

DESIMONE

March 3, 2022

Eagle Ventures
Greenwich, CT

Attn: Peter Cabrera

Re: 70 Seaview Avenue – Building Separation Summary
DeSimone Project No. P211101.01

Peter,

As discussed I have reviewed the existing structural drawings for the property at 70 Seaview Avenue. The property is actually two separate structurally independent buildings separated by an expansion joint. This is graphically shown on the plan view of the building included on page 2 of this summary. The building at the south end, to the south of the red expansion joint line, is referred to as the Marina Building. It is a one-story steel framed structure. North of the red expansion joint is the 7-story cast-in-place concrete structure, currently an office building. The two buildings are physically separated by a gap along the expansion joint, with each building's structure independent from the other.

A portion of the 1-story steel framed Marina Building is within the VE flood Zone. I understand that this building is not going to have any improvements made. As such there is no change to the existing condition of the Marina Building with respect to the flood plain.

The 7-story concrete building has a small narrow section of the slab edge on the southwest seaward side of the building that falls within the VE Flood Zone. The concrete building is planned to have improvements made, including a change in use from office to residential. As such, this building is planned to be modified with selective demo to remove the narrow section of slab so that the modified concrete building is completely outside of the VE Flood Zone. The fact that the Marina building remains partially in the VE Flood Zone has no bearing on the 7-story concrete building since the Marina Building is not being improved and the two structures are completely separate independent buildings.

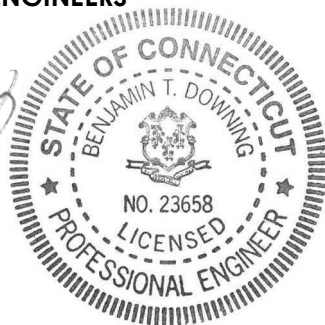
If you need any further clarification on these two separate, independent buildings we would be happy to review at your convenience.

