure to be protected with waterproofing and limits the damage to that waterproofing by not having construction equipment and debris traveling over it. Phasing a repair program over two to three years will increase its costs due to ongoing deterioration, reduction in contractor efficiency, and general cost inflation. It is estimated that phasing the repairs addressed above will increase project construction costs in the order of 10%.

A phased approach can be structured that the lowest levels are completed first along with the façade components and any make-safe repairs. This would allow for these levels to open for operations while construction continues on the upper levels of the garage.

PREVENTIVE MAINTENANCE

Upon completion of the recommended base repairs, a maintenance program is critical to maintain serviceability and service life extension of this structure.

Simple housekeeping tasks such as sweeping, cleaning, changing light bulbs, etc. can play a big part in helping the components of the garage, especially the waterproofing system, reach their expected service life. For example, the build-up of sand on items like the waterproofing membrane act as an abrasive mechanism which accelerates the wear down of the membrane as vehicles travel throughout the garage. Since chloride levels in the slab have exceeded the threshold for corrosion, failure or damage to the membrane will prompt the need for concrete repairs in the future. Generally, these repairs are only a square foot or two and can be accomplished through a maintenance contract with a restoration contractor.

Since many components of a waterproofing system have a finite service life because of wearing and exposure, periodic replacement or recoating must be expected. While the time to recoat or replacement is at best an estimate it can vary between floor areas.

Based on our experience, the time frame when significant wearing of the membrane may require a recoat application would be within a 6 to 8-year interval. Experience has shown that turning bays and areas with high levels of starts & stops, such as entry/exit gates wear much faster than the rest of the membrane. Repairs to the coating in these areas can be expected and should be addressed promptly to maintain the water tightness of the membrane system.

Our opinion of probable repair costs for the recommended actions is summarized in the following table:

Table 2 – Opinion of Probable Repair Costs: 5-year Summary

WORK ITEM	DESCRIPTION	WORK ITEM TOTALS
1.0	**STRUCTURAL REPAIRS**	
	Floors, Beams, Columns, Etc.	$ 8,270,000.00
2.0	**WATERPROOFING/PROTECTION**	
	Traffic Coating, Expansion Joints, Etc.	$ 1,760,000.00
3.0	**MISCELLANEOUS REPAIRS**	
	Doors, Façade, Traffic Markings, Misc Metals, Stairs, Bridge, Etc.	$ 5,526,000.00
4.0	**MECHANICAL/ELECTRICAL/PLUMBING**	
	Fireprotection, Lighting, Drainage, Etc.	$ 3,569,000.00
		$ 19,125,000.00
0.0	**GENERAL**	
0.1	8% Mobilization	$ 1,530,000.00
0.2	10% Construction Contigency	$ 2,066,000.00
		$ 22,721,000.00

NOTES:

1. *Estimated costs are rounded to the nearest $1,000 and based on 2019 dollars which include quantity escalation and a 2% compounded price inflation.*
2. *Estimated costs are based on historical data of similar types of work.*
3. *Costs are based on a normal daytime workweek and may vary due to time of year, local economy, or other factors.*
4. *Costs do not include all "Soft Costs" such as, Financial Costs, engineering, loss of revenue, quality assurance testing, etc.*

A breakdown of probable repair costs is presented in the attached Appendix A detailed.

Sincerely,

Andrew Homer, EIT
Restoration Project Engineer

Marc R. Stonier, PE
Director of Design

WALKER CONSULTANTS

Enclosures: Limitations
Appendix A – Opinion of Probable Costs
Appendix B – Photographs
Appendix C – Concrete Testing

LIMITATIONS

This report contains the professional opinions of Walker Consultants based on the conditions observed as of the date of our site visit and documents made available to us by Shelbourne. This report is believed to be accurate within the limitations of the stated methods for obtaining information.

We have provided our opinion of probable costs from visual observations, limited testing, and field survey work. The opinion of probable repair costs is based on available information at the time of our assessment and from our experience with similar projects. There is no warranty to the accuracy of such cost opinions as compared to bids or actual costs. This condition appraisal and the recommendations therein are to be used by Client with additional fiscal and technical judgment.

It should be noted that our renovation recommendations are conceptual in nature and do not represent changes to the original design intent of the structure. As a result, this report does not provide specific repair details or methods, construction contract documents, material specifications, or details to develop the construction cost from a contractor.

Based on the agreed scope of services, the assessment was based on certain assumptions made on the existing conditions. Some of these assumptions cannot be verified without expanding the scope of services or performing more invasive procedures on the structure. More detailed and invasive testing may be provided by Walker Consultants as an additional service upon written request from Client.

The recommended repair concepts outlined represents current generally accepted technology. This report does not provide any kind of guarantee or warranty on our findings and recommendations. Our assessment was based on and limited to the agreed scope of work. We do not intend to suggest or imply that our observation has discovered or disclosed latent conditions or has considered all possible improvement or repair concepts.

A review of the facility for Building Code compliance and compliance with the Americans with Disabilities Act (ADA) requirements was not part of the scope of this project. However, it should be noted that whenever significant repair, rehabilitation or restoration is undertaken in an existing structure, ADA design requirements may become applicable if there are currently unmet ADA requirements.

Similarly, we have not reviewed or evaluated the presence of, or the subsequent mitigation of, hazardous materials including, but not limited to, asbestos and PCB.

This report was created for the use of Client and may not be assigned without written consent from Walker Consultants. Use of this report by others is at their own risk. Failure to make repairs recommended in this report in a timely manner using appropriate measures for safety of workers and persons using the facility could increase the risks to users of the facility. Client assumes all liability for personal injury and property damage caused by current conditions in the facility or by construction, means, methods and safety measures implemented during facility repairs. Client shall indemnify or hold Walker Consultants harmless from liability and expense including reasonable attorney's fees, incurred by Walker Consultants as a result of Client's failure to implement repairs or to conduct repairs in a safe and prudent manner.

Table A-1 – Opinion of Probable Repair Costs – Single Year Program

WORK ITEM	DESCRIPTION	WORK ITEM TOTALS
2.0	**FLOOR PREPARATION**	
2.8	Floor Preparation - Hydro-Milling	$ 2,251,000.00
3.0	**CONCRETE FLOOR REPAIR**	
3.2	Floor Repair - Partial Depth/Deep	$ 300,000.00
3.3	Floor Repair - Full Depth	$ 270,000.00
3.4	Floor Repair - Full Depth at Ramps	$ 780,000.00
4.0	**CONCRETE CEILING REPAIR**	
4.1	Ceiling Repair - Partial Depth / Shallow	$ 600,000.00
5.0	**CONCRETE BEAM AND JOIST REPAIR**	
5.1	Beam Repair - Partial Depth / Shallow	$ 54,000.00
5.2	Beam Repair - Partial Depth / Deep	$ 63,000.00
6.0	**CONCRETE COLUMN REPAIR**	
6.1	Column Repair - Partial Depth / Shallow	$ 250,000.00
6.2	Column Repair - Partial Depth / Deep	$ 54,000.00
7.0	**CONCRETE WALL REPAIR**	
7.1	Wall Repair - Partial Depth/Shallow	$ 25,000.00
7.2	Remove Excess Existing Wall Infill	$ 236,000.00
9.0	**EXPANSION JOINT EDGE PREPARATION**	
9.2	Exp Joint Preparation - New Concrete Wash with Blockout	$ 252,000.00
10.0	**EXPANSION JOINT REPAIR AND REPLACEMENT**	
10.3	Expansion Joint - Elastomeric Concrete Edged	$ 126,000.00
13.0	**CONCRETE OVERLAY**	
13.1	Concrete Overlay - Profiled Conventional Concrete	$ 3,376,000.00
16.0	**TRAFFIC TOPPING**	
16.1	Traffic Topping - Vehicular	$ 1,266,000.00
25.0	**MECHANICAL - DRAINAGE**	
25.2	Mechanical - Install Supplemental Floor Drain	$ 413,000.00
25.3	Mechanical - Pipe and Hangers	$ 342,000.00
26.0	**MECHANICAL - FIRE PROTECTION/VENTIRLATION**	
26.1	Mechanical - Fire Protection Replacement	$ 954,000.00
26.2	Mechanical - Ventilation	$ 50,000.00
30.0	**ELECTRICAL-LIGHTING**	
30.1	Electrical/Lighting Replacement	$ 1,717,000.00
42.0	**MISCELLANEOUS ARCHITECTURAL REPAIRS**	$ -
42.1	Misc. Architectural Repairs (Doors, Fencing, Etc.)	$ 100,000.00
42.2	Stair Repairs	$ 25,000.00
42.3	New Stair/Elevator Lobby	$ 1,000,000.00
42.4	New Main Entrance/Surface Lot Reconstruction	$ 150,000.00
42.5	Plaza/Sidewalk Reconstruction	$ 385,000.00
42.6	Pedestrian Bridge Allowance	$ 750,000.00
43.0	**MISCELLANEOUS METALS**	$ -
43.1	Install Vehicular Barrier	$ 1,649,000.00
43.2	Replace Stair Railings	$ 50,000.00
45.0	**PAINTING**	$ -
45.1	Paint Traffic Markings/Graphics/Signage	$ 477,000.00
45.2	Paint Masonry Steel Lintel	$ 118,000.00
76.0	**CRACK REPAIR AND TUCKPOPOINTING**	$ -
76.3	Tuckpointing	$ 210,000.00
80.0	**BRICK/CONCRETE MASONRY UNIT FAÇADE**	$ -
80.1	Remove and Replace Face Brick	$ 113,000.00
80.2	Capstone Repair/Flashing	$ 195,000.00
	SUBTOTAL	**$ 18,601,000.00**
0.0	**GENERAL**	
0.1	8% Mobilization	$ 1,488,000.00
0.2	10% Construction Contigency	$ 2,009,000.00
	TOTAL CONSTRUCTION COST	**$ 22,098,000.00**

