RECON RESPONSE ENGINEERING



SEVILLE CONDOMINIUM 2

MILESTONE PHASE 1 INSPECTION SURVEY

MAY 30th, 2023

THIS MILESTONE PHASE 1 INSPECTION REPORT WAS PRODUCED FOR SEVILLE CONDOMINIUM 2, LOCATED AT 1001 PEARCE DRIVE, CLEARWATER, FL 33764.

Recon Response Engineering LLC, Florida Engineering Certificate of Authorization #31955
Toll-Free Nationwide: (844)-44-RECON or via email info@reconresponse.com

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May 30th, 2023

Ms. Nikki Burkett
Sentry Management Inc.
28050 US Highway 19 North Suite 509
Clearwater, FL 33761

Re: Milestone Phase 1 Inspection Survey
Seville Condominium 2
1001 Pearce Drive,
Clearwater, FL 33761

Dear Ms. Burkett,

In accordance with your request, we tasked engineer Andrew Schrader with performing a Phase 1 structural inspection of the building, including an inspection of the roofs, load-bearing walls, primary structural members and primary structural systems. We visited the site on March 10th 2023, May 10th 2023, and May 18th 2023.

PROJECT BACKGROUND ON PHASE 1 INSPECTIONS

Recon Response Engineering LLC ("RRE") prepared this report to provide the Association with a Phase 1 Milestone Inspection in accordance with Florida Senate Bill 4-D (SB4D). The purpose is to attest to the life safety and adequacy of the structural components of the building and, to the extent reasonably possible, determine the general structural condition of the building as it affects its safety. This includes a determination of any necessary maintenance, repair or replacement of any structural component of the building. This does not include making a determination if the condition of the building is in compliance with the Florida Building Code or the fire safety code.

This inspection requires a visual examination of habitable and non-habitable areas of the building, including its major structural components. It is a qualitative (non-quantitative) assessment of the building's structural condition, with a key goal to determine if substantial structural deterioration exists.

"Substantial structural deterioration" is defined in SB4 as substantial structural distress that negatively affects a building's general structural condition and integrity. The term does not include surface imperfections such as cracks, distortion, sagging, deflections, misalignment, signs of leakage, or peeling of finishes unless the inspector determines that such surface imperfections are a sign of substantial structural deterioration.

As stated in SB4D, if we find no signs of substantial structural deterioration to the building components under visual examination, then a Phase 2 inspection is not required. If, however, any substantial deterioration is identified during the Phase 1 inspection, then a Phase 2 inspection must be performed.

PROJECT BACKGROUND ON PHASE 2 INSPECTIONS

The purpose of a Phase 2 inspection, if required, is to fully assess areas of structural distress in order to confirm that the building is structurally sound and safe for its intended use. Additionally, a Phase 2 inspection requires the inspector to recommend a program for fully assessing and repairing distressed and damaged portions of the building.

A Phase 2 inspection may involve destructive or non-destructive testing, and may be as extensive or as limited as necessary to fully assess areas of structural distress. When determining testing locations, the inspector must give preference to locations that are the least disruptive and most easily repairable while still being representative of the structure.

ONCE THE INSPECTION IS COMPLETED

Following both the Phase 1 and Phase 2 inspection, the inspector must submit a sealed copy of the inspection report with a separate summary of, at a minimum, its material findings and recommendations. This information must be furnished by the inspector to both the condominium association and to the building official of the local government which has jurisdiction. This signed and sealed inspection report must meet all of the following criteria:

1) Indicate the manner and type of inspection forming the basis for the inspection report.

2) Identify any substantial structural deterioration, within a reasonable professional probability based on the scope of the inspection.

3) Describe the extent of such deterioration, and identify any recommended repairs for the observed deterioration.

4) State whether unsafe or dangerous conditions*, as those terms are defined in the Florida Building Code, were observed.

5) Recommend any remedial or preventive repair for any items that are damaged but are not substantial structural deterioration.

6) Identify and describe any items requiring further inspection.

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APPLICABLE DEFINITIONS FROM THE FLORIDA BUILDING CODE

"Unsafe" is defined in the 2020 Florida Building Code, 7th Edition, as follows:

> Buildings, structures or equipment that are unsanitary, or that are deficient due to inadequate means of egress facilities, inadequate light and ventilation, or that constitute a fire hazard, or in which the structure or individual structural members meet the definition of "Dangerous," or that are otherwise dangerous to human life or the public welfare, or that involve illegal or improper occupancy or inadequate maintenance shall be deemed unsafe. A vacant structure that is not secured against entry shall be deemed unsafe.