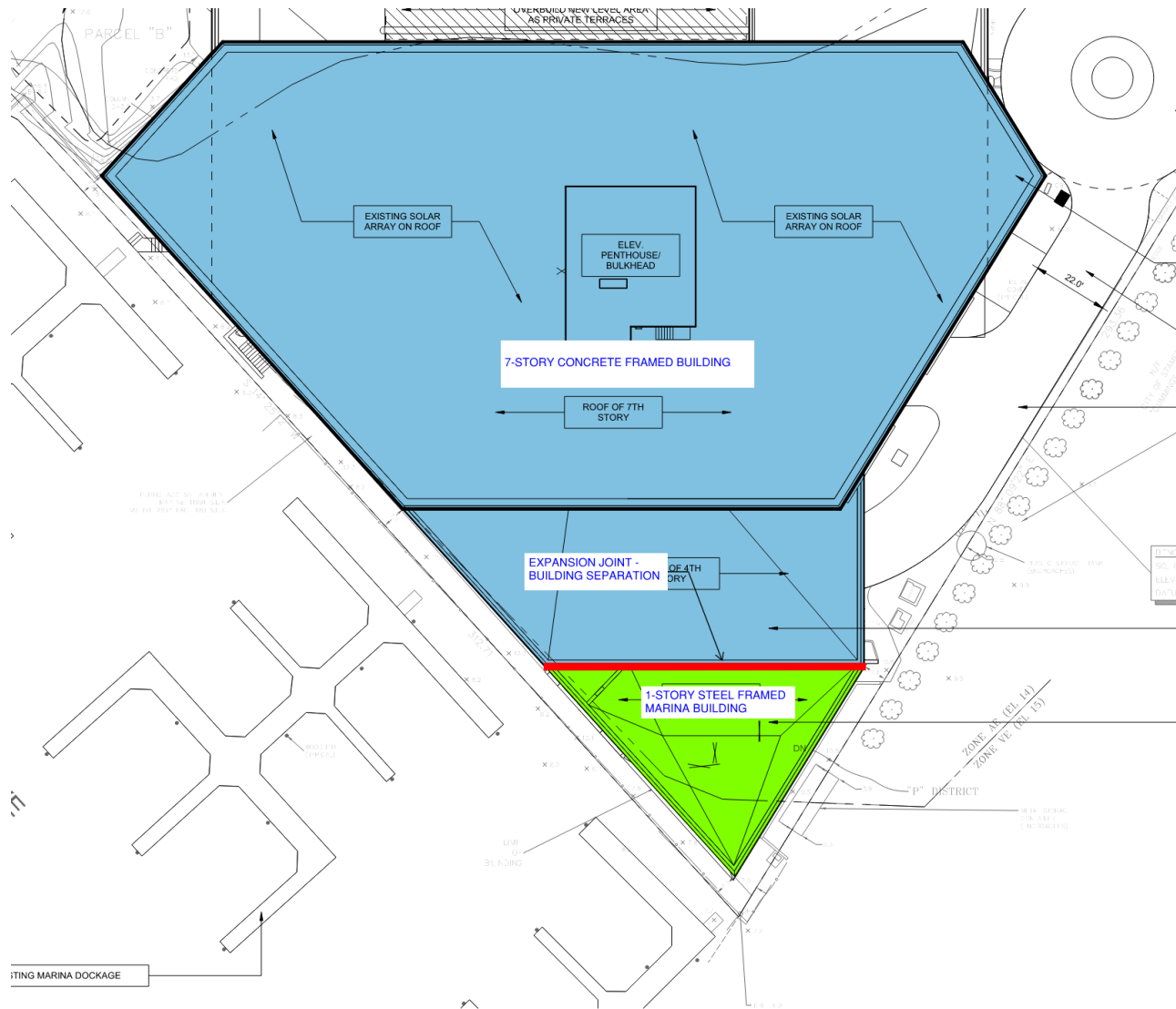
Best regards,

DESIMONE CONSULTING ENGINEERS



Benjamin T. Downing, PE
Principal





70 SEAVIEW AVENUE PLAN SHOWING SEPARATION OF TWO INDEPENDENT BUILDINGS

August 31, 2022

Clearview Investment
70 Seaview Avenue
Stamford, CT 06902

Attn: Michael Roberts

Re: Seaview House Stamford – Building Separation Supplemental Summary
Stamford, Connecticut
DeSimone Project No. P211101.01

Mr. Roberts,

This letter is a follow up to our letter issued on March 3, 2022 to provide further clarification on the structural separation of the two structurally independent buildings at 70 Seaview Avenue. In the previous letter we clarified that there is an expansion joint between the 1-story steel framed Marina Building on the southern tip of the property and the 4 story post-tensioned concrete parking garage with 3 levels of steel framed office building on top. The expansion joint separates the two structures as independent structures. With this separation, if there is a flood event where the 1-story Marine Building is damaged to the point of partial or full collapse, there is no structural connection to the concrete parking garage that imposes any load or lateral tie from the 1-story steel framed structure onto the parking structure. Further, there is no part of the 1-story steel structure that is responsible for the support of the concrete parking garage structure. The 1-story Marine building can be destroyed without imposing any loads or causing harm to the garage and office building structure.

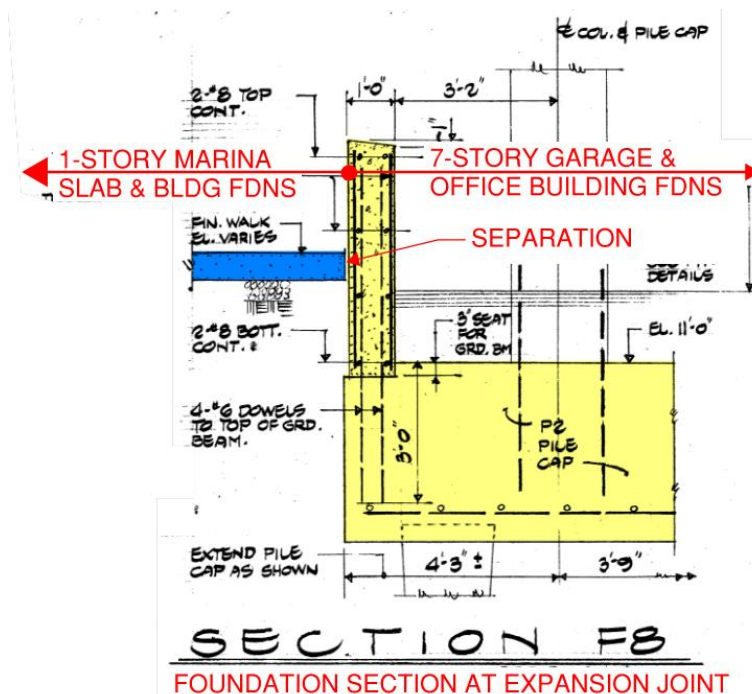
To further illustrate this, the following part plans and details taken from the original structural drawings by Consulting Engineers Sol Marenberg PC, PE issued in 1982 show how the separation exists between the two structures:

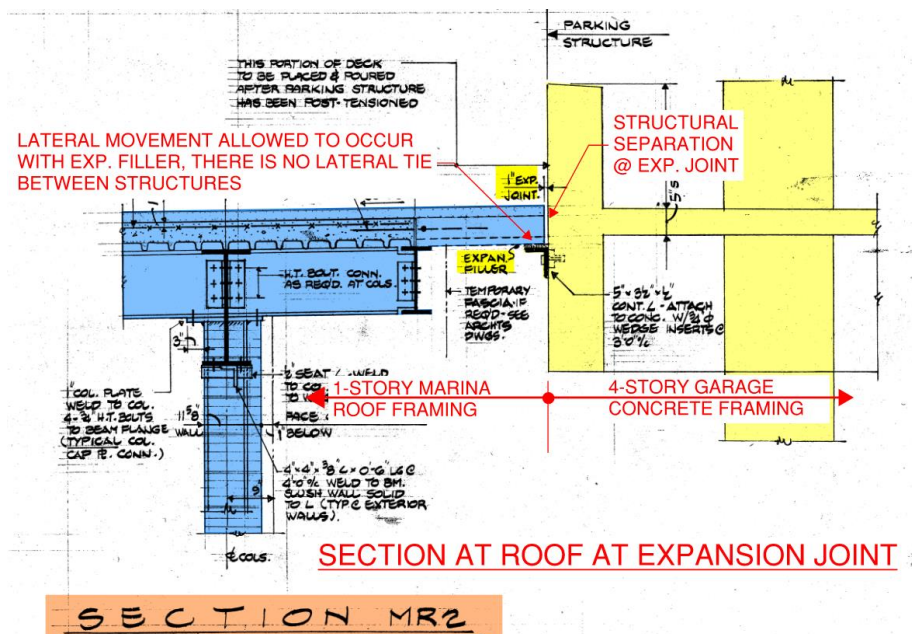
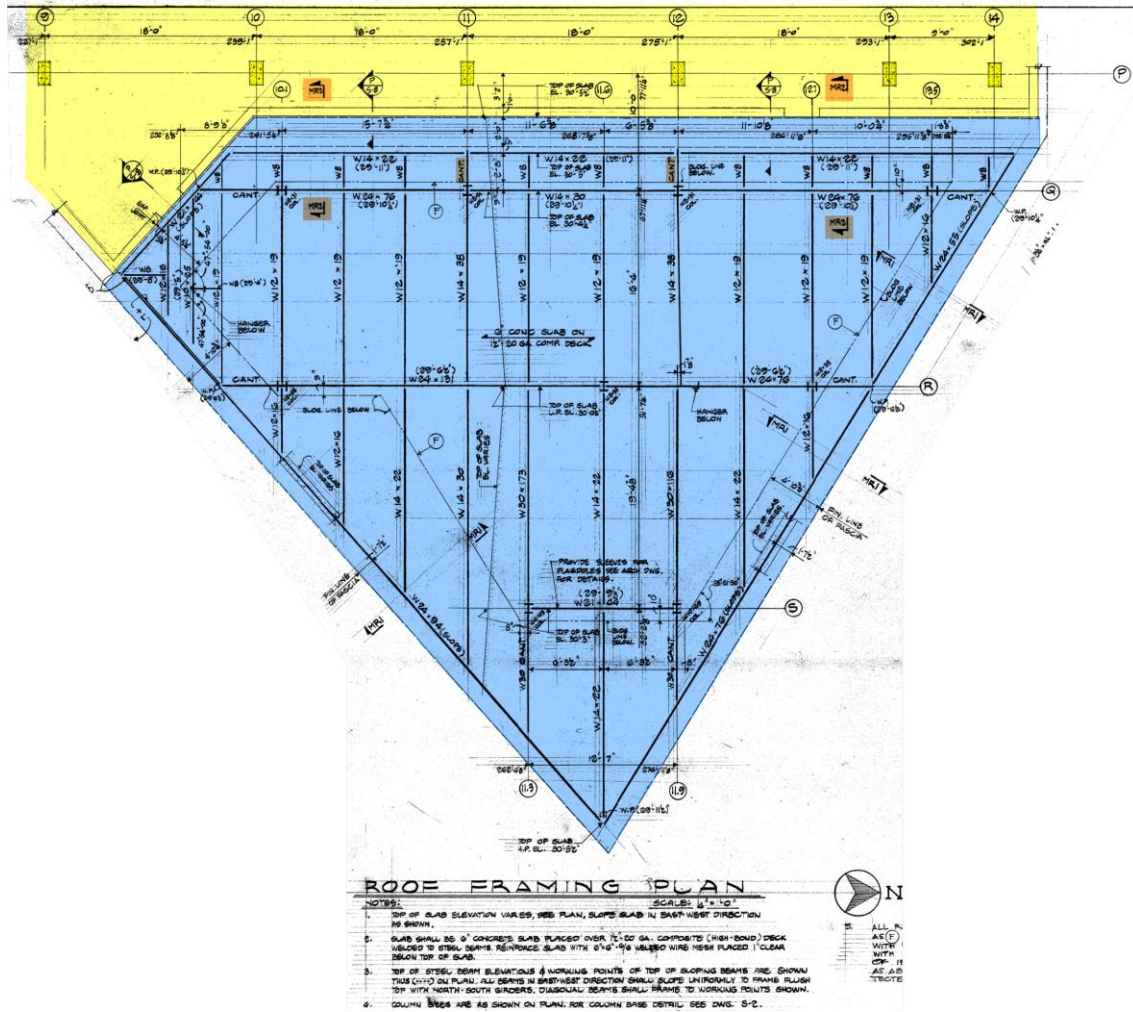
Foundations: (See foundation part plan and section on page 2.)