Table A-2 – Opinion of Probable Repair Costs – 5-Year Program

WORK ITEM	DESCRIPTION	2019 L8, L1, L1 EXTENSION	2020 L2 EXTENSION	2021 L3 EXTENSION	2022 L4 EXTENSION	2023 Waterproofing EXTENSION	TOTAL EXTENSION
2.0	FLOOR PREPARATION						
2.8	Floor Preparation - Hydro-Milling	$ 861,000	$ 457,000	$ 492,000	$ 498,000	$ -	$ 2,308,000
3.0	CONCRETE FLOOR REPAIR						
3.2	Floor Repair - Partial Depth/Deep	$ 120,000	$ 62,000	$ 65,000	$ 68,000	$ -	$ 315,000
3.3	Floor Repair - Full Depth	$ 90,000	$ 94,000	$ 49,000	$ 51,000	$ -	$ 284,000
3.4	Floor Repair - Full Depth at Ramps	$ 195,000	$ 199,000	$ 203,000	$ 207,000	$ -	$ 804,000
4.0	CONCRETE CEILING REPAIR						
4.1	Ceiling Repair - Partial Depth / Shallow	$ 216,000	$ 150,000	$ 130,000	$ 135,000	$ -	$ 631,000
5.0	CONCRETE BEAM AND JOIST REPAIR						
5.1	Beam Repair - Partial Depth / Shallow	$ 30,000	$ 12,000	$ 6,000	$ 7,000	$ -	$ 55,000
5.2	Beam Repair - Partial Depth / Deep	$ 35,000	$ 15,000	$ 8,000	$ 8,000	$ -	$ 66,000
6.0	CONCRETE COLUMN REPAIR						
6.1	Column Repair - Partial Depth / Shallow	$ 100,000	$ 52,000	$ 54,000	$ 56,000	$ -	$ 262,000
6.2	Column Repair - Partial Depth / Deep	$ 18,000	$ 19,000	$ 6,000	$ 14,000	$ -	$ 57,000
7.0	CONCRETE WALL REPAIR						
7.1	Wall Repair - Partial Depth/Shallow	$ 18,000	$ 3,000	$ 3,000	$ 3,000	$ -	$ 27,000
7.2	Remove Excess Existing Wall Infill	$ 67,000	$ 53,000	$ 62,000	$ 60,000	$ -	$ 242,000
9.0	EXPANSION JOINT EDGE PREPARATION						
9.2	Exp Joint Preparation - New Concrete Wash with Blockout	$ 63,000	$ 64,000	$ 66,000	$ 67,000	$ -	$ 260,000
10.0	EXPANSION JOINT REPAIR AND REPLACEMENT						
10.3	Expansion Joint - Elastomeric Concrete Edged	$ 32,000	$ 32,000	$ 33,000	$ 33,000	$ -	$ 130,000
13.0	CONCRETE OVERLAY						
13.1	Concrete Overlay - Profiled Conventional Concrete	$ 1,292,000	$ 685,000	$ 737,000	$ 747,000	$ -	$ 3,461,000
16.0	TRAFFIC TOPPING						
16.1	Traffic Topping - Vehicular	$ -	$ -	$ -	$ -	$ 1,370,000	$ 1,370,000
25.0	MECHANICAL - DRAINAGE						
25.2	Mechanical - Install Supplemental Floor Drain	$ 206,000	$ 70,000	$ 72,000	$ 73,000	$ -	$ 421,000
25.3	Mechanical - Pipe and Hangers	$ 171,000	$ 58,000	$ 59,000	$ 60,000	$ -	$ 348,000
26.0	MECHANICAL - FIRE PROTECTION/VENTIRLATION						
26.1	Mechanical - Fire Protection Replacement	$ 458,000	$ 166,000	$ 183,000	$ 189,000	$ -	$ 996,000
26.2	Mechanical - Ventilation	$ 50,000	$ -	$ -	$ -	$ -	$ 50,000
30.0	ELECTRICAL-LIGHTING						
30.1	Electrical/Lighting Replacement	$ 824,000	$ 294,000	$ 316,000	$ 320,000	$ -	$ 1,754,000
42.0	MISCELLANEOUS ARCHITECTURAL REPAIRS						
42.1	Misc. Architectural Repairs (Doors, Fencing, Etc.)	$ 100,000	$ -	$ -	$ -	$ -	$ 100,000
42.2	Stair Repairs	$ 25,000	$ -	$ -	$ -	$ -	$ 25,000
42.3	New Stair/Elevator Lobby	$ 1,000,000	$ -	$ -	$ -	$ -	$ 1,000,000
42.4	New Main Entrance/Surface Lot Reconstruction	$ 150,000	$ -	$ -	$ -	$ -	$ 150,000
42.5	Plaza/Sidewalk Reconstruction	$ 385,000	$ -	$ -	$ -	$ -	$ 385,000
42.6	Pedestrian Bridge Allowance	$ 250,000	$ -	$ 500,000	$ -	$ -	$ 750,000
43.0	MISCELLANEOUS METALS						
43.1	Install Vehicular Barrier	$ 466,000	$ 371,000	$ 437,000	$ 423,000	$ -	$ 1,697,000
43.2	Replace Stair Railings	$ 50,000	$ -	$ -	$ -	$ -	$ 50,000
45.0	PAINTING						
45.1	Paint Traffic Markings/Graphics/Signage	$ 229,000	$ 82,000	$ 88,000	$ 89,000	$ -	$ 488,000
45.2	Paint Masonry Steel Lintel	$ 33,000	$ 27,000	$ 31,000	$ 30,000	$ -	$ 121,000
76.0	CRACK REPAIR AND TUCKPOPOINTING						
76.3	Tuckpointing	$ 210,000	$ -	$ -	$ -	$ -	$ 210,000
80.0	BRICK/CONCRETE MASONRY UNIT FACADE						
80.1	Remove and Replace Face Brick	$ 113,000	$ -	$ -	$ -	$ -	$ 113,000
80.2	Capstone Repair/Flashing	$ 195,000	$ -	$ -	$ -	$ -	$ 195,000
	SUBTOTAL	$ 8,052,000	$ 2,965,000	$ 3,600,000	$ 3,138,000	$ 1,370,000	$ 19,125,000
0.0	GENERAL						
0.1	8% Mobilization	$ 644,000	$ 237,000	$ 288,000	$ 251,000	$ 110,000	$ 1,530,000
0.2	10% Construction Contigency	$ 870,000	$ 320,000	$ 389,000	$ 339,000	$ 148,000	$ 2,066,000
	TOTAL CONSTRUCTION COST	$ 9,566,000	$ 3,522,000	$ 4,277,000	$ 3,728,000	$ 1,628,000	$ 22,721,000

Photo 1 – Delaminated concrete slab. Note the presence of failed bituminous repairs.

Photo 2 – Ponding on topside slab due to the lack of adequate drainage system.

Photo 3 – Topside concrete slab spalls and delamination.

Photo 4 – Topside patches at garage entrance.

Photo 5 – Typical underside slab delamination.

Photo 6 – Deteriorated underside floor slab.

Photo 7 – Random underside beam spall with exposed reinforcing.

Photo 8 – Large underside spall with exposed steel reinforcement.

Photo 9 – Spall at column base due to water intrusion. Note the exposed steel reinforcement.

Photo 10 – Column base spalling.

Photo 11 – Column spall with exposed steel reinforcement.

Photo 12 – Column & wall spalling and delamination.

Photo 13 – Water staining and spalling on exterior wall.

Photo 14 – Staining on exterior brick façade.

Photo 15 – Cracking at exterior brick wall.

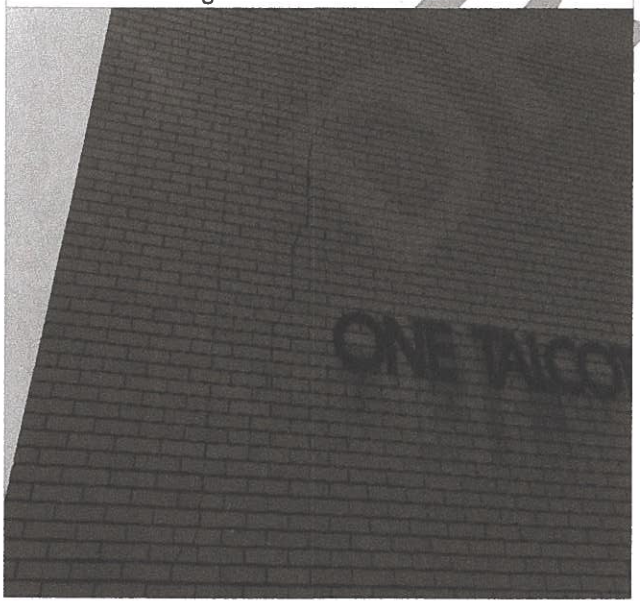


Photo 16 – Cracking and spalling at building base.

