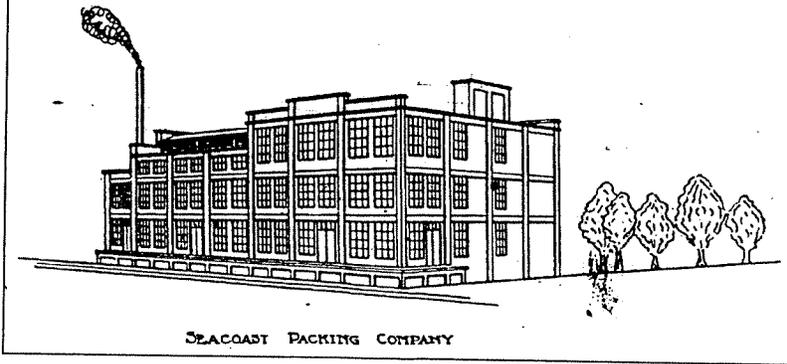


BEAUFORT, S. C. FRIDAY, DEC. 17, 1920



SEACOAST PACKING COMPANY

THE PICKLE FACTORY
PLANNED UNIT DEVELOPMENT
BEAUFORT, SOUTH CAROLINA

December 8, 2006

Prepared by: **DAWSON WISSMACH** ARCHITECTS

ORDINANCE

0-07-07

AMENDING THE OFFICIAL ZONING MAP OF THE CITY OF BEAUFORT BY CHANGING THE ZONING DESIGNATION OF A 1.16-ACRE PARCEL OF PROPERTY LOCATED OFF FRIPP STREET, IDENTIFIED AS DISTRICT 120, TAX MAP 5, PARCEL 28, FROM R-1 DISTRICT TO PLANNED UNIT DEVELOPMENT DISTRICT

WHEREAS, Dawson Wissmach Architects have submitted an application to rezone a 1.16-acre parcel of property located off Fripp Street, identified as District 120, Tax Map 5, Parcel 28, from "R-1 Low Density Single-Family Residential District" to "PUD Planned Unit Development District;" and

WHEREAS, an historic structure is located on the property; and

WHEREAS, the structure located on the property has been abandoned for many years; and

WHEREAS, the Comprehensive Plan designates the property in question as "Medium Density Residential;" and

WHEREAS, the proposed rezoning was presented to the City of Beaufort-Town of Port Royal Joint Municipal Planning Commission and the Commission recommended approval; and

WHEREAS, a public hearing before the Beaufort City Council was held regarding rezoning of this property on Tuesday, January 9, 2007, with notice of the hearing published in *The Beaufort Gazette* on Monday, December 18, 2006;

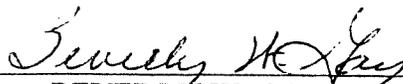
NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Beaufort, South Carolina, duly assembled and by authority of same, pursuant to the power vested in the Council by Section 6-29-760, *Code of Laws of South Carolina, 1976* as amended, that the "Official Zoning Map, City of Beaufort" be amended to change the zoning designation of a 1.16-acre parcel of property located off Fripp Street, identified as District 120, Tax Map 5, Parcel 28, from "R-1 Low Density Single-Family Residential District" to "PUD Planned Unit Development District."

This ordinance shall become effective immediately upon adoption.



BILL RAUCH, MAYOR

(SEAL) Attest:



BEVERLY W. GAY, CITY CLERK

1st Reading February 13, 2007

2nd Reading & Adoption February 27, 2007

Reviewed by:

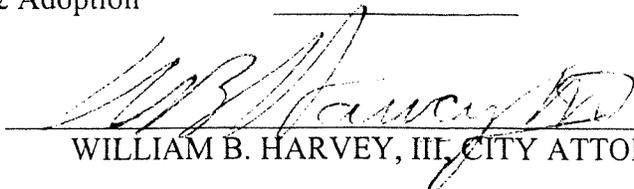

WILLIAM B. HARVEY, III, CITY ATTORNEY

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Project Overview

The Pickle Factory project will include the renovation/rehabilitation of an existing warehouse building and its associated site into a (12) twelve unit residential condominium. Located within the City limits, the Pickle Factory, also known as the Seacoast Packing Company Building, was built circa 1920 along the now abandoned C&W Railroad line. The building stands as one of the only remaining early 20th century industrial buildings in the City limits and is an anomaly within the overwhelmingly single family residential area. In response to this existing context the most appropriate use for the property is a conversion to a low impact multi-family residential condominium which utilizes the existing historic building shell. Because of the building's uniqueness and historic value to the City of Beaufort, the owner is committed to saving the existing structure. The owner will seek to include the building on the National Register of Historic Places in order to qualify it for the Federal Façade Preservation Easement Program. The owner is also determined to qualify the building as the first LEED (Leadership in Energy and Environmental Design) certified "green building" in the City of Beaufort. This certification guarantees the project will minimize the development impact on the surrounding neighborhood, lessen the project's environmental impact, meet or exceed city and county development standards for stormwater management / site disturbance and promote sustainable design practices in the City of Beaufort.