"Dangerous" is defined in the 2020 Florida Building Code, 7th Edition, as follows:

> Any building, structure or portion thereof that meets any of the conditions described below shall be deemed dangerous:
>
> 1. The building or structure has collapsed, has partially collapsed, has moved off its foundation, or lacks the necessary support of the ground.
>
> 2. There exists a significant risk of collapse, detachment or dislodgement of any portion, member, appurtenance or ornamentation of the building or structure under service loads.

Note that the Florida Building Code has a specific definition for "substantial structural damage" which is separate and distinct from the definition of "substantial structural deterioration" as used in SB4. Since this report is predicated on the specific requirements of SB4, the criterion for substantial structural deterioration is used in this report as defined in SB4.

WHAT THE ASSOCIATION MUST DO WITH THIS INFORMATION

1) The Association must distribute a copy of the inspector-prepared summary of the inspection report to each condominium unit owner or cooperative unit owner, regardless of the findings or recommendations in this report, by United States mail or personal delivery and by electronic transmission to unit owners who previously consented to receiving notice by electronic transmission.

2) The Association must post a copy of the inspector-prepared summary of the inspection report in a conspicuous place on the condominium or cooperative property.

3) The Association must publish the full report and inspector-prepared summary on the Association's website, if the association is required to have a website.

4) We also recommend consultation with the Association's legal counsel to determine what other actions (if any) should be taken.

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DOCUMENTS REVIEWED

1) Building and Roofing Oral History as provided by Community Association Manager
2) Pinellas County Property Appraiser Records

BUILDING INFORMATION

- The structure located at Seville Condominium 2 consists of thirty-three (33) units total spread out through three (3) buildings. The buildings are connected to each other via covered walkways.
- The buildings are three (3) stories tall, and the structural components consist of conventionally reinforced concrete beams, slabs and columns with infill Concrete Masonry Unit (CMU) block walls.
- The main roof system is a low-slope “flat” membrane system covered in aggregate, while the secondary roof is a faux-mansard tile system.
- The structure was built in 1970 according to Pinellas County Property Appraiser records.

Photos showing the layout of the building are provided on the following pages.

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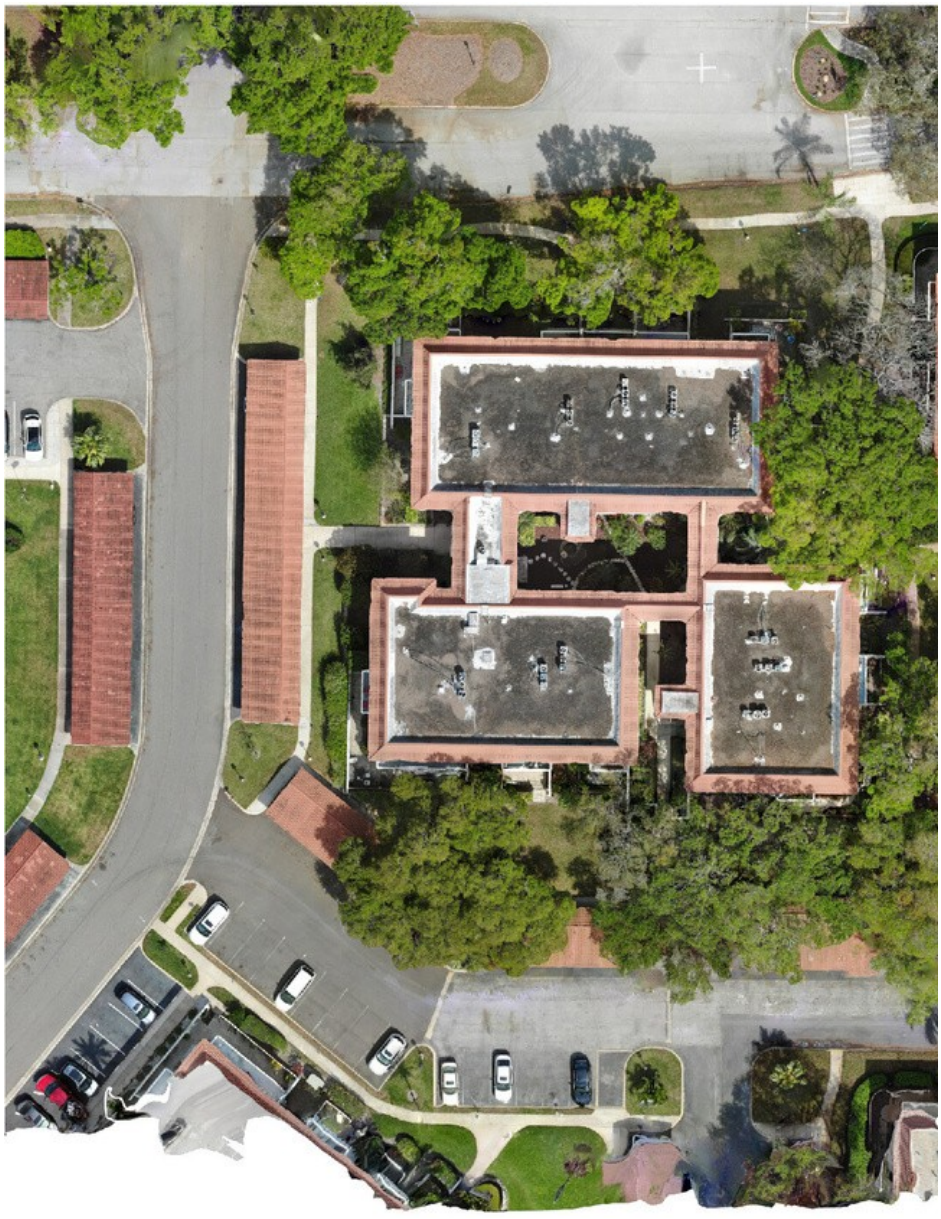