Photo 17 – Parking garage roof on overall fair conditions. Note efflorescence staining on brick wall.

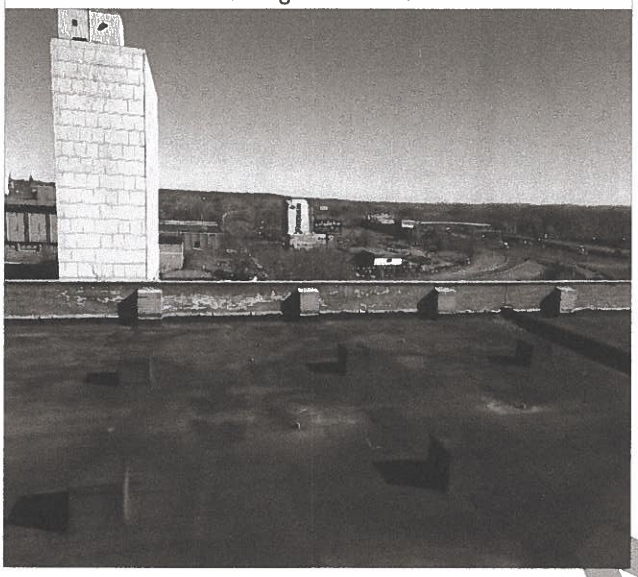


Photo 18 – Minor ponding on garage roofing system. Note the lack of drainage on the Northwest side of roof.

Photo 19 –Minor spalls on Plaza stairs.

Photo 20 – Plaza surface deterioration.

Photo 15 –Existing conditions of walkway between building and Morgan Street surface lot.

Photo 16 –Morgan Street surface lot walkway weathered asphalt and concrete wall.

WALKER #16-2989.00

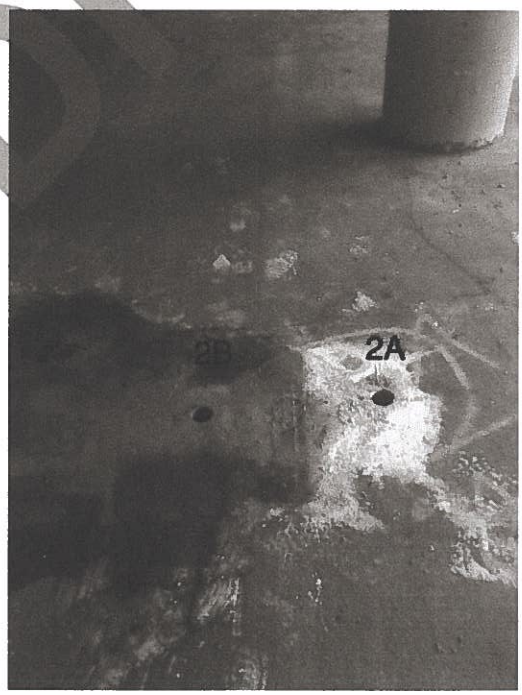
PROJECT NAME:	One Talcott Plaza Parking Garage and Office Building
PROJECT NUMBER:	16-2989.00
REPORTED BY:	James Tramontana
DATE:	6/6/2019
CORE ID#:	1
CORE LOCATION:	Loading dock level L (see plans)
DIAMETER (INCHES):	2.75"
LENGTH (INCHES):	5.5"
MAX SIZE AGGREGATE:	3/4"

CONSOLIDATION:	Good
SEGREGATION:	None
GRADATION:	Good
ENTRAPPED AIR:	Moderate
CRACKING (EXTENT/DEPTH, ETC.):	None
DEPTH OF STEEL:	NA
SIZE OF STEEL:	NA
CONDITION OF STEEL:	NA
PRESENCE OF PATCH MATERIAL:	NA
GENERAL COMMENTS:	This core was extracted from a good area of concrete located on level L close to the entrance of the garage in a loading dock/truck parking zone.

WALKER #16-2989.00

PROJECT NAME:	One Talcott Plaza Parking Garage and Office Building
PROJECT NUMBER:	16-2989.00
REPORTED BY:	James Tramontana
DATE:	6/6/2019
CORE ID#:	2A
CORE LOCATION:	Drive-lane level L (see plans)
DIAMETER (INCHES):	2.75"
LENGTH (INCHES):	4.2"
MAX SIZE AGGREGATE:	3/4"

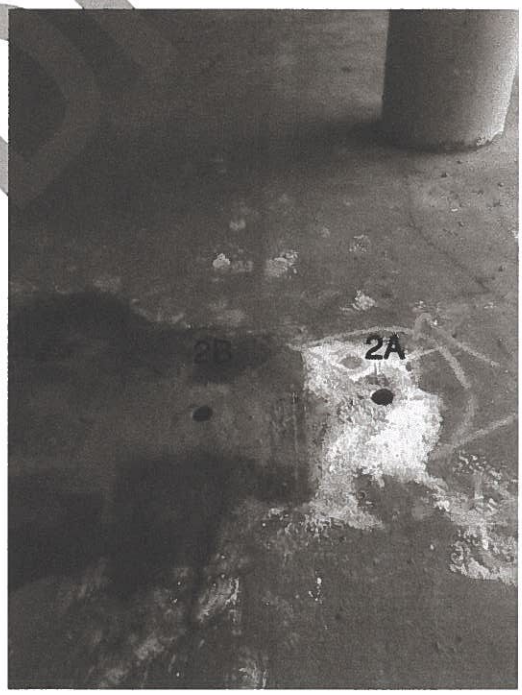
CONSOLIDATION:	Good
SEGREGATION:	None
GRADATION:	Good
ENTRAPPED AIR:	Moderate
CRACKING (EXTENT/DEPTH, ETC.):	None
DEPTH OF STEEL:	NA
SIZE OF STEEL:	NA
CONDITION OF STEEL:	NA
PRESENCE OF PATCH MATERIAL:	NA
GENERAL COMMENTS:	This core was extracted from a good area of concrete within 5 feet of a floor drain. There is accumulated rust on the portion where the core was cut due to the presence of steel 4" below the surface.



WALKER #16-2989.00

PROJECT NAME:	One Talcott Plaza Parking Garage and Office Building
PROJECT NUMBER:	16-2989.00
REPORTED BY:	James Tramontana
DATE:	6/7/2019
CORE ID#:	2B
CORE LOCATION:	Drive-lane level L (see plans)
DIAMETER (INCHES):	2.75"
LENGTH (INCHES):	3"
MAX SIZE AGGREGATE:	3/4"

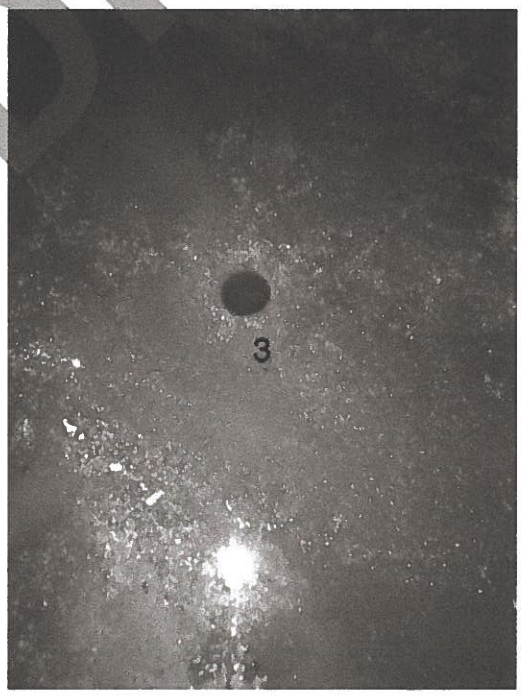
CONSOLIDATION:	Good
SEGREGATION:	None
GRADATION:	Good
ENTRAPPED AIR:	Moderate
CRACKING (EXTENT/DEPTH, ETC.):	Shallow crack 3" long @ 1/4" down
DEPTH OF STEEL:	NA
SIZE OF STEEL:	NA
CONDITION OF STEEL:	NA
PRESENCE OF PATCH MATERIAL:	NA
GENERAL COMMENTS:	This core was extracted from a good area of concrete within 5 feet of a floor drain. The core was extracted approximately 18 inches away from core 2A.