The current R-1 zoning for the property does not allow for multifamily uses "by-right." In lieu of rezoning the property GR (General Residential) allowing 25 units per acre, the owner has opted to create a Planned Unit Development (PUD) in order to guarantee the adjacent community of a maximum project density of (12) twelve units. The project proposal is consistent with the Beaufort Comprehensive Plan for Planned Unit Developments. Under the PUD Standards the proposal is commensurate with an "imaginative approach" to community design. It is sympathetic to the building, site, and surrounding context. Finally, it utilizes an existing culturally and historically significant structure without altering its contributing character.

Conceptual Site Overview

The Pickle Factory site is approximately 1.14 acres and is currently zoned R-1. The primary two-way access to the site extends from the north via Dill Drive. This will remain as the sole vehicular entry point for the development. Apart from this access road the northern boundary of the site is heavily wooded with mature Live Oaks and underbrush. The vegetation continues along the western and southern boundaries of the site creating a natural landscape buffer between the site and the adjacent single family residences. The owner will preserve all existing buffers in order to minimize the visual impact of the development on the neighborhood. The eastern boundary of the property is defined by the abandoned C&W Railroad right-of-way. It is the hope of the owner that the railroad tracks will be converted by the City into a recreational walking path as part of the Rails-to-Trails Conservancy program. This would create pedestrian access to and from the site and provide a recreational amenity for the project. The owner is committed to cooperative effort with the City to make this initiative a reality as soon as possible.

Vehicular access and parking will extend around the north and west side of the site, allowing for the preservation of several large "green" open spaces and landscape buffers. The existing large open area on the north side of the site will be preserved and utilized for tenant gardens. The other existing open area adjacent to the rail road easement will be used as recreational area that will eventually serve as an access point for the future pedestrian trail. A screened service/recycling area will be located at the end of the drive and will be oriented toward the building to eliminate headlight glare on the surrounding homes. Additional trees and natural landscaping will be provided throughout the site to accent the building and articulate the different open spaces and buffers.

Conceptual Building Overview

The existing Pickle Factory building was constructed in 1920 as a livestock shipping facility for the Seacoast Packing Company. The building's structure was designed as a poured in place concrete frame with a structural tile wall infill system typical of the time period, but unique to the area. The building has been abandoned for almost half a century and has fallen into a state of serious disrepair. While the concrete structural frame is salvageable, a large amount of costly repair and replacement will be required to make the building habitable and to meet current code. Further information on the required structural repair can be referenced in the attached structural investigation report. The owner intends to restore the building exterior to its original character and design with in-kind replacement of all finished and new window systems. Additional exterior renovation work will include creating a new covered porch over the existing loading dock facing the railroad tracks. Small courtyards constructed of pervious material and natural landscaping are also proposed at the west side of the building. The interior will be renovated and adapted to accommodate (12) twelve residential units.

In addition to the renovation of the existing historic building, a small addition is proposed at the south end of the building. The existing building footprint is 5,275sf with an additional 2,840sf raised loading platform and ramp for a gross building footprint of 8,115sf. The ramp and platform will be demolished and its impervious area credited towards the new addition area. The addition will reduce the predevelopment gross building footprint area by an estimated 400sf.

Project Information

Cultural Resources

A draft of the Summary of Historical Development and Site Study is currently being prepared by Integrated Archaeology. This report will be submitted to the City of Beaufort Historic Preservation Office for review and approval.

Addressing

Street names and addresses will be coordinated with the US Postal Service and Beaufort County Emergency Services.

Ownership/Maintenance of Drives and Common Areas

The Pickle Factory street, surface parking, street trees, stormwater management system and common areas will be owned and maintained by the Pickle Factory Property Owner's Association. The current owner will maintain control of the Property Owner's Association until a time when it will be turned over to the Pickle Factory property owners.

Signage

The project will comply with City of Beaufort UDO signage standards.

Fire Access

The project will comply with all current City of Beaufort Building and Life Safety Codes. Final street design will incorporate current design standards for the City of Beaufort Emergency Services.

Design Review Board

The project will be under the jurisdiction of the City of Beaufort Design Review Board and will meet the criteria and standards established by the Unified Development Ordinance for Design Districts.

