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| **COMPONENT 1 - Site Improvement - Asphalt Resurfacing** | | | |
| **Physical Description** | This component refers to the asphalt vehicular roadway and surface parking. Resurfacing refers to the removal and re-instatement of the top coat once deterioration no longer benefits from sealant application. A few base-coat structural repairs and the resetting of one storm drainage drain or grille are typically included in a resurfacing major repair. | | |
| **Financial Analysis** | There has been no known resurfacing since construction. | | |
| **Potential Deterioration** | The asphalt paved areas are susceptible to indentations from vehicles, especially from heavy vehicles turning on the hot asphalt surface. Ground settling, and ponding water may cause cracking and alligatoring as well. | | |
| **Condition Analysis** | We noted minor alligatoring. We recommend that pavement be monitored for ravelling or cracking and that preventative maintenance be followed that ensure proper drainage of the surface before sealing. | | |
| **Life Cycle Analysis** | Date of Aquisition:  Expected Lifespan:  Effective Age:  Remaining Lifespan:  Estimated Year of Repair or Replacement: | | 1992  25  23  2  2017 |
| **Unit Quantity and Cost Estimates** | Unit Quantity:  Cost Estimate:  Current Repair or Replacement Cost Estimate: | | 7155 squareFeet  $3.34 per squareFeet  $23,897.70 |
| **Deficiency Analysis** | We noted minor alligatoring. We recommend that pavement be monitored for ravelling or cracking and that preventative maintenance be followed that ensure proper drainage of the surface before sealing. | | |
| Figure 1: Ashphalt cul-de-sac. | | Figure : Junction or transition between concrete rollover curbs and asphalt blacktop surface. | |

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| **COMPONENT 2 - Site Improvement - Asphalt Replacement** | | | |
| **Physical Description** | This component refers to the asphalt vehicular roadway and surface parking for the development, which is assumed to have a flexible basecoat and a hard top-coat continuous application over a bed of crushed rocks around storm drainage grates and grilles | | |
| **Financial Analysis** | There were no known reported expenditures for this component since 1992. | | |
| **Potential Deterioration** | As asphalt is a by-product of crude oil, and refining has found ways to remove and use the volatiles out of crude oil, the quality of asphalt has decreased and additives such as polymers, latex, tire rubber have improved some of the asphalt qualities. As aggregates have different expansion characteristics than the asphalt, internal thermal expansion stresses deteriorate the asphalt. Water enters pavement from cracks, from edges from ground water. The soils under and at the edges of asphalt is affected by vegetation’s moisture cycles as big tree roots’ moisture is drawn away and then allows water to be replaced when the rains occur thus causing soil expansion leading to cracks in the asphalt. Typical damage is cracking, alligator cracking, surface pumping, edge ravelling problems and vegetation in the field of pavement. | | |
| **Condition Analysis** | We recommend that pavement be monitored for ravelling or cracking and that preventative maintenance be followed that ensure proper drainage of the surface before sealing. | | |
| **Life Cycle Analysis** | Date of Aquisition:  Expected Lifespan:  Effective Age:  Remaining Lifespan:  Estimated Year of Repair or Replacement: | | 1992  50  15  35  2042 |
| **Unit Quantity and Cost Estimates** | Unit Quantity:  Cost Estimate:  Current Repair or Replacement Cost Estimate: | | 7155 squareFeet  $12.50 per squareFeet  $89,437.50 |
| **Deficiency Analysis** | We recommend that pavement be monitored for ravelling or cracking and that preventative maintenance be followed that ensure proper drainage of the surface before sealing. | | |
| Figure : Asphalt surface. | | Figure : Asphalt roadway. | |

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| **COMPONENT 3 - Site Improvement - Stamped Concrete** | | | |
| **Physical Description** | This component refers to the stamped concrete area of the roadway at the entrance to the cul-de-sac. | | |
| **Financial Analysis** | There were no known reported expenditures for this component since 1992. | | |
| **Potential Deterioration** | Stamped concrete is prone to deterioration from vehicular traffic and chemical damage. Like conventional concrete, stamped concrete will provide decades of service when properly installed and maintained, even when exposed to harsh winter weather. Adding steel reinforcement or wire mesh as well as fiberglass flakes augments the strength of the stamped concrete and helps to control cracking. Resealing the wear surface every few years – or as needed to protect the surface from stains and maintain color vibrancy helps to meet the stamped concrete’s lifespan. | | |
| **Condition Analysis** | We noted minor plant and miss growth, as well as some cracks. Accelerated deterioration may lead to a faster re-stamping than anticipated | | |
| **Life Cycle Analysis** | Date of Aquisition:  Expected Lifespan:  Effective Age:  Remaining Lifespan:  Estimated Year of Repair or Replacement: | | 1992  50  43  7  2042 |
| **Unit Quantity and Cost Estimates** | Unit Quantity:  Cost Estimate:  Current Repair or Replacement Cost Estimate: | | 519 squareFeet  $12.50 per squareFeet  $6,487.50 |
| **Deficiency Analysis** | We noted minor plant and miss growth, as well as some cracks. Accelerated deterioration may lead to a faster re-stamping than anticipated | | |
| Figure : Stamped concrete surface. | | Figure : Moss growth in stamped concrete grooving. | |
| Figure 7: Uneven edge transition between the stamped concrete and the asphalt. | | Figure : Stamped concrete inset pattern detail. | |
| Figure : Concrete cracking in the perimeter portion. | | Figure : Junction between stamped concrete and concrete rollover curbs. | |