WALKER #16-2989.00

PROJECT NAME:	One Talcott Plaza Parking Garage and Office Building
PROJECT NUMBER:	16-2989.00
REPORTED BY:	James Tramontana
DATE:	6/6/2019
CORE ID#:	3
CORE LOCATION:	Drive-lane level 1 (see plans)
DIAMETER (INCHES):	2.75"
LENGTH (INCHES):	3"
MAX SIZE AGGREGATE:	3/4 "

CONSOLIDATION:	Good
SEGREGATION:	None
GRADATION:	Good
ENTRAPPED AIR:	Moderate
CRACKING (EXTENT/DEPTH, ETC.):	None
DEPTH OF STEEL:	NA
SIZE OF STEEL:	NA
CONDITION OF STEEL:	NA
PRESENCE OF PATCH MATERIAL:	NA
GENERAL COMMENTS:	This core was extracted from a delaminated area of concrete in a low point where there was water ponding located on level L of the garage. The core was cut at 3" due to the presence of steel below the surface



WALKER #16-2989.00

PROJECT NAME:	One Talcott Plaza Parking Garage and Office Building
PROJECT NUMBER:	16-2989.00
REPORTED BY:	James Tramontana
DATE:	6/6/2019
CORE ID#:	4
CORE LOCATION:	Drive-lane level 1 (see plans)
DIAMETER (INCHES):	2.75"
LENGTH (INCHES):	6"
MAX SIZE AGGREGATE:	3/4"

CONSOLIDATION:	Good
SEGREGATION:	None
GRADATION:	Good
ENTRAPPED AIR:	Moderate
CRACKING (EXTENT/DEPTH, ETC.):	None
DEPTH OF STEEL:	NA
SIZE OF STEEL:	NA
CONDITION OF STEEL:	NA
PRESENCE OF PATCH MATERIAL:	NA
GENERAL COMMENTS:	This core was extracted from a good area of concrete located on level 1 of the parking garage.

WALKER #16-2989.00

PROJECT NAME:	One Talcott Plaza Parking Garage and Office Building
PROJECT NUMBER:	16-2989.00
REPORTED BY:	James Tramontana
DATE:	6/7/2019
CORE ID#:	5
CORE LOCATION:	Stall level 1 (see plans)
DIAMETER (INCHES):	2.75"
LENGTH (INCHES):	5" (Concrete) ; 1.5" Asphalt
MAX SIZE AGGREGATE:	3/4"

CONSOLIDATION:	Good
SEGREGATION:	None
GRADATION:	Good
ENTRAPPED AIR:	Moderate
CRACKING (EXTENT/DEPTH, ETC.):	None
DEPTH OF STEEL:	NA
SIZE OF STEEL:	NA
CONDITION OF STEEL:	NA
PRESENCE OF PATCH MATERIAL:	NA
GENERAL COMMENTS:	This core was extracted from an asphalt paved region of concrete on level 1 of the parking garage. The core showed the asphalt layer was 1.5" thick with a <1" cavity between the concrete and asphalt layer.

WALKER #16-2989.00

PROJECT NAME:	One Talcott Plaza Parking Garage and Office Building
PROJECT NUMBER:	16-2989.00
REPORTED BY:	James Tramontana
DATE:	6/7/2019
CORE ID#:	6
CORE LOCATION:	Stall level 1 (see plans)
DIAMETER (INCHES):	2.75"
LENGTH (INCHES):	3.25"
MAX SIZE AGGREGATE:	3/4"

CONSOLIDATION:	Good
SEGREGATION:	None
GRADATION:	Good
ENTRAPPED AIR:	Moderate
CRACKING (EXTENT/DEPTH, ETC.):	Clean break @ 1/4" down + Overlay
DEPTH OF STEEL:	NA
SIZE OF STEEL:	NA
CONDITION OF STEEL:	NA
PRESENCE OF PATCH MATERIAL:	NA
GENERAL COMMENTS:	This core was extracted from a good area of concrete located on level 1 of the parking garage. A 2" concrete overlay exists in the region.

WALKER #16-2989.00

PROJECT NAME:	One Talcott Plaza Parking Garage and Office Building
PROJECT NUMBER:	16-2989.00
REPORTED BY:	James Tramontana
DATE:	6/6/2019
CORE ID#:	7
CORE LOCATION:	Stall level 2 (see plans)
DIAMETER (INCHES):	2.75"
LENGTH (INCHES):	6.5"
MAX SIZE AGGREGATE:	3/4"

CONSOLIDATION:	Good
SEGREGATION:	None
GRADATION:	Good
ENTRAPPED AIR:	Moderate
CRACKING (EXTENT/DEPTH, ETC.):	None
DEPTH OF STEEL:	NA
SIZE OF STEEL:	NA
CONDITION OF STEEL:	NA
PRESENCE OF PATCH MATERIAL:	NA
GENERAL COMMENTS:	This core was extracted from a good area of concrete located on level 2 of the parking garage.

WALKER #16-2989.00

PROJECT NAME:	One Talcott Plaza Parking Garage and Office Building
PROJECT NUMBER:	16-2989.00
REPORTED BY:	James Tramontana
DATE:	6/6/2019
CORE ID#:	8
CORE LOCATION:	Drive-lane Level 2 (see plans)
DIAMETER (INCHES):	2.75"
LENGTH (INCHES):	6.5"
MAX SIZE AGGREGATE:	3/4"

CONSOLIDATION:	Good
SEGREGATION:	None
GRADATION:	Good
ENTRAPPED AIR:	Moderate
CRACKING (EXTENT/DEPTH, ETC.):	None
DEPTH OF STEEL:	NA
SIZE OF STEEL:	NA
CONDITION OF STEEL:	NA
PRESENCE OF PATCH MATERIAL:	NA
GENERAL COMMENTS:	This core was extracted from a good area of concrete in a low-point where there were signs of water ponding.

WALKER #16-2989.00

PROJECT NAME:	One Talcott Plaza Parking Garage and Office Building
PROJECT NUMBER:	16-2989.00
REPORTED BY:	James Tramontana
DATE:	6/6/2019
CORE ID#:	9
CORE LOCATION:	Stall level 2 (see plans)
DIAMETER (INCHES):	2.75"
LENGTH (INCHES):	4.7"
MAX SIZE AGGREGATE:	3/4"

CONSOLIDATION:	Good
SEGREGATION:	None
GRADATION:	Good
ENTRAPPED AIR:	Moderate
CRACKING (EXTENT/DEPTH, ETC.):	4 clean breaks at varying depths
DEPTH OF STEEL:	NA
SIZE OF STEEL:	NA
CONDITION OF STEEL:	NA
PRESENCE OF PATCH MATERIAL:	NA
GENERAL COMMENTS:	This core was extracted from a delaminated area of concrete in a flat region on level 2 of the parking garage. A 1" concrete overlay exists in this region. The core broke into 5 distinguished pieces during extraction.

WALKER #16-2989.00

PROJECT NAME:	One Talcott Plaza Parking Garage and Office Building
PROJECT NUMBER:	16-2989.00
REPORTED BY:	James Tramontana
DATE:	6/6/2019
CORE ID#:	10
CORE LOCATION:	Drive-lane level 3 (see plans)
DIAMETER (INCHES):	2.75"
LENGTH (INCHES):	6.5"
MAX SIZE AGGREGATE:	3/4"

CONSOLIDATION:	Good
SEGREGATION:	None
GRADATION:	Good
ENTRAPPED AIR:	Moderate
CRACKING (EXTENT/DEPTH, ETC.):	None
DEPTH OF STEEL:	NA
SIZE OF STEEL:	NA
CONDITION OF STEEL:	NA
PRESENCE OF PATCH MATERIAL:	NA
GENERAL COMMENTS:	This core was extracted from a delaminated area of concrete in a flat region.

WALKER #16-2989.00

PROJECT NAME:	One Talcott Plaza Parking Garage and Office Building
PROJECT NUMBER:	16-2989.00
REPORTED BY:	James Tramontana
DATE:	6/6/2019
CORE ID#:	11
CORE LOCATION:	Stall level 3 (see plans)
DIAMETER (INCHES):	2.75"
LENGTH (INCHES):	5.5"
MAX SIZE AGGREGATE:	3/4"

CONSOLIDATION:	Good
SEGREGATION:	None
GRADATION:	Good
ENTRAPPED AIR:	Moderate-High
CRACKING (EXTENT/DEPTH, ETC.):	None
DEPTH OF STEEL:	NA
SIZE OF STEEL:	NA
CONDITION OF STEEL:	NA
PRESENCE OF PATCH MATERIAL:	NA
GENERAL COMMENTS:	This core was extracted from a delaminated area of concrete in a flat region on level 3 of the parking garage.