Program/Data

Pre Development Land Use

Building Area (Including loading docks/ramp):	16.3%	8,115 SF
Parking, Drives, and Walkways (Impervious surfaces)	1.7%	844 SF
Parking, Drives, and Walkways (Pervious surfaces)	0%	0 SF
Natural area	82%	40,709 SF
Total Acreage:	100%	49,668 SF (1.14 Acres)

Proposed Development Land Use

Building Area (Including addition):	15.6%	7,737 SF
Parking, Drives, and Walkways (Impervious surfaces)	30%	14,884 SF
Parking, Drives, and Walkways (Pervious surfaces)	18.4%	9,115 SF
Natural area (Open Space)	36%	17,932 SF
Total Site Acreage:	100%	49,668 SF (1.14 Acres)

Proposed Development Open Space

Required	20%	9,933 SF
Provided	36%	17,932 SF

Lot Type / Land Use

Residential Multi-Family:	12 units
---------------------------	----------

Parking Analysis

Required	21 (1.75 per 2-bedroom unit)
Provided	21 minimum

Lot & Building Development Standards

- The PUD guidelines state that where a development abuts a separate single-family residential district there must be a setback of "not less than 30 feet for multi-family" uses. (UBO 7.4.D.4)
- Buffer strips composed of plants, walls, or fences must accompany property lines which abut residential districts. (UBO 7.4.D.4)
- A minimum of 20% of the proposed development shall be open space, and half of this "shall be improved for passive and/or active recreational use." The open space requirement will be in addition to any required buffer or setback "with the exception of the 25' buffer surrounding the PUD." (UBO 7.4.D.10)
- Building lighting "shall be arranged in a manner that protects the highway and neighboring properties from direct glare or hazardous interference." Also, "maximum illumination at a property with an abutting residential use shall not exceed 0.2 footcandles. (UDO 7.4.D.6-7)

Utilities

Utilities Services

Utility services are available to the site with the capacity to handle the proposed development.

Water & Sewer:

Water and sewer services will be provided by Beaufort Jasper Water & Sewer Authority (BJWSA). BJWSA will own, maintain and operate the provided water and sewer services. The proposed connection locations for water and sewer will be within the adjacent Dill Drive and Fripp Street Right-of-ways. The water system will be designed to exceed all minimum applicable fire-flow requirements. The sewer system will be a gravity system. The sewer and water loading calculations will be based on *Appendix A of South Carolina DHEC's Standards for Wastewater Facility Construction: R.61-67 (June 26, 1998)*, Unit Contributory Loadings and BJWSA current allowances.

Dry Utilities:

Electric service will be provided by SCE&G.

Telephone service will be provided by Embarq.

Cable service will be provided by Comcast.

Drainage Facilities:

Drainage facilities will be provided to the site to handle the proposed development.

Existing Site Conditions:

The project site is located within City of Beaufort limits on Dill Drive off of Fripp Street adjacent to the C. & W.C Rail-road Right-of-way. The undeveloped area of the 1.14 acre site currently has a groundcover of grass and weeds, which will be modeled in good condition. The topography of the drainage basin slopes from North to the South. The highest elevation on the site is 21 feet above MSL with the lowest being 15 feet MSL. There is currently no storm-water collection or

treatment on the site. All of the existing storm-water runoff from the project site travels by overland sheet-flows toward the Southern property line.

Based on the *Soil Survey of Beaufort and Jasper Counties* (USDA Soil Conservation Service, 1980) the soils found onsite are primarily Wando (Wd) series soils. The Wando (Wd) series consists of excessively drained, rapidly permeable soils that formed in thick, sandy Coastal Plain sediment. The Wando soils are classified as Hydraulic Soils Group (HSG) A. A site specific geotechnical report will be prepared prior to detailed design to confirm the USDA soils information.

Drainage Design Scope, Methodology, and Criteria:

The developed site storm-water management system will be designed to handle the onsite runoff. The storm-water management system will be designed to protect water quality and treat the post development run-off to a level which exceeds all applicable state and local storm-water design standards. Beaufort County Engineering (or per current City of Beaufort practices) and SCDHEC-OCRM offices will be required to review the design of the storm-water system prior to approval and implementation. The proposed storm-water management system will be designed in accordance with the South Carolina Stormwater Management and Sediment Control Handbook for Land Disturbance Activities dated August 2003, the SCDHEC Storm-water Management BMP Handbook dated August 2005, and the Beaufort County Manual for Stormwater Best Management Practices dated March 1998. The storm-water treatment Best Management Practice (BMP) intended to be utilized for the required runoff treatment will be an underground detention system. The system will outfall to the adjacent ditch system.

Water Quantity:

The storm-water collection and treatment system will be designed to control the post-development discharge rate so that it does not exceed the pre-development rate of discharge currently leaving the site. Runoff rates for the 2 year, 10 year, 25 year, and 100 year storm events within a 24 hour duration will be analyzed.

Water Quality: Storm-water quality will be achieved by following the requirements and guidelines of SCDHEC-Office of Ocean and Coastal resource Management (OCRM). The regulations of the Storm-water Management and Sediment Reduction Act require that "permanent water quality ponds having a permanent pool shall be designed to store and release the first ½ inch of runoff from the site over a 24-hour period. The storage volume shall be designed to accommodate, at least, ½ inch of runoff from the entire site." For all projects, regardless of size, which are located within one-half (1/2) mile of a receiving water body in the coastal zone, this criteria shall be the storage of the first ½ inch of runoff from the entire site or storage of the first one (1) inch of runoff from the built-upon portion of the property, whichever is greater.