High-resolution Orthomosaic Map of Seville Condominium 2.
Created by Drone Imagery Captured on March 10th, 2023.

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North Elevation. Drone photos of the roofs captured on March 10th, 2023.

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West elevation. Drone photos of the roofs and exterior walls captured on March 10th, 2023.

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South elevation. Drone photos of the roofs captured on March 10th, 2023.

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INSPECTOR CREDENTIALS

Andrew Schrader is a Florida-licensed Professional Engineer (PE) and Certified General Contractor (CGC).

He is also board-qualified as a Special Inspector of Threshold Buildings (SI) by the Florida Board of Professional Engineers.

In addition, Mr. Schrader holds the following credentials:

- **International Code Council (ICC)**
  - Special Inspector, Soils
  - Special Inspector, Structural Steel and Bolting
  - Special Inspector, Structural Masonry
  - Residential Mechanical Inspector
  - Residential Electrical Inspector
  - Property Maintenance and Housing Inspector
  - ADA Accessibility and Plans Review
- **American Concrete Institute (ACI)**
  - Special Inspector, Concrete Construction
  - Concrete Field Testing Technician - Grade I
- **Association for Materials Protection and Performance (AMPP) / National Association of Corrosion Engineers (NACE)**
  - Basic Coatings Inspector / CIP Level 1
- **State of Florida**
  - Licensed Asbestos Consultant
  - Certified Continuing Education Instructor, Florida Department of Business and Professional Regulation (DBPR)
  - Certified Continuing Education Instructor, Florida Division of State Fire Marshal
- **U.S. Army Corps of Engineers**
  - Urban Search and Rescue (US&R) Structures Specialist (StS-1)
- **U.S. Department of Transportation, Federal Aviation Administration (FAA)**
  - Commercial Pilot (Instrument-Rated)
  - Remote Pilot (Small Unmanned Aircraft Systems)

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MILESTONE PHASE 1 INSPECTION RESULTS: SEVILLE CONDOMINIUM 2

Required Item 1 of 6: *Indicate the manner and type of inspection forming the basis for the inspection report*

This Phase 1 milestone inspection was performed using visual observation of accessible locations. We walked the property on foot including the ground-floor perimeter, flat roofs, and approximately 25% of the unit balconies and unit interiors. We also used an Unmanned Aerial Vehicle (UAV) drone to observe the roofs and exterior locations.

Required Item 2 of 6: *Identify any substantial structural deterioration, within a reasonable professional probability based on the scope of the inspection.*

No substantial structural deterioration was observed.

Deteriorated reinforced concrete was observed in multiple exterior locations. However the extent of damage does not at this time qualify as “substantial structural deterioration” as defined by SB4.

Less-than-substantial structural deterioration was observed in the following locations:

1) Elevated walkway slabs
2) Concrete steps

See body of this report for detailed location information.