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| **COMPONENT 4 - Site Improvement - Curb Replacement** | | | |
| **Physical Description** | This component included broom finished concrete rollover curb sections around the perimeter of the roadway, as well as the gutter, for the drainage of water to the gutter. | | |
| **Financial Analysis** | This component has no known expenditures since 1992. | | |
| **Potential Deterioration** | The concrete sections are prone to settlement damage, to impact damage from machinery and vehicles and from exposure to the elements. They typically last longer if they are well maintained, powerwashed regularly, and sealed. They typically last longer than the asphalt roadway but are typically replaced concurrently. | | |
| **Condition Analysis** | We noted small amount of organic matter growth – that requires power-washing and some settlement cracks. We noted that wear surface sealant does not seem to have been applied | | |
| **Life Cycle Analysis** | Date of Aquisition:  Expected Lifespan:  Effective Age:  Remaining Lifespan:  Estimated Year of Repair or Replacement: | | 1992  50  15  35  2042 |
| **Unit Quantity and Cost Estimates** | Unit Quantity:  Cost Estimate:  Current Repair or Replacement Cost Estimate: | | 570 linearFeet  $32.58 per linearFeet  $18,570.60 |
| **Deficiency Analysis** | We noted small amount of organic matter growth – that requires power-washing and some settlement cracks. We noted that wear surface sealant does not seem to have been applied | | |
| Figure : Chipped concrete curb. | | Figure : Extended view of concrete curb and transition to asphalt roadway as well as an exposed aggregate concrete driveway. | |
| Figure : Curved internal curbing | | Figure : Curved convex curbs facing out from the cul-de-sac at the entrance. | |

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| **COMPONENT 5 - Site Improvement - Street Lights** | | | |
| **Physical Description** | This component refers to the four (4) street lights in the cul de sac that are 20 feet in height and installed on concrete pads. A light timer installed behind the monument controls these lights. | | |
| **Financial Analysis** | This component has no known expenditures since 1992, other than a recent repair after a garbage truck damaged one street light post. This was paid out of the operating fund, and reimbursed later. | | |
| **Potential Deterioration** | The fact that the majority of these fixtures are exposed to the elements indicated that their deterioration is accelerated and as such, their finishes should be monitored for evidence of paint peeling and coating damage as well as paths that insects and or water may follow which might lead to electrical wire damage and or short circuits. | | |
| **Condition Analysis** | We recommend that the strata council research new bulb technologies that use much less energy. It is assumed that the strata will periodically replace the bulbs and paint the poles as an expense from the operating fund. | | |
| **Life Cycle Analysis** | Date of Aquisition:  Expected Lifespan:  Effective Age:  Remaining Lifespan:  Estimated Year of Repair or Replacement: | | 1992  70  22  48  2062 |
| **Unit Quantity and Cost Estimates** | Unit Quantity:  Cost Estimate:  Current Repair or Replacement Cost Estimate: | | 1 unit  $2,500.00 per unit  $2,500.00 |
| **Deficiency Analysis** | We recommend that the strata council research new bulb technologies that use much less energy. It is assumed that the strata will periodically replace the bulbs and paint the poles as an expense from the operating fund. | | |
| Figure : Internal standard street light | |  | |

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| **COMPONENT 6 - Site Improvement - Transformer Enclosure** | | | |
| **Physical Description** | This component describes the masonry block walls surrounding the BC Hydro transformer installed on site within the strata corporation property lines. | | |
| **Financial Analysis** | This component has no known expenditures since 1992. | | |
| **Potential Deterioration** | Inclement weather, freeze thaw cycles, improper installation or maintenance and impact damage are factors that drive deterioration of this component. Deterioration of the mortar can cause the structure to crack allowing vegetation egress. | | |
| **Condition Analysis** | Some blocks were out of place. Some repointing of the mortar would help to maintain this component to ensure its expected potential lifespan is met. | | |
| **Life Cycle Analysis** | Date of Aquisition:  Expected Lifespan:  Effective Age:  Remaining Lifespan:  Estimated Year of Repair or Replacement: | | 1992  60  22  38  2052 |
| **Unit Quantity and Cost Estimates** | Unit Quantity:  Cost Estimate:  Current Repair or Replacement Cost Estimate: | | 192 squareFeet  $35.00 per squareFeet  $6,720.00 |
| **Deficiency Analysis** | Some blocks were out of place. Some repointing of the mortar would help to maintain this component to ensure its expected potential lifespan is met. | | |
| Figure : Safety wall around transformer | | Figure : Close-up of transformer block wall with mortar at joints. | |
| Figure 18: Aerial view of cracking mortar inside the transformer enclosure | | Figure 19: Transformer enclosure base course. | |