The following methods and parameters will be used to analyze the storm-water model:

Design Method:	TR-55, <i>Urban Hydrology for Small Watersheds</i> (USDA-NRCS)
Design Storms:	2 yr, 10 yr, 25 yr, & 100 yr, 24 hour rainfall events
Rainfall Amounts:	4.5 in, 6.9 in, 8.4 in, and 11.0 in (respectively)
Rainfall Distribution:	SCS Type III
SCS Peak Factor:	323

Contact Information

Owner:

John and Tracy Daniel
6074 Vaux Road
Beaufort, SC 29906

Architect:

Neil Dawson / Andy Lynch / Josh Ward
Dawson Wissmach Architects
12 East Bay Street
Savannah, GA 31401

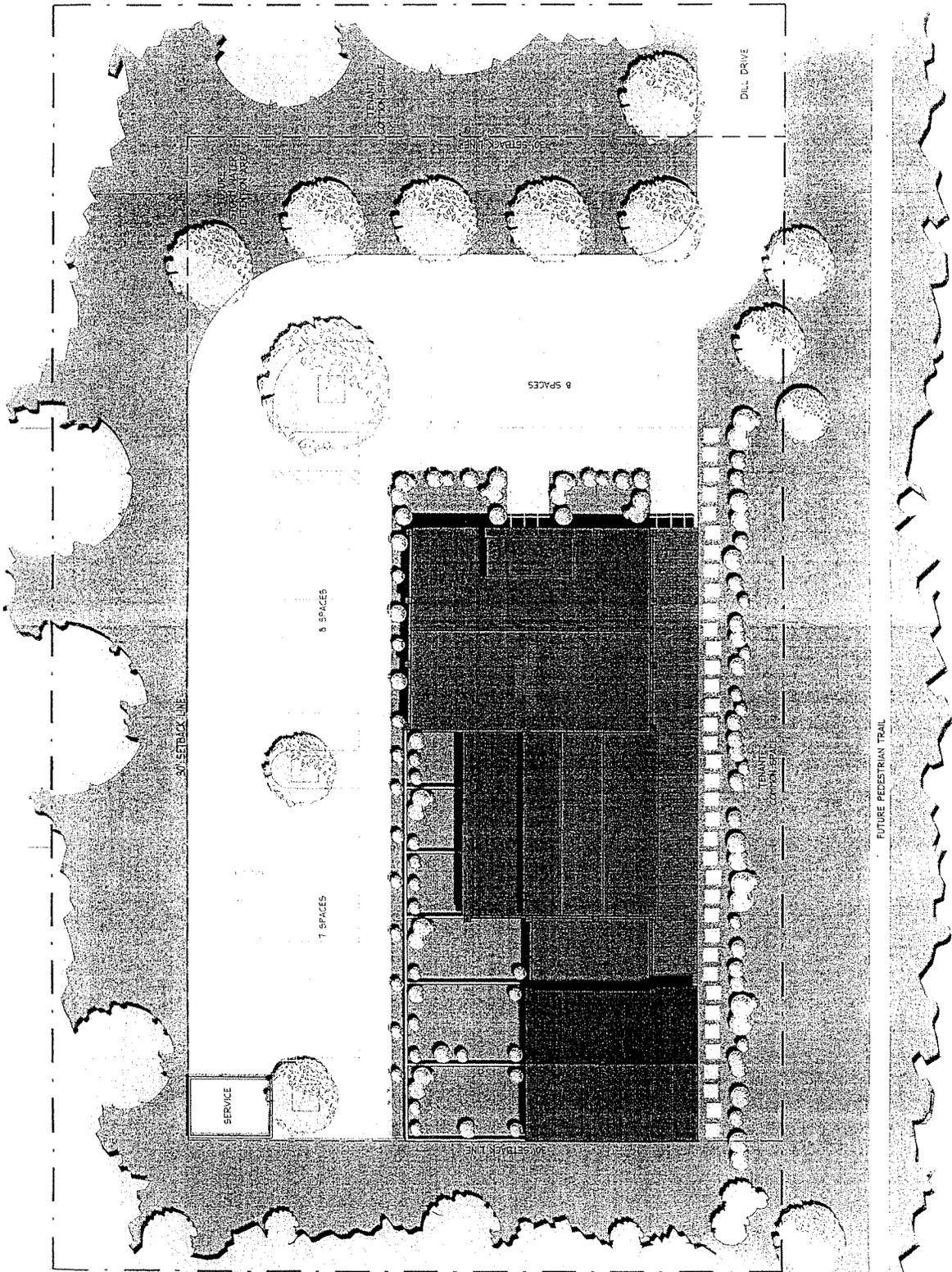
Civil Engineer:

Greg Baisch
Ward Edwards Engineering
12 East Bay Street
Port Royal, SC

Archeological Survey:

Ellen Shasko, Ph.D.
Integrated Archeology

Attachments

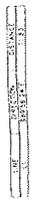


—2
SCALE 3/32" = 1'-0"