Required Item 3 of 6: *Describe the extent of such deterioration and identify any recommended repairs for the observed deterioration.*

1) Although several locations of concrete deterioration were observed, they are discrete in nature and spread out over the building. This is not a global issue.

2) Concrete spalling appears to have been caused by long-term exposure to chlorides in the salt air. This has been exacerbated by the fact that the exterior walkway concrete does not have a waterproofing membrane installed. These repairs need to be permitted and the repairs repaired by a General or Building Contractor with significant structural repair experience.

   No evidence of concrete spalling or substantial structural deterioration was observed on the interior of building.

3) Repair methodology will most likely be standard chip and patch repairs in accordance with International Concrete Repair Institute (ICRI) specifications.

4) When repair work begins, Contractor must have shoring in place prior to touching any concrete component with a chipping hammer. Shoring is the responsibility of the Contractor, and Contractor should provide a written shoring plan for review prior to commencing repairs.

5) These repairs should be completed within the next 12-18 months.

6) We recommend waterproofing the walkways and the balcony decks in order to lesson the severity of future corrosion issues.

Required Item 4 of 6: *State whether unsafe or dangerous conditions, as those terms are defined in the Florida Building Code, were observed.*

Some of the exterior balcony guardrails exhibit a large gap on the corners which appears to be 10” or greater in width—large enough for a child to squeeze through. Although the railings have likely been grandfathered in, this spacing is likely greater than the width that would have been allowed when this building was originally constructed. These gaps are large enough for a child to squeeze through, and present a potential liability for the Association.

We would recommend a survey of all balconies to check the width of the openings on the guardrails. This survey does not have to be performed by an Engineer—it can be performed by a licensed contractor or a home inspector. If a gap larger than 6” exists then a supplemental bar should be installed to prevent children from squeezing through the gap. **Small children should be kept off of all balconies until all have been inspected and addressed in accordance with remediation suggested by the Building Official or Fire Marshall.** Note that any modifications to the guardrails must be permitted.

Required Item 5 of 6: *Recommend any remedial or preventive repair for any items that are damaged but are not substantial structural deterioration*

1) See prior section for maintenance and repair recommendations for the walkway slabs.

2) The main roof areas exhibited many unsecured items which may blow away during a high wind event, such as unsecured condensing units and construction debris. These should be secured without delay.

3) The roof membrane has reached the end of its useful life and should be replaced. Although the Association has been making repairs on an as-needed basis, it is likely that this is no longer economically viable since the majority of the roof membrane is deteriorated.

Required Item 6 of 6: *Identify and describe any items requiring further inspection*

1) Due to the ongoing corrosion observed, we would recommend re-inspection by an Engineer or Architect within five (5) years of the date of this report.

2) Inspect balcony guardrails for excessive gaps as noted above in Item #4.

Photo appendix begins on following page.

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Elevation view of Seville 2 Condominium. Three-story buildings composed of conventionally reinforced concrete with infill Concrete Masonry Unit (CMU) Walls.

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Typical elevation view at Seville 2.

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Large gap exists at some corners of exterior balconies--in some cases the gap appears to be 12" wide and may present a falling hazard for small children. This is located on the East elevation.

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Close-up of prior photo. Large gap exists at some corners of exterior balconies--in some cases the gap appears to be 10" wide and may present a falling hazard for small children. This is located on the East elevation.

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Sidewalk cracking observed in slab-on-grade, which is typical and is not a structural issue.

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Typical 3rd floor walkway. Note that the walkways and stairs are bare concrete and have not been waterproofed. We recommend that these locations be coated with a waterproof membrane to prevent moisture and chloride intrusion into the concrete slab, thus helping to reduce the severity of concrete spalls in the future.

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Crack and elevated concrete slab adjacent to unit 306 on third floor appears to be related to reentrant corner and omission of crack control joints in concrete slab. This is non-structural damage but the crack should be routed and filled with epoxy as preventative maintenance. Note that this was observed at several locations, and appears to be typical throughout the building.

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Typical shrinkage cracking observed in elevated slabs at Seville 2. This is a non-structural issue although water and chlorides will enter the slab through cracks such as this until the slabs are waterproofed. (This location is in front of Unit 308.)

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Prior concrete repair observed in front of unit 305. This is not substantial structural damage, but it should be repaired to prevent a trip hazard and prevent moisture ingress into the building. Concrete repairs like this are classified as structural repairs, and require a building permit to perform the work.