WALKER #16-2989.00

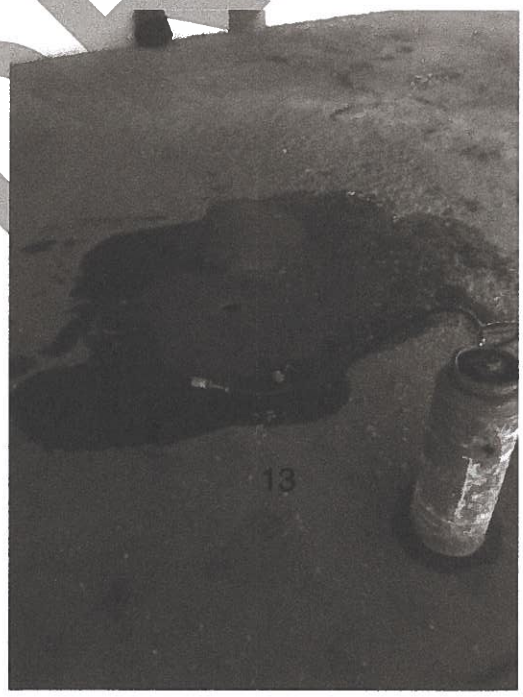
PROJECT NAME:	One Talcott Plaza Parking Garage and Office Building
PROJECT NUMBER:	16-2989.00
REPORTED BY:	James Tramontana
DATE:	6/6/2019
CORE ID#:	12
CORE LOCATION:	Drive-lane level 3 (see plans)
DIAMETER (INCHES):	2.75"
LENGTH (INCHES):	4.75"
MAX SIZE AGGREGATE:	3/4"

CONSOLIDATION:	Good
SEGREGATION:	None
GRADATION:	Good
ENTRAPPED AIR:	Moderate
CRACKING (EXTENT/DEPTH, ETC.):	None
DEPTH OF STEEL:	NA
SIZE OF STEEL:	NA
CONDITION OF STEEL:	NA
PRESENCE OF PATCH MATERIAL:	NA
GENERAL COMMENTS:	This core was extracted from a good area of concrete in a flat region on level 3 of the parking garage.

WALKER #16-2989.00

PROJECT NAME:	One Talcott Plaza Parking Garage and Office Building
PROJECT NUMBER:	16-2989.00
REPORTED BY:	James Tramontana
DATE:	6/6/2019
CORE ID#:	13
CORE LOCATION:	Drive-lane level 4 (see plans)
DIAMETER (INCHES):	2.75"
LENGTH (INCHES):	4.5"
MAX SIZE AGGREGATE:	3/4"

CONSOLIDATION:	Good
SEGREGATION:	None
GRADATION:	Good
ENTRAPPED AIR:	Moderate-High
CRACKING (EXTENT/DEPTH, ETC.):	None
DEPTH OF STEEL:	NA
SIZE OF STEEL:	NA
CONDITION OF STEEL:	NA
PRESENCE OF PATCH MATERIAL:	NA
GENERAL COMMENTS:	This core was extracted from a good area of concrete in a flat region located on level 4 of the parking garage.



WALKER #16-2989.00

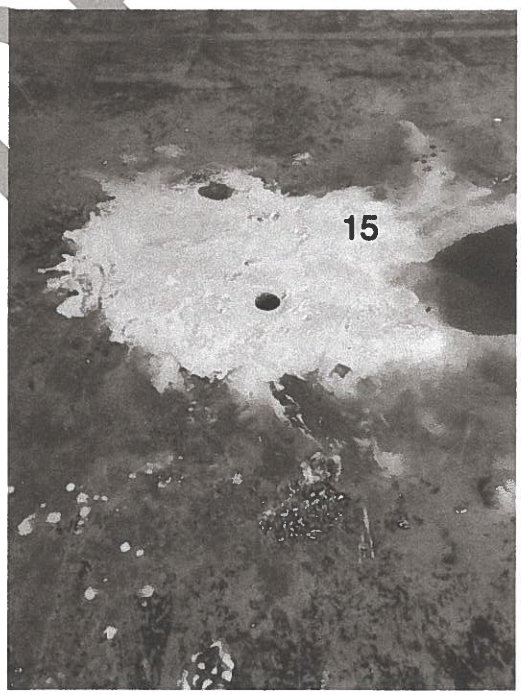
PROJECT NAME:	One Talcott Plaza Parking Garage and Office Building
PROJECT NUMBER:	16-2989.00
REPORTED BY:	James Tramontana
DATE:	6/6/2019
CORE ID#:	14
CORE LOCATION:	Drive-lane level 4 (see plans)
DIAMETER (INCHES):	2.75"
LENGTH (INCHES):	7"
MAX SIZE AGGREGATE:	3/4"

CONSOLIDATION:	Good
SEGREGATION:	None
GRADATION:	Good
ENTRAPPED AIR:	Moderate-High
CRACKING (EXTENT/DEPTH, ETC.):	None
DEPTH OF STEEL:	NA
SIZE OF STEEL:	NA
CONDITION OF STEEL:	NA
PRESENCE OF PATCH MATERIAL:	NA
GENERAL COMMENTS:	This core was extracted from a delaminated area of concrete in a flat region located on level 4 of the parking garage.

WALKER #16-2989.00

PROJECT NAME:	One Talcott Plaza Parking Garage and Office Building
PROJECT NUMBER:	16-2989.00
REPORTED BY:	James Tramontana
DATE:	6/6/2019
CORE ID#:	15
CORE LOCATION:	Stall level 4 (see plans)
DIAMETER (INCHES):	2.75"
LENGTH (INCHES):	5.5"
MAX SIZE AGGREGATE:	3/4"

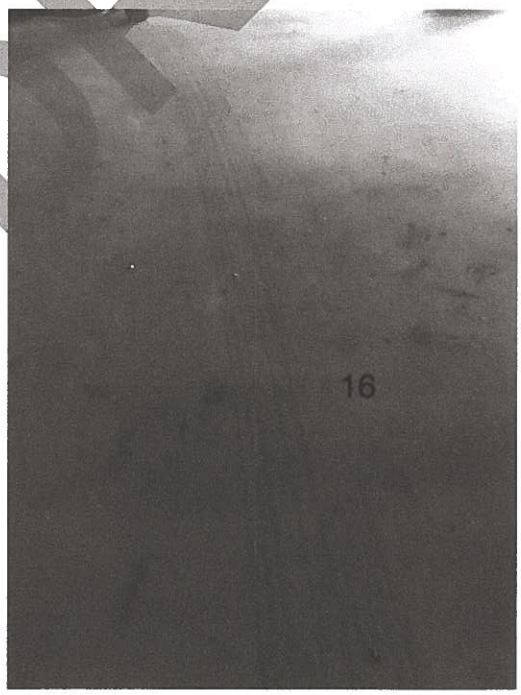
CONSOLIDATION:	Good
SEGREGATION:	None
GRADATION:	Good
ENTRAPPED AIR:	Moderate
CRACKING (EXTENT/DEPTH, ETC.):	None
DEPTH OF STEEL:	NA
SIZE OF STEEL:	NA
CONDITION OF STEEL:	NA
PRESENCE OF PATCH MATERIAL:	NA
GENERAL COMMENTS:	This core was extracted from a good area of concrete located on level 4 of the parking garage. The core was within 5 feet of a floor drain.



WALKER #16-2989.00

PROJECT NAME:	One Talcott Plaza Parking Garage and Office Building
PROJECT NUMBER:	16-2989.00
REPORTED BY:	James Tramontana
DATE:	6/6/2019
CORE ID#:	16
CORE LOCATION:	Drive-lane level 4 (see plans)
DIAMETER (INCHES):	2.75"
LENGTH (INCHES):	6.75"
MAX SIZE AGGREGATE:	3/4"

CONSOLIDATION:	Good
SEGREGATION:	None
GRADATION:	Good
ENTRAPPED AIR:	Moderate
CRACKING (EXTENT/DEPTH, ETC.):	None
DEPTH OF STEEL:	NA
SIZE OF STEEL:	NA
CONDITION OF STEEL:	NA
PRESENCE OF PATCH MATERIAL:	NA
GENERAL COMMENTS:	This core was extracted from a good area of concrete in a low point located on level 4 of the parking garage.



WALKER #16-2989.00

PROJECT NAME:	One Talcott Plaza Parking Garage and Office Building
PROJECT NUMBER:	16-2989.00
REPORTED BY:	James Tramontana
DATE:	6/7/2019
CORE ID#:	17
CORE LOCATION:	Drive-lane level 3 (see plans)
DIAMETER (INCHES):	2.75"
LENGTH (INCHES):	7.5"
MAX SIZE AGGREGATE:	3/4"

CONSOLIDATION:	Good
SEGREGATION:	None
GRADATION:	Good
ENTRAPPED AIR:	Moderate
CRACKING (EXTENT/DEPTH, ETC.):	None
DEPTH OF STEEL:	NA
SIZE OF STEEL:	NA
CONDITION OF STEEL:	NA
PRESENCE OF PATCH MATERIAL:	NA
GENERAL COMMENTS:	This core was extracted from delaminated area of concrete in a flat region located on level 3 of the parking garage.

WALKER #16-2989.00

PROJECT NAME:	One Talcott Plaza Parking Garage and Office Building
PROJECT NUMBER:	16-2989.00
REPORTED BY:	James Tramontana
DATE:	6/7/2019
CORE ID#:	18
CORE LOCATION:	Stall level 2 (see plans)
DIAMETER (INCHES):	2.75"
LENGTH (INCHES):	7.25"
MAX SIZE AGGREGATE:	3/4"

CONSOLIDATION:	Good
SEGREGATION:	None
GRADATION:	Good
ENTRAPPED AIR:	Moderate
CRACKING (EXTENT/DEPTH, ETC.):	None
DEPTH OF STEEL:	NA
SIZE OF STEEL:	NA
CONDITION OF STEEL:	NA
PRESENCE OF PATCH MATERIAL:	NA
GENERAL COMMENTS:	This core was extracted from a delaminated area of concrete located on level 2 of the parking garage.