THE PICKLE FACTORY

SITE PLAN

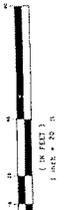
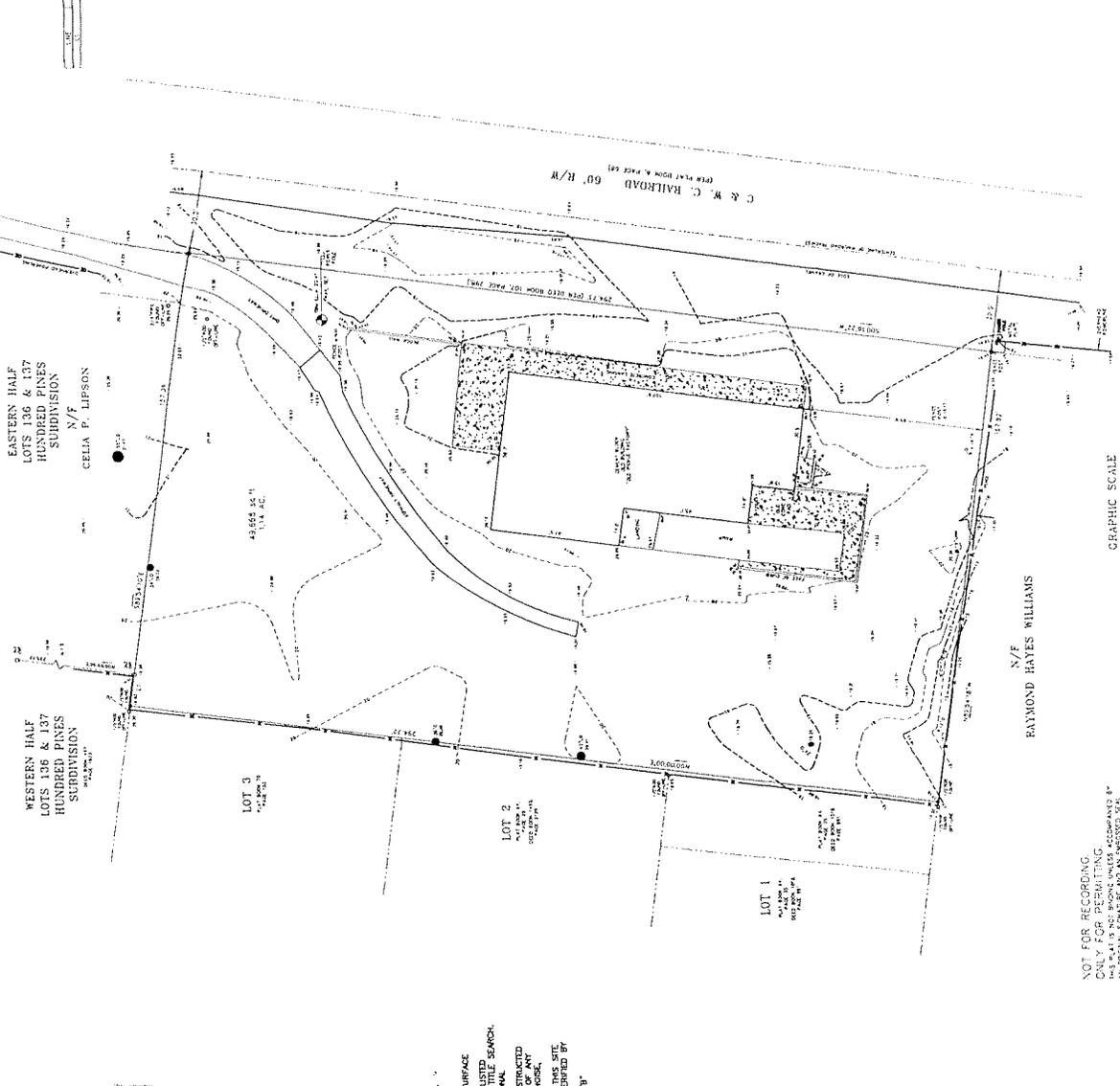
DAWSON WISSMACH ARCHITECTS



TREE LEGEND	
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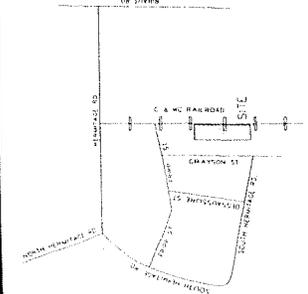
TREE & TOPOGRAPHIC SURVEY
 R 120-005-000-0028
 PREPARED FOR:
 ALLISON-RAMSEY ARCHITECTS
 CITY OF BEAUFORT
 BEAUFORT COUNTY, SOUTH CAROLINA.
 DATE: 07/31/06
 SCALE: 1" = 20'

JOB #11805 E.B. #702 DRAWN BY: DESSON K/ASP



NOT FOR RECORDING
 ONLY FOR PERMITTING
 THIS PLAN IS THE PROPERTY OF GASQUE & ASSOCIATES, INC.
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DONALD L. GASQUE, L.L.C.
 20 PROFESSIONAL VILLAGE CIRCLE, BEAUFORT, S.C.
 (843) 522-1798



LOCATION MAP (N.T.S.)