RECON RESPONSE ENGINEERING



Close-up of prior photo. Prior concrete repair observed in front of unit 305. This is not substantial structural damage, but it should be repaired to prevent a trip hazard and prevent moisture ingress into the building. Concrete repairs like this are classified as structural repairs, and require a building permit to perform the work.

RECON RESPONSE ENGINEERING



Cracking observed at threshold of wooden door at the junction between the exterior walkway, and the interior elevator lobby on the third floor. This appears to be a prior repair which has failed, and is composed of built-up cementitious sloping material or possibly just basic concrete grout. This is not substantial structural damage, but should be repaired to prevent trip hazard.

RECON RESPONSE ENGINEERING



Close-up of prior photo. Cracking observed at threshold of wooden door at the junction between the exterior walkway, and the interior elevator lobby on the third floor. This appears to be a prior repair which has failed, and is composed of built-up cementitious sloping material or possibly just basic concrete grout. This is not substantial structural damage, but should be repaired to prevent trip hazard.

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Typical stairwell area.

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Concrete spall and deterioration observed at concrete stair riser going from second floor up to the landing between second and third floor, adjacent to unit 209. This is not substantial structural damage, but should be repaired to prevent further damage. It's located at the top step before you get to the landing where the yellow warning line is painted. As with any other concrete repair to the elevated slabs, columns or beams, this is a structural repair and will require a building permit to complete the work.

RECON RESPONSE ENGINEERING



Close-up of prior photo (1 of 2). Concrete spall and deterioration observed at concrete stair riser going from second floor up to the landing between second and third floor, adjacent to unit 209. This is not substantial structural damage, but should be repaired to prevent further damage. It's located at the top step before you get to the landing where the yellow warning line is painted. As with any other concrete repair to the elevated slabs, columns or beams, this is a structural repair and will require a building permit to complete the work.

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Close-up of prior photo (2 of 2). Concrete spall and deterioration observed at concrete stair riser going from second floor up to the landing between second and third floor, adjacent to unit 209. This is not substantial structural damage, but should be repaired to prevent further damage. It's located at the top step before you get to the landing where the yellow warning line is painted. As with any other concrete repair to the elevated slabs, columns or beams, this is a structural repair and will require a building permit to complete the work.

RECON RESPONSE ENGINEERING



Concrete deterioration in front of door threshold at the trash room between units 202 and 201 on the walkway. This should be repaired to prevent trip hazard and moisture intrusion into the slab.

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Close-up of prior photo. Concrete deterioration in front of door threshold at the trash room between units 202 and 201 on the walkway. This should be repaired to prevent trip hazard and moisture intrusion into the slab.

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At the same location (2nd floor trash room between 202 and 201) on the left-hand side of the door there is an old concrete spall and the reinforcing steel is still visible. This is a structural concrete spall and needs a standard chip and patch repair. Although this is not substantial structural damage, it should be repaired to maintain the integrity of the structure.

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Close-up of prior photo. At the same location (2nd floor trash room between 202 and 201) on the left-hand side of the door there is an old concrete spall and the reinforcing steel is still visible. This is a structural concrete spall and needs a standard chip and patch repair. Although this is not substantial structural damage, it should be repaired to maintain the integrity of the structure.

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Large concrete spall on the 2nd floor walkway at the outside slab edge underneath the guard rails. Likely size of repair will be 6-foot long by 8 inches wide, and the repair depth will be the full depth of the concrete slab. This is located between the second floor trash room and unit 202.

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Alternate view of concrete spall shown on prior page. Large concrete spall on the 2nd floor walkway at the outside slab edge underneath the guard rails. Likely size of repair will be 6-foot long by 8 inches wide, and the repair depth will be the full depth of the concrete slab. This is located between the second floor trash room and unit 202.

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Prior repair at expansion (movement) joint in elevated concrete slab, adjacent to Unit 206. This is a typical issue throughout the building, and stems from the omission of a joint in the concrete during original construction. This and similar locations should be repaired and a true expansion (movement) joint installed to prevent water intrusion into the concrete slab.

