

August 30, 2022
Memorandum for Mr. Michael VanOverbeke
Subject: Carriage House – Brush Park Construction Project

Dear Mr. VanOverbeke,

My name is Thomas Lippert and I am the Vice President of Safety and Quality Assurance for The Albert M. Higley Co. As a safety professional and one who heads the risk assessment of our corporation, it is my job to assess the physical characteristics of any structure in or on which our company or it's subcontractors may work. In doing so, there are numerous considerations. One which is a substantial factor is the requirement by The Department of Labor OSHA standard 1926.850(a) which requires that "an engineering survey of the structure must be conducted by a competent person to determine the condition of the framing, floors, and walls so that measures can be taken, if necessary, to prevent the premature collapse of any portion of the structure."

Upon review of the engineering survey and photographic documentation of multiple site visits by our team, it is clear that the building is increasingly and significantly compromised from a structural integrity perspective. So much so that entry into the building, even for the purpose of further evaluation, is no longer feasible. As a matter of fact, after review of the current condition of the building and the extreme deterioration of the structure in just the past 6 months, I have forbidden anyone from our team nor any contractors working with or for us to bodily enter this structure. It is my professional opinion based on the engineering survey and physical evidence that this building is not safe to have any measures taken to prevent the premature collapse.

I would like to bring to your attention a number of contributing factors:

- The chance of incidental collapse by merely environmental conditions poses a grave danger to the public in the alley, on the sidewalk as well as potentially for the first lane of traffic on John R St.
- All four walls are no longer "straight" or Plumb. They have moved significantly since the covid "recess" and the original engineering study and proposed plan. They seem to have moved a considerable amount even since there were photos taken even just this past spring.
- The fire and loss and of the second floor and roof has left the walls unbraced as several lintels were burned which removed significant structural support and integrity.
- Wind, water, and freeze thaw cycles have shifted the building. Nearby construction and heavy equipment traffic have likely contributed to the damage.
- There is a sink hole in the alley likely caused by a broken water line that the previous owner disclosed. This sink hole is in close proximity to the foundation which is likely compromised.
- Masonry can't be straightened. It's impossible to rebuild the walls in their current state. Once movement happens the mortar becomes dislodged and no longer structurally sound. Tuck pointing the brick is impossible on a three-course wall. The center course can't be accessed to be repaired. The existing brick are solid, therefore impossible to fill with grout or epoxy to stabilize. Attempt to move the walls back to a point of plumb would be impossible

from a safety perspective as the emplacement of braces would unduly subject any workers to unacceptable risk of collapse of unstable and deadly quantities of heavy brick.

- Any attempt at excavation near the building to install bracing or to attempt a repair of the foundation introduces an unstable foundation and an extremely high possibility of movement in the soil which would likely result in a collapse of the masonry walls.
- The alley is scheduled for a complete utility rebuild to accommodate three new projects. Should any bracing of the exterior walls be attempted, it would block the ally and prevent this planned utility work. If the utility work is done prior to any attempted bracing, a collapse could not be prevented, and extreme danger to the nearby workers is very real.
- Bracing from the interior would require removing debris from the structure. Much of the fallen and piled up debris is still partially attached and likely helping to hold up the walls therefore making the debris too dangerous to move. Excavation for bracing in the building interior would also very likely cause collapse.
- The building to the south has Asbestos Containing Material (ACM) in multiple locations. An emergency demo order has been issued on this structure. Prior to demolition, the building must first be abated of all ACM. The abatement process cannot be done selectively without serious and unacceptable risk to workers. Work on any portion of the carriage house cannot be permitted without the abatement process completed on the building to the south.
- Workers in the southern buildings would not be able to work in a safe environment free of the unacceptable risk of an unplanned collapse until the carriage house has been demolished. Any attempt to remove the southern building would undoubtedly cause the collapse of the carriage house.
- We have closed the sidewalk and first lane of traffic, as a collapse is highly likely.

In summary, we in our firm collectively agree with the full spectrum of evaluations of this property and that it is unsalvageable and needs to be demolished immediately. The timing of this demolition cannot come soon enough to prevent further risk of incidental and unplanned collapse and any further risk of a catastrophic event endangering the wellbeing of neighbors or workers.

If you have any questions regarding this topic or wish to further discuss any points in this letter, please do not hesitate to reach out to me at tlippert@amhigley.com or on my personal mobile phone at 440.635.7199.

Very Respectfully,



Thomas Lippert
Vice President
The Albert M. Higley Co.