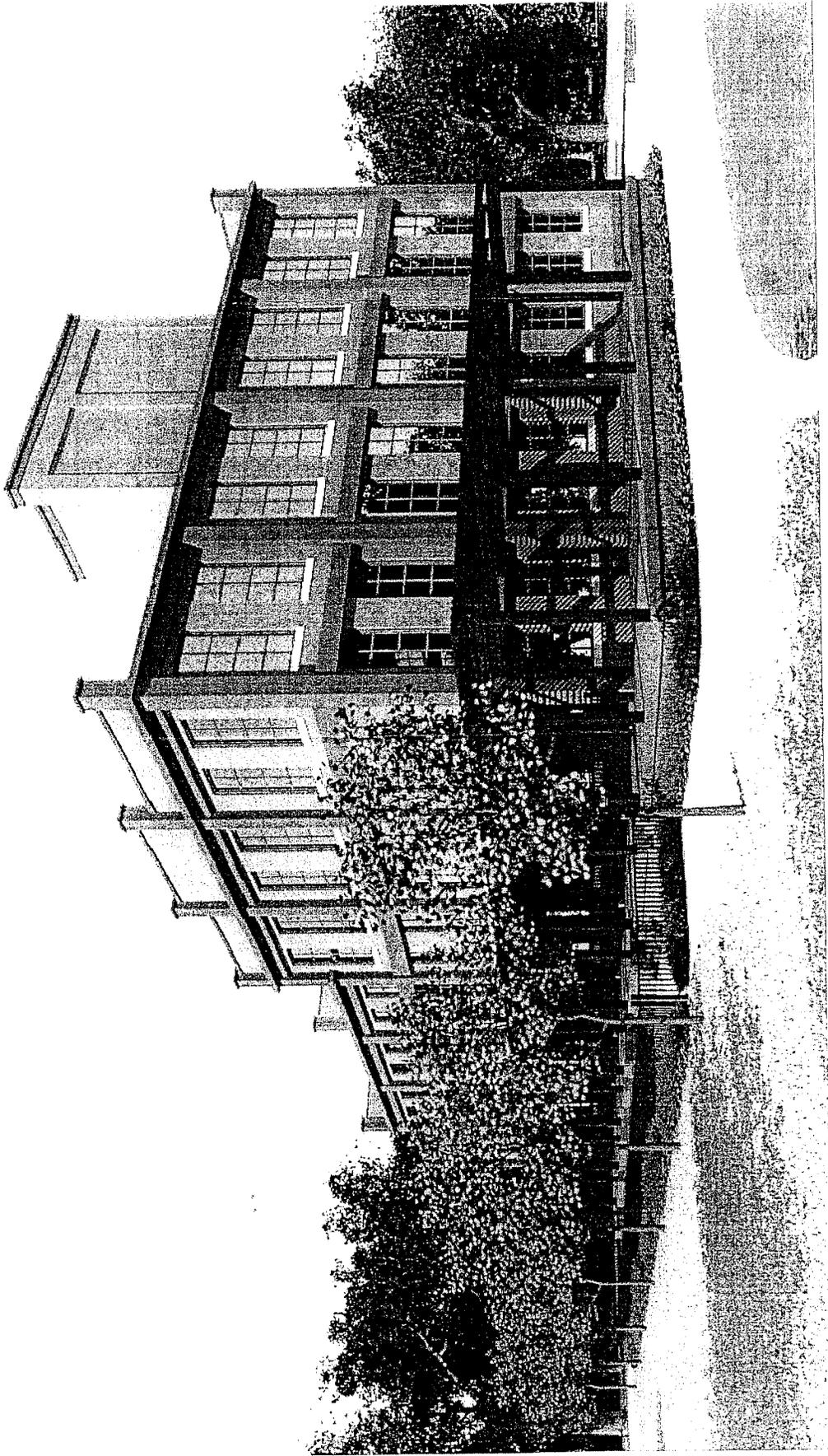
- NOTES:
- 1) ALL DIMENSIONS HEREON ARE BASED ON THE 1987 PLAT NO. 6.
 - 2) THIS PLAN DOES NOT CONSTITUTE A SURVEY OF THE U.S. ARMY CORPS OF ENGINEERS' APPLICABLE REGULATIONS.
 - 3) ALL DIMENSIONS ARE BASED ON COORDINATE METHOD.
 - 4) LOCATION OF UNDERGROUND UTILITIES ARE NOT SHOWN ON THIS SURFACE SURVEY.
 - 5) THIS PLAN REPRESENTS A SURVEY BASED ON THE TITLE SEARCH.
 - 6) EASEMENTS ARE NOT TRANSFERABLE TO ADJACENT.
 - 7) UTILITIES ARE NOT INDICATED OR BEEN INSTRUCTED TO INVESTIGATE THE EXISTENCE OR NON-EXISTENCE OF ANY CRASH POTENTIAL OR ENVIRONMENTAL ISSUES.
 - 8) ALL DIMENSIONS ARE BASED ON THE 1987 PLAT NO. 6.
 - 9) ALL DIMENSIONS ARE BASED ON THE 1987 PLAT NO. 6.
 - 10) DATUM IS 1929 NAD.
 - 11) CONTOURS ARE INTERVALS.
 - 12) THIS IS NOT A BOUNDARY SURVEY.