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Additional Observations:

- **A failed concrete repair was observed on the walkway outside of unit 203. The crack is a previous repair and is now a trip hazard which should be repaired properly. This is not substantial structural damage although it will require a permit for repair.**

- **There is also a small concrete slab spot on the outside face of the walkway slab edge between unit 208 and unit 209. The repair is relatively small and will probably be less than one cubic foot in total. It's located directly above the new sidewalk on the ground floor.**

- **Note that there is a missing electrical cover plate at the conduit for a camera in front of unit 101. The cover plate should be replaced to prevent water intrusion.**

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DETAILED ROOFING INSPECTION RESULTS

1) **The roof membranes have reached the end of their useful lives and will need to be replaced. The membrane and coating system is failing globally all over the roof, and not just in some discrete sections. This means that trying to patch sections is no longer economically viable, and the Association should consider completely replacing the roofs.**

2) **The existing access ladders to access the different roof sections are unstable, not attached to the roofs, and present a potential hazard to maintenance workers such as HVAC workers who access the area. In turn, this presents a potential liability to the Association if someone falls and gets hurt on the roof. This is in reference to the step ladders installed on top of the roof, not the primary roof access ladder. See photos on following pages.**

   We would suggest one of three options to remediate this issue:

a) removing the ladders completely, and telling maintenance personnel that they need to provide their own step ladders for access to the different sections

b) securing all of the ladders so that they are stable and attached to the roof.

c) Providing warning signage and/or requiring those who access the roof saying that they understand that use of the ladders is at their own risk

We recommend that the Association's Board of Directors consult with the association's legal counsel to review which option, or combination of these options, is most appropriate.

3) **There are many items of maintenance and repair debris scattered on the roof. It appears that maintenance workers who are servicing the roof (roofers, HVAC technicians, etc.) have carelessly disposed of construction debris there over the years. We observed many roof tiles, loose nails and fasteners, discarded equipment, air filters, etc. all just left on the roof. These items may puncture the roof membrane, or in a high wind event they will blow off and become airborne missiles. See attached photos of typical debris.**

A) We recommend that if the roofs are not going to be immediately replaced, that the Association engage a contractor to clean off all of this debris before hurricane season. Additionally, we suggest that the Association implement a protocol for roofing or HVAC equipment maintenance which consists of an association representative reviewing the roof after any repair or maintenance work is performed. This is to make sure that the workers have cleaned up after themselves.

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DETAILED ROOFING INSPECTION RESULTS (continued)

4) One of the roof sections (the South-East building) appears to only be accessible by walking a narrow parapet walk to get to the other side. This is an unusual condition, and it poses a fall hazard for anyone working on the roof. We recommend that any personnel servicing the South-East building roof access the area by external means such as a separate ladder reaching from the ground, scissor lift, boom truck or similar.

5) On the South-West building, multiple air-conditioning condensing units were not anchored or strapped to the equipment rack. During a hurricane these will blow off or blow away. They should be attached using hurricane straps.

See photos on following pages with additional information.

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Typical roof area at Seville 2. The roof membrane is significantly deteriorated and has reached the end of its useful life. It should be replaced.

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Typical air conditioner condensing units on the roof at Seville 2.

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Typical low-slope "flat" roof sections comprise the primary roof at Seville 2, with a tile mansard as the secondary roof area.

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Roof drains are clogged with leaves and need to be cleaned to permit drainage of the roof. Otherwise, standing water may collect on the roof if the drains are clogged. This can lead to structural damage or collapse of the roof sections.

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Close-up of the prior photo. Roof drains are clogged with leaves and need to be cleaned to permit drainage of the roof. Otherwise, standing water may collect on the roof if the drains are clogged. This can lead to structural damage or collapse of the roof sections.

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Accumulated construction and HVAC components have been left on the roof over the years. This accumulated debris should be removed to prevent the objects becoming airborne missiles during a high-wind event such as a hurricane or tornado.

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Roof access ladders are not attached to the roof, and are unstable. This may present a falling or trip hazard to HVAC technicians as they access the roof.

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Same location as prior photo--note that the ladder is not attached and can be easily pushed out. Roof access ladders are not attached to the roof, and are unstable. This may present a falling or trip hazard to HVAC technicians as they access the roof.