The part plan and section at the foundations shows that the garage columns and the 1-story Marine Building columns are supported independently on separate pile cap foundations. The garage pile caps are highlighted in yellow and the 1-story Marine building pile caps are highlighted in blue. There are no structural ties or connections between both sets of pile caps. If there is damage to the Marine Building foundations it will not provide a loss of support for the garage columns on their foundations.

Roof Framing: (See roof framing part plan and section on page 3.)

The part plan of the roof framing shows how the 1-story roof steel framing extends back toward the concrete framed parking garage. Section MR2 on the existing drawings show how the garage framing continues down to its foundations with no reliance on the 1-story steel framing to provide any support for the concrete garage, vertically or horizontally. The cantilevered 1-story roof steel framing stops short of the face of the garage and has a 2 ft. wide infill section of roof framing that bears freely on a support angle on the face of the garage concrete. This support angle has expansion filler material designed to allow the 1-story steel roof framing to move laterally independent of the garage structure. In this section there is no connection or lateral tie between the two structures. The bearing joint has no connectors to allow independent lateral movement between both sides of the expansion joint. If the 1-story steel framing were to have a failure for any reason the steel roof framing would simply separate independently from the concrete structure. There are also expansion joint covers on top of the structure between the 1-story roof and the garage wall to enclose the roof and keep water out of the joint. However, the cover is not structural in any way and provides no structural capacity to

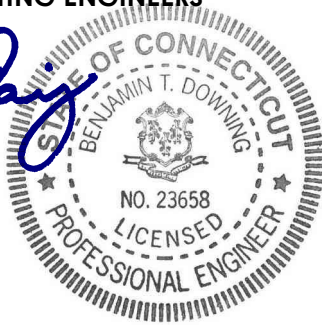




I hope that these details illustrate how the structural separation is achieved between the 1-story steel framed structure and concrete garage structure. If you have any questions please don't hesitate to contact me.

DESIMONE CONSULTING ENGINEERS


Benjamin Downing
Principal



October 6, 2022

Ms. Vineeta Mathur, Associate Planner
Land Use Bureau – Zoning Board
Government Center
888 Washington Boulevard
Stamford, CT 06904-2152

Re: Zoning Board CSPR Application #222-23 & 24
68-70 Seaview Avenue, Stamford, Connecticut
Response to Environmental Protection Board Referral Comments
Office to Multi-Family Residential Conversion

DeSimone Project No. P211101.01

Ms. Mathur,

This letter is response to comments made by the City of Stamford Environmental Protection Board (EPB) on the application for improvements at 70 Seaview Avenue, regarding the structural aspects of the proposed project. Our responses to those comments are as follows:

2. Flood zone in which the Main Building is located

The Main Building is in both the VE15 (i.e. where wave heights are three feet or higher and can cause significant structural damage) and less dynamic AE14 flood zones. Sections 15.4.a.6.ix. & x. of the Flood Prone Area Regulations (FPAR) of the City of Stamford State:

- If any portion of a structure lies within the Special Flood Hazard Area (SFHA), the entire Structure is considered to be in the SFHA. The entire Structure must meet the construction requirements of the flood zone. The Structure includes any attached additions, garages, decks, sunrooms or any other Structure attached to the main Structure. Decks or porches that extend into a more restrictive flood zone will require the entire Structure to meet the standards of the more restrictive zone.*
- If a Structure lies within two or more flood zones, the construction standards of the most restrictive zone apply to the entire Structure (i.e. V zone is more restrictive than A zone; Structure must be built to the highest BFE). The Structure includes any attached additions, garages, decks, sunrooms, or any other Structure attached to the main Structure. (Decks or porches that extend into a more restrictive flood zone will require the entire Structure to meet the standards of the more restrictive zone.)*

The Main Building must, therefore, be flood—proofed so it complies with the regulations related to the VE15 flood zone – e.g., the finished floor elevation of the ground floor portion of the structure must be elevation 16+, a determination must be made as to whether the proposed raising of the ground level parking and entrance drive constitutes “fill for structural support” (which is prohibited per FPAR 15.B.4.c.5), etc.

DeSimone Response: The Main Building structure and façade elements at the ground and foundation level (and thus affected by flood events) are completely within the AE14 zone. The Marine Building has no structural connection to the main building and imposes no loads from a wind or flood event on the main building. Please refer to the letters previously issued by DeSimone on March 3, 2022 and August 31, 2022, for further information regarding the separation between the Marine Building and the Main Building. It is important to note that the Main Building is constructed of post-tensioned concrete and modifications as described in the March 3 letter will necessitate extremely invasive work that will adversely affect the structure. As such, this modification is no longer being considered.

The Marine Building is in the VE15 and AE14 flood zones, and has a ground floor elevation of 8. August 31 and March 2, 2022 letters from Benjamin Downing, P.E., of DeSimone Consulting Engineers provide information in support of the applicant's contention that the Marine Building and Main Building are two independent

structures currently having no structural connection that would impose a load or cause harm to the Main Building if the Marine Building were to be destroyed. This analysis does not address the immediate effect on the Main Building of any proposed connections with the Marine Building, such as cosmetic finish elements for the building facade. Nor does it address the subsequent effect the debris generated by destruction of the Marine Building might have on the Main Building's supporting columns, ground floor access to the residential floors above, etc. The Marine Building constitutes an obstruction to the Main Building. Such obstructions are not allowed in the VE zone because they prevent the free flow of floodwater and waves during the base floor (See FEMA/NFIP Technical Bulletin 5 "Free-of-Obstruction Requirements for Buildings Located in Coastal High Hazard Areas in Accordance with the National Flood Insurance Program").

DeSimone Response:

DeSimone has performed a review of both the Marine Building and the Main Building located at the property and the subsequent effects of the FEMA required flood loads on each.

Marine Building

The Marine Building was constructed around the same time as the Main Building but notes on the original building drawings indicated that it was installed prior to the Main Building in a phased approach. The Marine Building consists of a steel superstructure with structural steel beams and columns supporting a grated mezzanine level and a concrete slab on metal deck at the roof level. The roof level matches the elevation of the second floor of the main building, permitting access to the terrace located on the roof of the marina building. As stated in previous letters, there is no structural connection between two buildings that would be capable of transmitting forces from a wind or flood event. Based on our structural analysis, the Marine Building structure does not have the capacity to withstand the applicable flood loads for the VE15 zone in which it is located.

Main Building (to be converted into residences)

DeSimone has performed a structural analysis on the existing columns at the ground floor of the Main Building to assess their capacity to withstand the FEMA required flood loads for the AE14 zone. These forces include hydrodynamic, hydrostatic and debris impact loads. Since the type of debris expected is not currently known, a nominal weight of 1000lbs was used in accordance with section 8.5.10 of the Coastal Construction Manual (CCM). The CCM stipulates that 1000lbs could include portions of damaged buildings. This analysis included the existing building columns at the immediate perimeter and the columns one bay interior of the perimeter columns. This was taken as a representative portion of the building columns at the ground floor which are considered the columns most susceptible to impact loads from debris. The results of this analysis conclude that the contributions of the flood loads do not have a substantial impact on the member capacity and the members are capable of resisting the flood loads required in the AE14 zone, including impact loads from floating debris.

If you have any questions, please don't hesitate to contact me.

DESIMONE CONSULTING ENGINEERS

Benjamin Downing
Principal