REFERENCES:

- 1) R 120-005-000-0028-0000.
- 2) BEAUFORT COUNTY R.M.C. OFFICE, DATED 07/17/06.
- 3) A MAP ENTITLED "SKETCH OF PART OF THE 1987 PLAT NO. 6, BEAUFORT COUNTY, SOUTH CAROLINA," DATED 07/17/06.
- 4) PLAT BY DAVID L. GASQUE, BEAUFORT COUNTY R.M.C. OFFICE, DATED 04/09/99.
- 5) PLAT BY E.D. PROCKOW, JR., BEAUFORT COUNTY R.M.C. OFFICE, DATED 08/07/92.
- 6) PLAT BY A.S. SAUER, JR., BEAUFORT COUNTY R.M.C. OFFICE, DATED AUGUST 1929.

GASQUE & ASSOCIATES INC.
 LAND SURVEYORS - PLANNERS
 20 PROFESSIONAL VILLAGE CIRCLE, BEAUFORT, S.C.
 P.O. BOX 1363, BEAUFORT, S.C.
 (843) 522-1798

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THE PICKLE FACTORY

STREET PERSPECTIVE 1

DAWSON WISSMACH ARCHITECTS

W. Hunter Saussy III, P.C.

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Phone: (912) 898-8255

Fax: (912) 898-1882

Email: WHSDRAWINGS@COMCAST.NET

Page 1 of 1

November 7, 2006

Dawson + Wissmach Architects
12 East Bay Street
Savannah, GA 31401

Attn: Andy Lynch

Re: Investigation of Pickle Factory Building
Project No. 06134

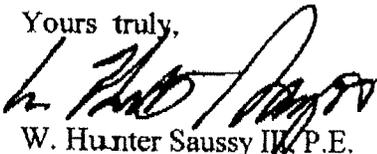
Dear Andy:

At our recent site visit at the above referenced location, we made the comment based on the owner's discussion that the existing building does not meet current wind or seismic code requirements and that any proposed restoration would need to include a design for a lateral bracing system which meets current codes.

Please make the owner aware of this requirement during the design as it may necessitate the need for reinforced concrete masonry walls or concrete shear walls in order to achieve the appropriate code required lateral bracing.

If there are any questions, please do not hesitate to contact me.

Yours truly,



W. Hunter Saussy III, P.E.
WHS/rlm

C:\RobEn\WPWIN\Letters\2006\06Nov07_DWAAndyLynch.wpd

Fax Distribution: 1 Pages

Andy Lynch (#201-0143)

Hard copy via mail

STRUCTURAL ENGINEER

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Page 1 of 3

November 7, 2006

Dawson + Wissmach Architects
12 East Bay Street
Savannah, GA 31401

Re: Investigation of Pickle Factory Building
Project No. 06134

Gentlemen:

As requested, we have performed a visual, non-destructive review of readily accessible areas at the above referenced location. The purpose of this review is to provide an overall general structural assessment of the existing building condition noting any conditions which we feel should be repaired and/or modified as needed for proposed renovations. This report was prepared at the request of Mr. Andy Lynch of Dawson + Wissmach Architects.

The existing structure is a concrete framed building constructed in the 1920's with reinforced concrete floors and a concrete roof. The concrete frame is infilled with various materials including concrete masonry units and clay tile wall units.

The northern three bays of the building are a 3-story concrete framed structure while the southern 4 bays consist of a 2-story concrete framed structure. There are various types of framing systems throughout the structure including one-way floor and roof slabs supported by concrete columns and beams and 2-way flat slab type structures supported by concrete columns. The foundation system for this structure is unknown, however, we would anticipate that it is a shallow foundation. On the eastern side of the building there is a loading dock approximately 4' high which runs the entire east side of the building.

The following is a list of conditions noted during this review which we feel should be addressed during the upcoming renovation:

1. At the southeast corner of the building at the ground floor level, there is a large area of the concrete column which has spalled. The reinforcing is exposed, however, appears to be in good condition. No visible sign of delamination or excessive rusting is noted. This condition should be repaired using a cementitious based epoxy adhesive applied to the existing concrete surface in order to protect the concrete reinforcing within.
2. A similar condition as noted in item #1 above exists at the southwest corner concrete column just above the 2nd floor level. The repair method noted in item #1 should be used.
3. A condition as noted in items #1 and #2 also occurs at the southwest corner column at the ground level adjacent to the concrete ramp. The repair method should be identical to items #1 and #2 above.
4. At the south end of the existing loading dock on the east side of the building, the existing concrete wall has been partially removed and some of the earth below the ramp has fallen out from below the ramp section. We have not been made aware of the possibility of reusing this ramp for the proposed renovations, however, if it is to remain in place this section should be repaired.