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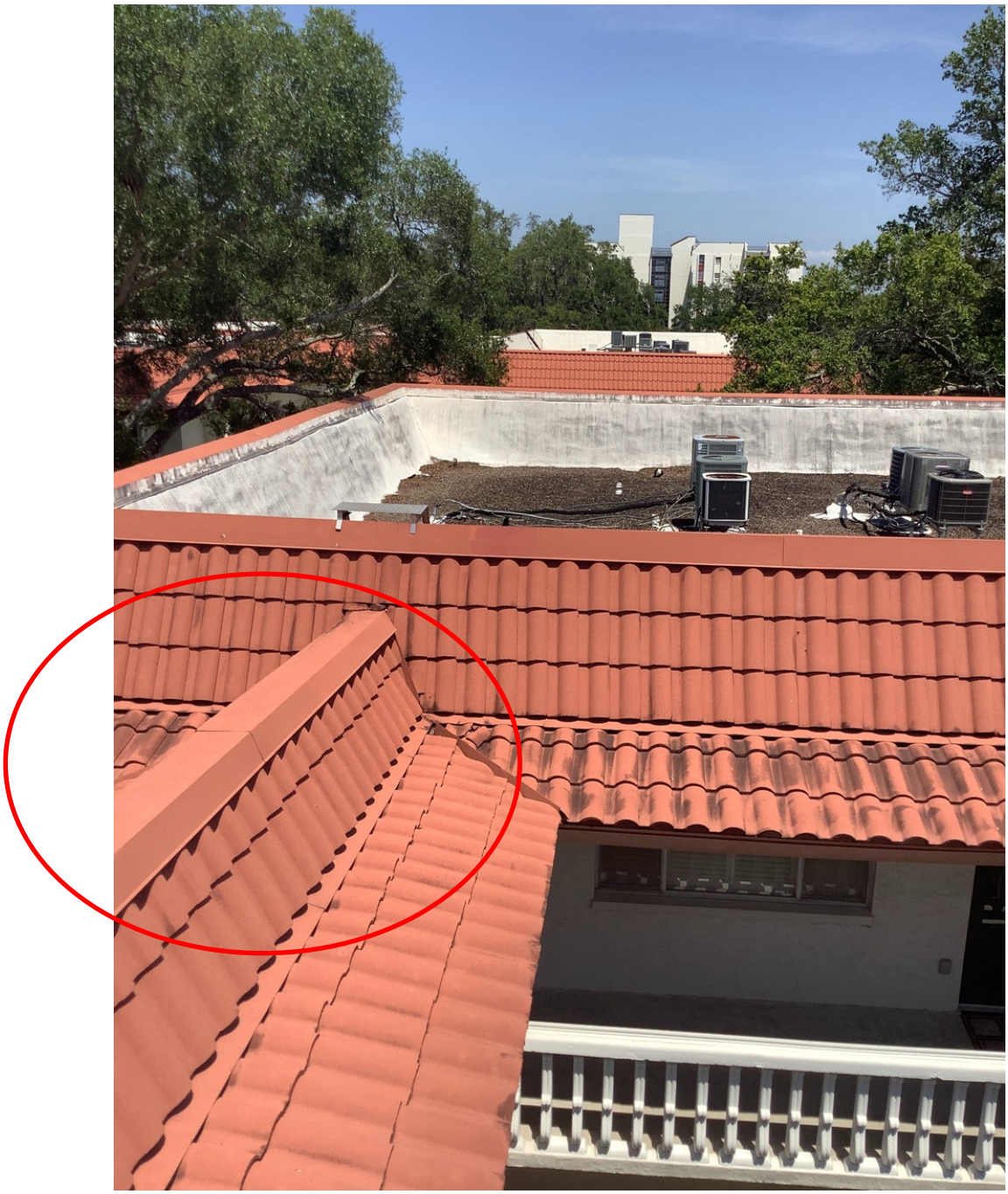

Note that this roof over the South-East building is not accessible from other roofs in the area except by (presumably) walking on the roof coping to access the ladder. This is an unsafe access option and should not be utilized by HVAC or roofing technicians. Instead, a separate ladder reaching from the ground, or boom truck or crane should be used.

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This condensing unit on the South-West building is not attached to the equipment rack and may blow off of the roof during a high-wind event. It should be attached to the rack using hurricane straps, similar to the other condensing units. No unit number was observable to identify which unit it is associated with.

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A second condensing unit was observed on the South-West building which is not attached to the equipment rack. This may blow off of the roof during a high-wind event. It should be attached to the rack using hurricane straps, similar to the other condensing units. No unit number was observable to identify which unit it is associated with.

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Deteriorated roof coatings expose the foam underneath to UV rays, causing deterioration of the foam. This is shown by the orange color underneath the gray coating. This condition is typical on the roofs at Seville 2.

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Leftover tiles placed carelessly on the roof will become airborne during a high wind event, damaging adjacent structures or vehicles.