WALKER #16-2989.00

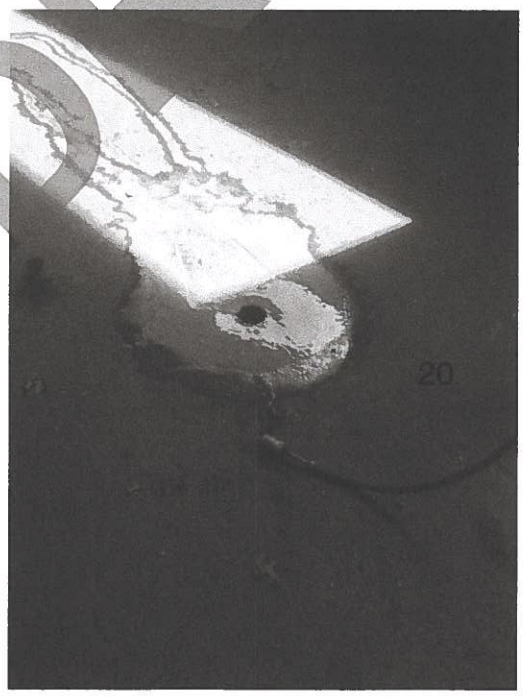
PROJECT NAME:	One Talcott Plaza Parking Garage and Office Building
PROJECT NUMBER:	16-2989.00
REPORTED BY:	James Tramontana
DATE:	6/7/2019
CORE ID#:	19
CORE LOCATION:	Drive-lane level 1 (see plans)
DIAMETER (INCHES):	2.75"
LENGTH (INCHES):	6"
MAX SIZE AGGREGATE:	3/4"

CONSOLIDATION:	Good
SEGREGATION:	None
GRADATION:	Good
ENTRAPPED AIR:	Moderate
CRACKING (EXTENT/DEPTH, ETC.):	None
DEPTH OF STEEL:	NA
SIZE OF STEEL:	NA
CONDITION OF STEEL:	NA
PRESENCE OF PATCH MATERIAL:	NA
GENERAL COMMENTS:	This core was extracted from delaminated area of concrete in a flat region located on level 1 of the parking garage. The core was taken near an asphalt covered area.

WALKER #16-2989.00

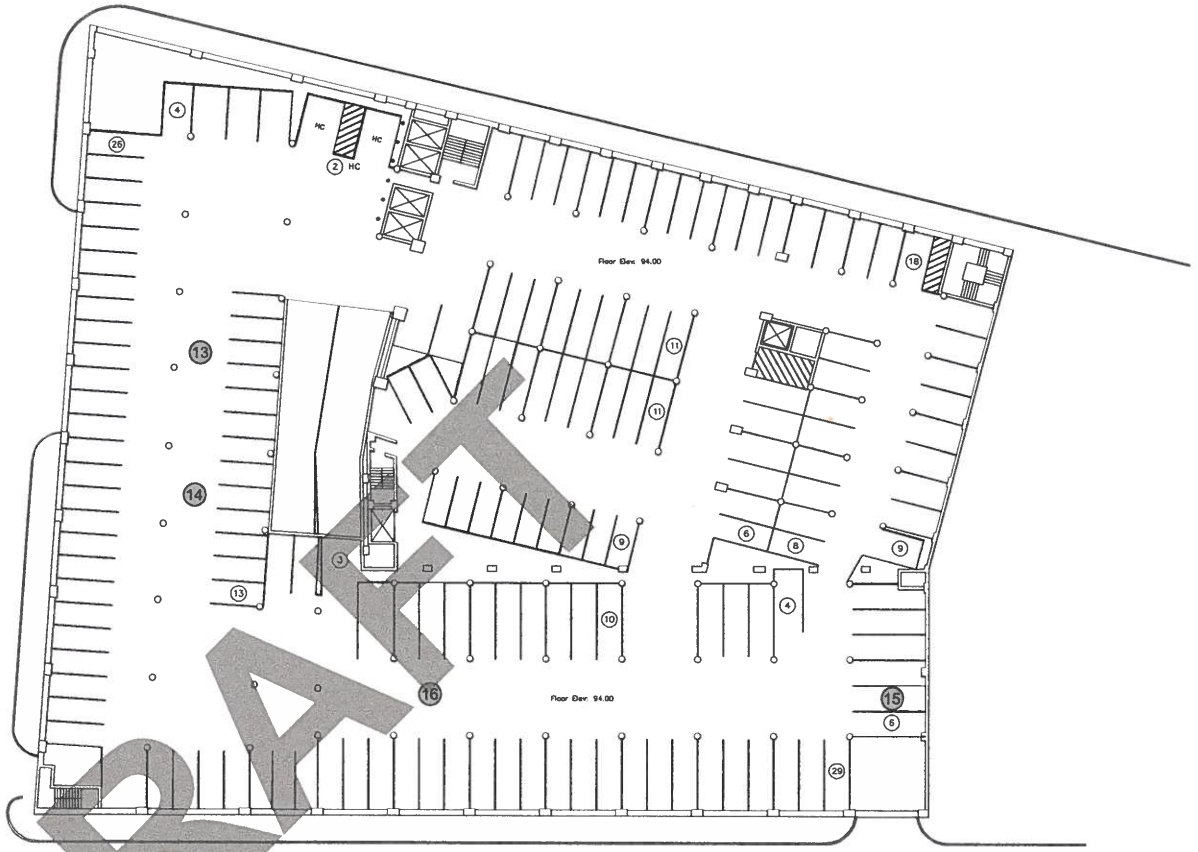
PROJECT NAME:	One Talcott Plaza Parking Garage and Office Building
PROJECT NUMBER:	16-2989.00
REPORTED BY:	James Tramontana
DATE:	6/7/2019
CORE ID#:	20
CORE LOCATION:	Drive-lane level L (see plans)
DIAMETER (INCHES):	2.75"
LENGTH (INCHES):	6.5"
MAX SIZE AGGREGATE:	3/4"

CONSOLIDATION:	Good
SEGREGATION:	None
GRADATION:	Good
ENTRAPPED AIR:	Moderate
CRACKING (EXTENT/DEPTH, ETC.):	None
DEPTH OF STEEL:	NA
SIZE OF STEEL:	NA
CONDITION OF STEEL:	NA
PRESENCE OF PATCH MATERIAL:	NA
GENERAL COMMENTS:	This core was extracted from a good area of concrete in a flat region located on level L of the parking garage.



ONE TALCOTT PLAZA PARKING GARAGE

APPENDIX C – CONCRETE TESTING



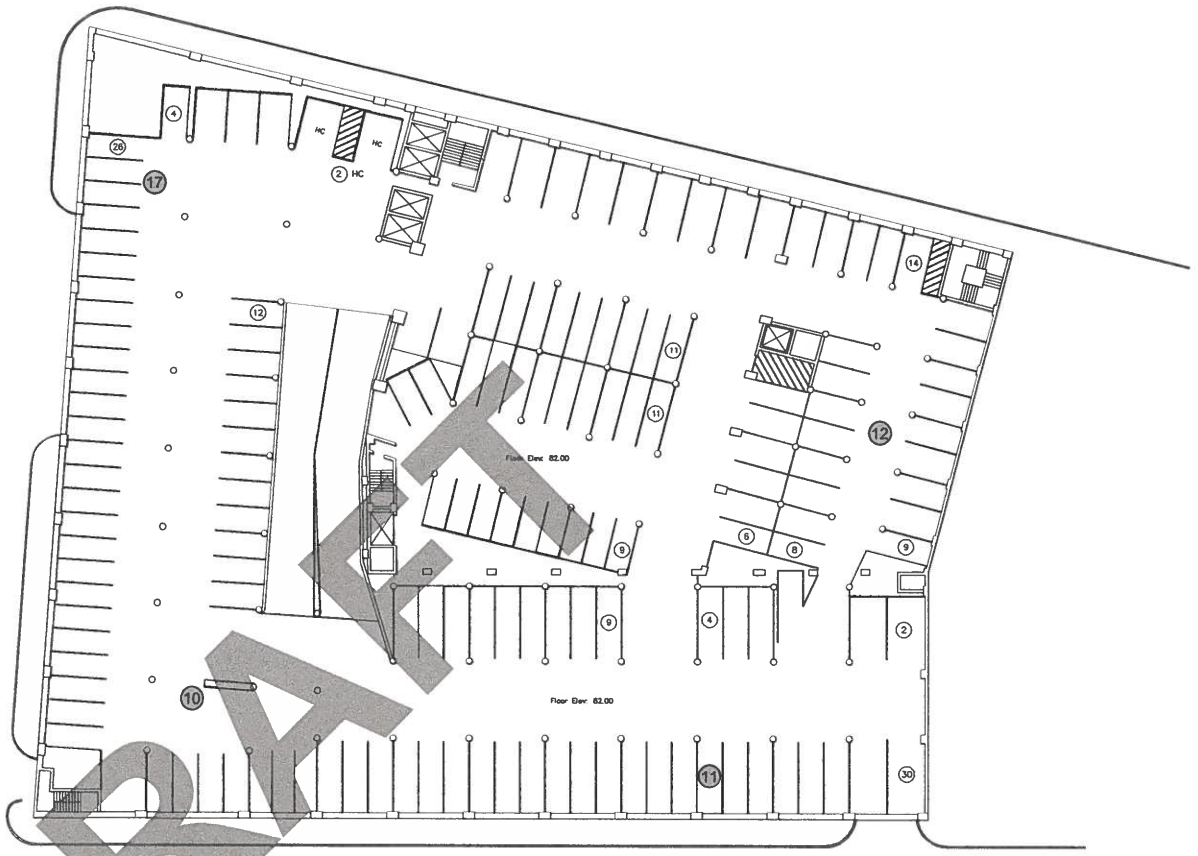
LEVEL	REG'S	HC'S	TOTAL
4	167	2	169
3	155	2	157
2	155	2	157
1	134	4	138
L	99	3	102
B	90	0	90
	800	13	813