STRUCTURAL ENGINEER

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Page 2 of 3

5. On the east elevation there is a section of existing concrete column (4 bays north from the southeast corner) which occurs just above the 2nd floor level which has spalled similar to that noted in item #1 above. This concrete section should be repaired as noted in item #1 above.
6. A section of concrete roof slab at the roof overhang on the east side of the structure (3rd bay south of the northeast corner) has a spalled concrete soffit area which needs to be repaired. The repair method should be similar to that noted in item #1 above.
7. At the soffit of the roof overhang on the north elevation of the building, much of the reinforcing is exposed due to deterioration of the concrete. These areas on the entire length of this elevation should be repaired in accordance with the recommendations of item #1 above.
8. At the soffit of the roof overhang on the west elevation of the building at the northern three concrete bays, much of the reinforcing is exposed due to deterioration of the concrete. These areas on the entire length of this elevation should be repaired in accordance with the recommendations of item #1 above.
9. A similar condition as noted in item #1 above exists at the west elevation at the 3rd column south of the northwest corner just above the 2nd floor level. The repair method noted in item #1 should be used.
10. A review of the existing concrete slab from within the ground floor space indicates several areas where concrete has spalled from below the 2nd floor slab due to moisture and rusting of reinforcing. The entire ceiling of the 1st floor appears to be concealed by an insulating type fibrous material. It is our recommendation that the entire insulation be removed during the proposed renovations in order that a closer review can be performed of the condition of the bottom of the existing 2nd floor.
11. The existing slab on grade in the 1st floor area contains at least two different levels. Any proposed renovations of this area should include incorporating this elevation difference in the design or removal and replacement of the existing concrete slab in order to provide a solid level slab throughout.
12. At the north end of the building, there are three shafts which run from the ground floor to the roof. The 2nd floor of the shaft at the northwest corner and the adjacent shaft are framed using a corrugated metal deck supported by structural steel I-beams. This structural steel floor system appears to be excessively rusted and should be removed and replaced in any upcoming renovations should it be determined that these spaces will be used.
13. At the 3-story portion at the north end of the building, two bays of the 2nd floor are partially framed with what appears to be some type of pedestrian type walk running east and west into the bays. The underside of these slabs are covered with a fibrous insulation material. At the only location where the material has been removed due to past fires, the reinforcing is exposed and is in poor condition. We would submit that this section of slab would not be capable of supporting its intended design load without additional reinforcement below the slab. It is therefore our recommendation that the entire underside of these two slab sections be scraped free of the insulation material in order that the underside of the existing slab is exposed for further review.

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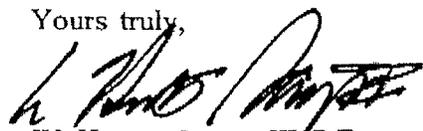
14. At the 3-story section at the 2nd floor level, one of the columns contains a corner where the concrete has spalled away from the reinforcing similar to that as noted in item #1 above. We recommend that the repair method be the same as indicated in item #1 above.
15. In the 2-story section of the structure, two small sections of the existing concrete roof slab where it intersects the 3-story section have spalled exposing the reinforcing. We recommend that these areas be repaired in a manner similar to that recommended in item #1 above.
16. The timber stairs which are located at the north end of the structure are in very poor condition and should be removed and replaced.
17. At the roof of the 3rd floor at the first bay from the north end, sections of concrete on the underside of the existing roof at two locations has spalled away. At this location, we recommend reinforcement of the slab section to provide adequate support for the roof. This reinforcement could be designed in the manner of small steel I-beams bolted to the face of the two adjacent concrete beams which span in a north-south direction.
18. A fracture has been noted at the top of one of the concrete columns which is located one column south and one column east of the northwest corner. This column appears to have had some minor shift as detected in the irregularities in the diagonal crack below the roof beams. We recommend that this column be reinforced to strengthen the existing condition and to prevent any further lateral movement of the column.
19. At the 3rd floor level, the column which is located one column south and one column west of the northeast corner has a large section of the corner spalled away. This condition should be repaired in a manner similar to that noted in item #1 above.

It should be noted that we have attempted to identify all areas noted where concrete surfaces have spalled away from the surrounding surface, however, it should be noted that there are many areas which are concealed by insulation finishes and other features which make it impossible to exactly quantify and identify all areas requiring this type of repair work as noted in item #1. Any forthcoming restoration for this project should include the retaining of a concrete restoration company specializing in this type of work who can then be in a position to review the building to exactly determine and quantify the locations of all areas needed.

This review does not attempt to address any mechanical, electrical, or plumbing systems as these features should be reviewed by an engineer qualified in that discipline.

It has been our pleasure to conduct this review and if we can be of any additional assistance, please do not hesitate to contact me.

Yours truly,



W. Hunter Saussy III, P.E.
WHS/rjm

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STRUCTURAL ENGINEER