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| **COMPONENT 7 - Site Improvement - Monument** | | | |
| **Physical Description** | This component refers to the block and brick entry monument located at the vehicular entrance to the development. The monument is more than likely comprised of concrete blocks set on a concrete pad with mortared veneer. | | |
| **Financial Analysis** | This component has no known expenditures since 1992. | | |
| **Potential Deterioration** | The monument is prone to damage from ground settling and damage from the elements to the wear surface and may require some re-mortaring. | | |
| **Condition Analysis** | No structural damage noted but the monument surfaces appear to be in need of cleaning and sealant. | | |
| **Life Cycle Analysis** | Date of Aquisition:  Expected Lifespan:  Effective Age:  Remaining Lifespan:  Estimated Year of Repair or Replacement: | | 1992  50  22  28  2042 |
| **Unit Quantity and Cost Estimates** | Unit Quantity:  Cost Estimate:  Current Repair or Replacement Cost Estimate: | | 1 unit  $4,000.00 per unit  $4,000.00 |
| **Deficiency Analysis** | No structural damage noted but the monument surfaces appear to be in need of cleaning and sealant. | | |
| Figure : Southwest view into the cul-de-sac towards the monument | | Figure : Brick wall cap detailing on monument. | |
| Figure : Moss growth in the monument. | | Figure : Square pillar at the end of the monument. | |

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| **COMPONENT 8 - Site Improvement - Underground Water Services** | | | |
| **Physical Description** | This component refers to the water system connected to the municipality’s main water system and includes piping, connectors and ancillary equipment. | | |
| **Financial Analysis** | This component has no known reported expenditures since 1992. | | |
| **Potential Deterioration** | As the site services are under the frost line they typically last as long as the development unless damage occurs to the connections. We assume that the city had the responsibility of maintaining the latter. | | |
| **Condition Analysis** | None noted or reported. | | |
| **Life Cycle Analysis** | Date of Aquisition:  Expected Lifespan:  Effective Age:  Remaining Lifespan:  Estimated Year of Repair or Replacement: | | 1992  70  22  48  2062 |
| **Unit Quantity and Cost Estimates** | Unit Quantity:  Cost Estimate:  Current Repair or Replacement Cost Estimate: | | 1 unit  $5,000.00 per unit  $5,000.00 |
| **Deficiency Analysis** | None noted or reported. | | |

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| **COMPONENT 9 - Site Improvement - Underground Sewer and Drainage Servies** | | | |
| **Physical Description** | This component refers to the site services and include assumed-to-be cast iron sanitary and storm drainage systems typically installed parallel to each other and connected to the municipality’s storm and sanitary systems. | | |
| **Financial Analysis** | This component has no known reported expenditures since 1992. | | |
| **Potential Deterioration** | As the site services are under the frost line they typically last approx. as long as the development unless damage occurs to the connections. We assume that the city had the responsibility of maintaining the latter and that this has been done in the past. | | |
| **Condition Analysis** | None noted or reported. | | |
| **Life Cycle Analysis** | Date of Aquisition:  Expected Lifespan:  Effective Age:  Remaining Lifespan:  Estimated Year of Repair or Replacement: | | 1992  70  22  48  2062 |
| **Unit Quantity and Cost Estimates** | Unit Quantity:  Cost Estimate:  Current Repair or Replacement Cost Estimate: | | 1 unit  $5,000.00 per unit  $5,000.00 |
| **Deficiency Analysis** | None noted or reported. | | |

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| **COMPONENT 10 - Consultant Reports - Depreciation Report Updates** | | | |
| **Physical Description** | This component reserves for future Depreciation Reports in the Reserve Fund rather than out of the Operating Fund. This component builds reserves on an annual basis for meeting the Strata Property Act mandate of renewing the Depreciation Report every three-year cycle. We are assuming at this time that all future reports will be updated reports although we may anticipate that a full report may be required in the future as legislative changes occur. | | |
| **Financial Analysis** | This component has no known expenditures since 1988. | | |
| **Potential Deterioration** | None. | | |
| **Condition Analysis** | None. | | |
| **Life Cycle Analysis** | Date of Aquisition:  Expected Lifespan:  Effective Age:  Remaining Lifespan:  Estimated Year of Repair or Replacement: | | 2014  3  0  3  2017 |
| **Unit Quantity and Cost Estimates** | Unit Quantity:  Cost Estimate:  Current Repair or Replacement Cost Estimate: | | 1 unit  $788.00 per unit  $788.00 |
| **Deficiency Analysis** | None. | | |