ADA ALLAN DAVIS ASSOCIATES INC.
488 Main Avenue, Norwalk, Connecticut 06851 (203) 849-0898

Capitol Community Technical College
Hartford, Connecticut
Parking Layout – Level 4 (Purple)

Job No.	Designed By:	Checked By:	Scale
99050	M.S.D.	–	1" = 20'
Cad File:	Drawn By:	Date	Sheet No.
	M.S.	5-28-99	1 Of 6

Revisions		
No.	By:	Date:



REG'S	HC'S	TOTAL
155	2	157

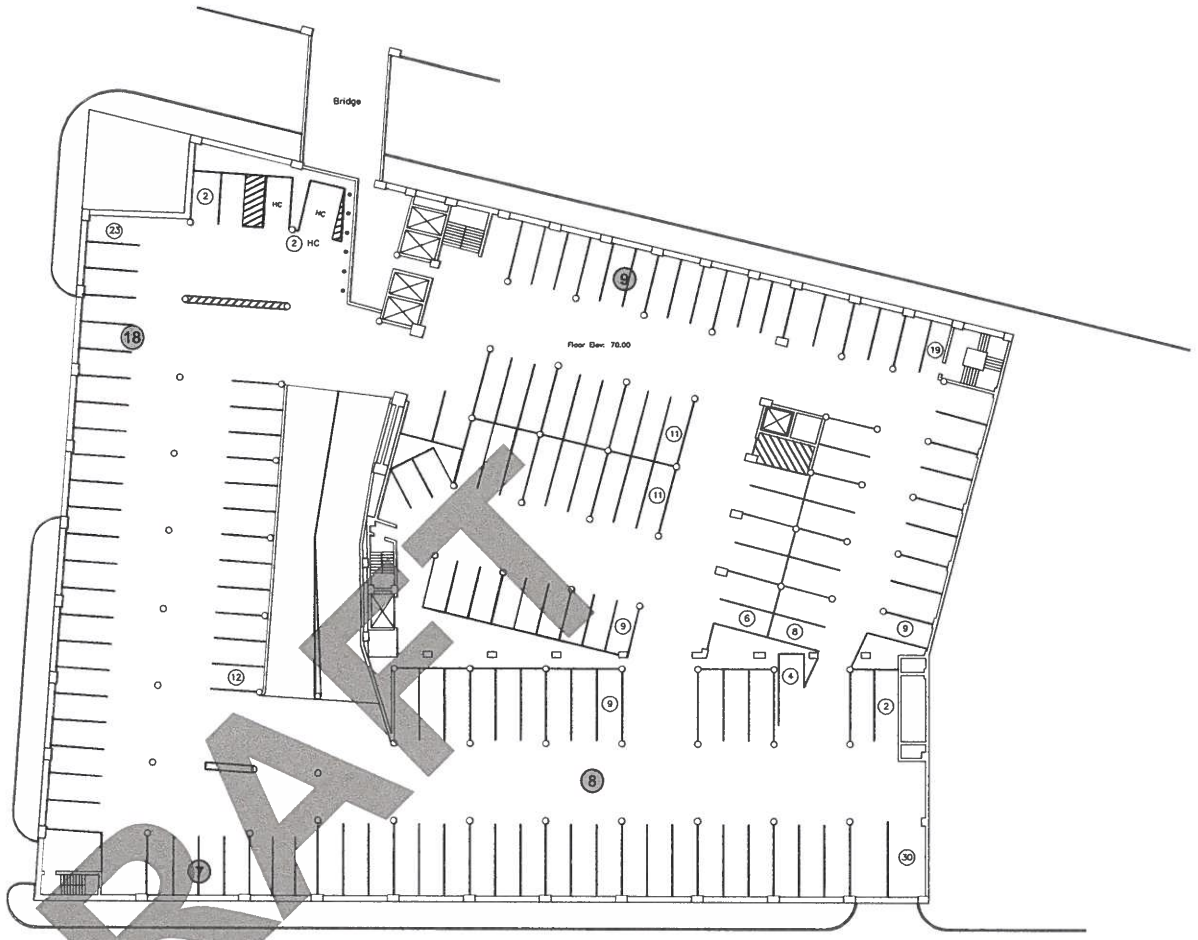
ALLAN DAMS ASSOCIATES INC.
455 Main Avenue, Norwalk, Connecticut 06851 (203) 849-0898

Capitol Community Technical College
Hartford, Connecticut

Parking Layout – Level 3 (Red)

Job No.	Designed By:	Checked By:	Scale:
99050	M.S.D.	–	1" = 20'
Cad File: d:\99050\Drawings\99050002.dwg	Drawn By: M.S.	Date: 5-28-99	Sheet No. 2 Of 6

Revisions		
No.	By:	Date:



REG'S	HC'S	TOTAL
155	2	157

ALLAN DAVIS ASSOCIATES INC.
488 Main Avenue, Norwalk, Connecticut 06851 (203) 849-0898

Capitol Community Technical College
Hartford, Connecticut

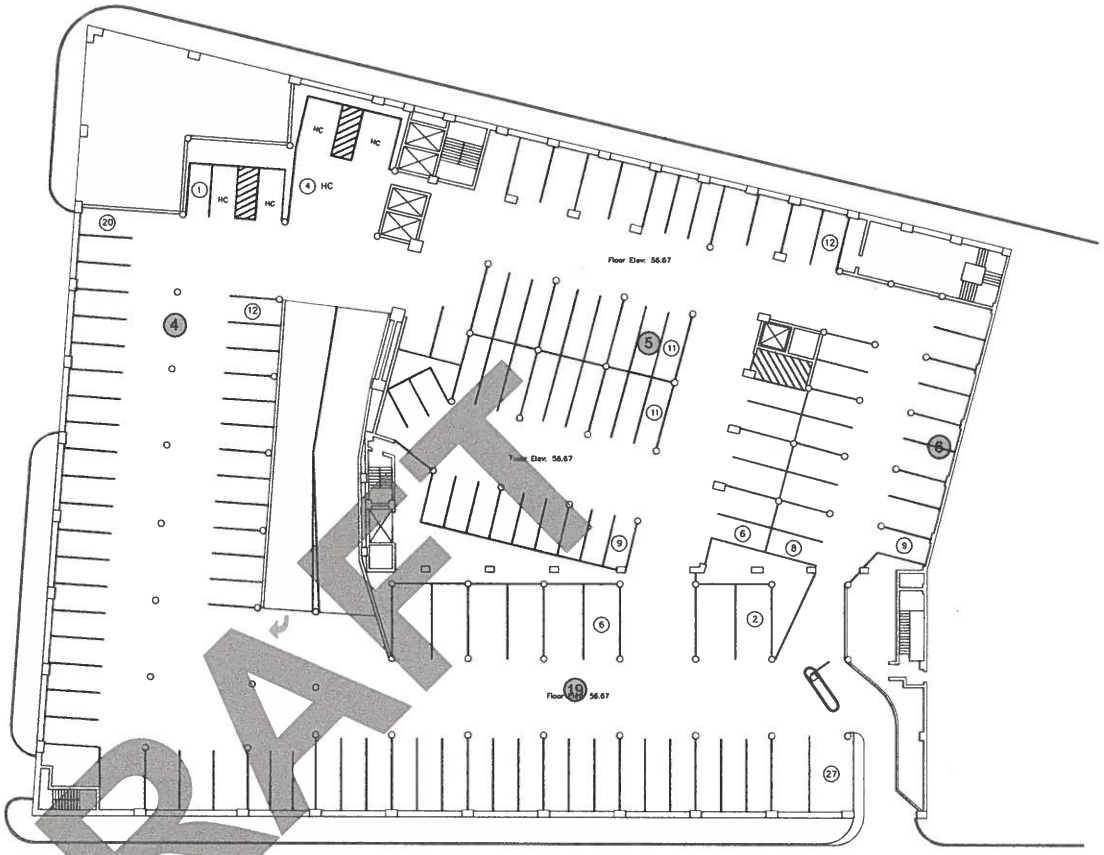
Parking Layout – Level 2 (Yellow)

Job No.	Designed By:	Checked By:	Scale:
99050	M.S.D.	–	1" = 20'
Cad File:	Drawn By:	Date:	Sheet No.
	M.S.	5-28-99	3 of 6

Revisions		
No.	By:	Date:

ONE TALCOTT PLAZA PARKING GARAGE

APPENDIX C – CONCRETE TESTING



REG'S	HC'S	TOTAL
134	4	138

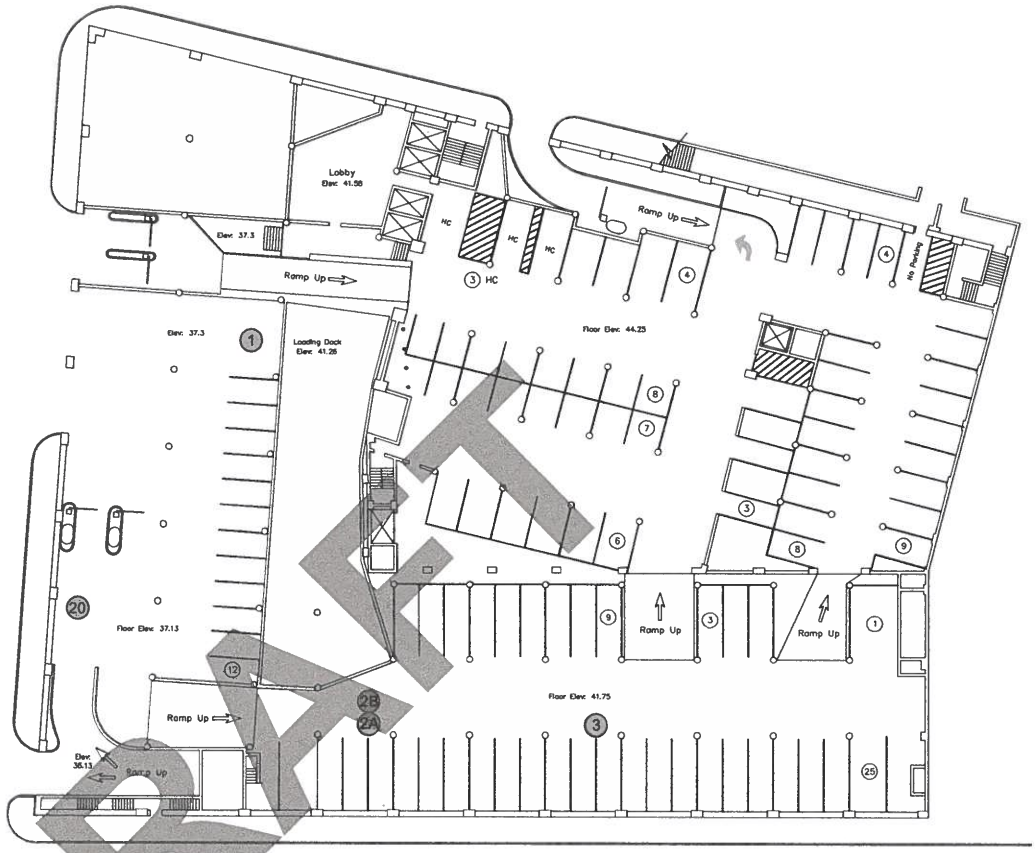
ALLAN DAMS ASSOCIATES INC.
408 Main Avenue, Norwalk, Connecticut 06851 (203) 849-0898

Capital Community Technical College
Hartford, Connecticut

Parking Layout – Level 1 (Blue)

Job No.	Designed By:	Checked By:	Scale
99050	M.S.D.	–	1" = 20'
Cad File: Q:\99050\Drawings\99050004.dwg	Drawn By: M.S.	Date: 5-28-99	Sheet No. 4 Of 6

Revisions		
No.	By:	Date:



REG'S	HC'S	TOTAL
99	3	102

ALLAN DAMS ASSOCIATES INC.
486 Main Avenue, Norwalk, Connecticut 06851 (203) 849-0898

Capitol Community Technical College
Hartford, Connecticut

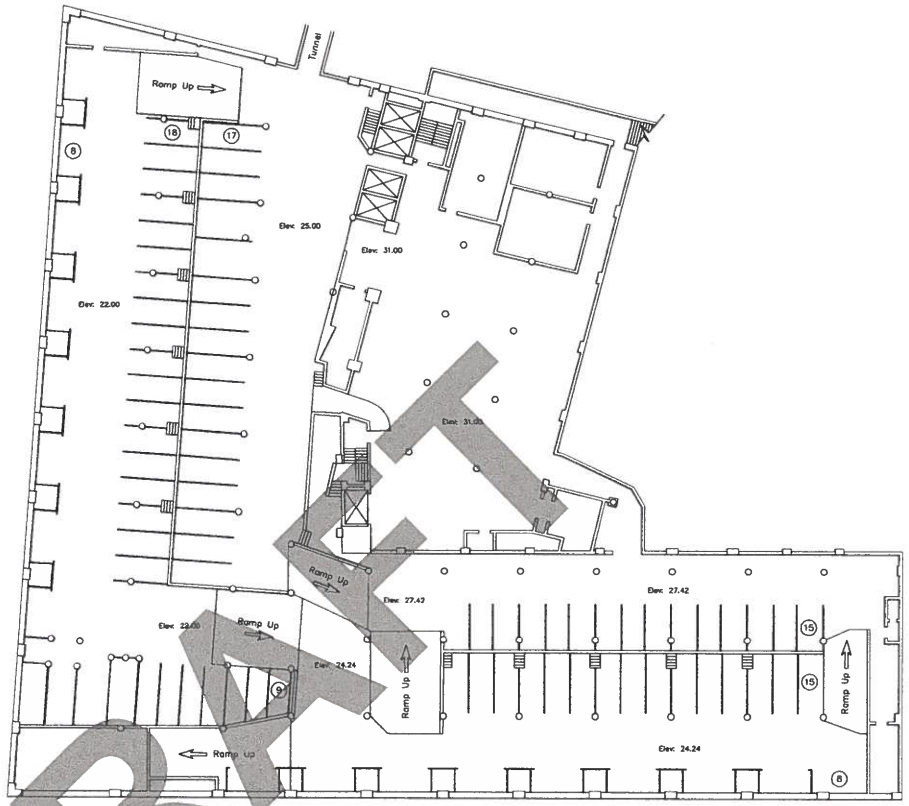
Parking Layout – Level L (Green)

Revisions		
No.	By:	Date:

Job No. 99050	Designed By: M.S.D.	Checked By: –	Scale: 1" = 20'
Cad File: G:\99050\Drawings\99050003.dwg	Drawn By: M.S.	Date: 5-28-99	Sheet No. 5 Of 6

ONE TALCOTT PLAZA PARKING GARAGE

APPENDIX C – CONCRETE TESTING



REG'S	HC'S	TOTAL
90	0	90

ADA ALLAN DAVIS ASSOCIATES INC.
488 Main Avenue, Norwalk, Connecticut 06851 (203) 849-0898

Capital Community Technical College
Hartford, Connecticut

Parking Layout – Level B (Pink)

Job No.	Designed By:	Checked By:
99050	M.S.D.	–
Cad File: d:\99050\drawings\99050006.dwg	Drawn By: M.S.	Date: 5-28-99

Revisions		
No.	By:	Date:

Scale: 1" = 20'

Sheet No. 6 Of 6

Hartford Planning Division

From: Jane Davey <Jdavey@lazparking.com>
Sent: Thursday, October 29, 2020 9:48 PM
To: Chambers, Aimee
Cc: David Schick; zfeldberg@shelbourneco.com; Hartford Planning Division; Alan Lazowski
Subject: 36-70 Talcott Street - Historic Review
Attachments: 20191115_131318.jpg; 20191115_131321.jpg; 20191115_131148.jpg

Hi Aimee,

I just wanted to update you on the progress we are making in regards to the historic bridge. We have been in discussions with Building Conservation Associates (BCA), a highly regarded restoration and preservation consulting and research firm with several office throughout the country. Our initial conversations with BCA were focused on the full removal, storage and restoration of the 2-story bridge. BCA advised us that this was a very complex project due to the materials as well as site access and logistics. Before even beginning to come up with a plan and estimated cost for removal, storage, restoration and, ultimately, reuse we would still need to spend a significant amount of money ($50,000-$75,000) to perform probes of the concrete and steel to determine the structural integrity and feasibility. The removal of concrete without damage is a difficult task and there would be no guarantee that portions of the concrete, particularly at the connection points to the main buildings, would not crumble upon removal. The interior of the 2 story bridge is in poor condition (see attached pictures). Furthermore, unlike the exterior, the interior is devoid of the interesting architectural features that adorn the exterior.

Thus we have came to the conclusion that full removal and preservation of the bridge was not economically viable. However, we are committed to trying to save and restore the most significant and recognizable features of the bridge – it's copper cladding, windows, and clock. We have engaged BCA to complete a full feasibility study and scope of work so that we can move forward with this plan. We anticipate having their proposal by the end of next week and will share with you once it is available.

Best Regards,

Jane

Jane Davey
LAZ Investments
Director of Acquisitions & Asset Management
W (860) 522-7641 x7758 | C (973) 769-0188 | F (860) 524-8249
One Financial Plaza, 14th Floor | Hartford, CT 06103
jdavey@lazinvestments.com


SANIPIPE
The Quiet Pipe
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