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Typical construction debris (roofing screws) left carelessly on the roof by workers. This is a typical condition on the roofs at Seville 2.

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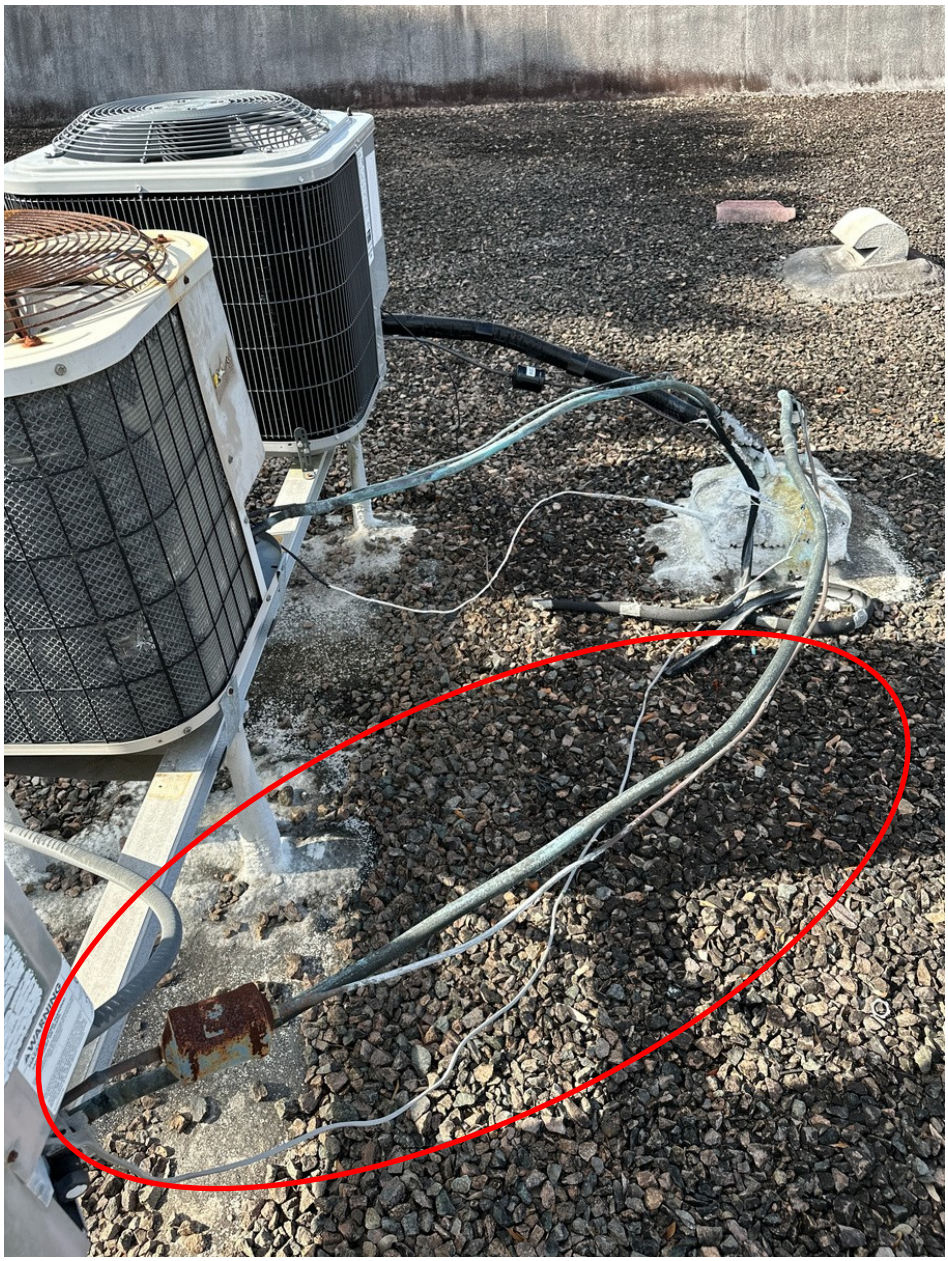

Many condensate lines on the roof are missing insulation around the line. It has likely decayed and fallen off over the years. This is a maintenance item which should be checked and replaced (if needed) on a yearly basis.

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SIGNATURE PAGE

Milestone Phase 1 Survey
Seville Condominium 2
1001 Pearce Drive,
Clearwater, FL 33764

Andrew Schrader, PE
Florida License #72231
Certificate of Authorization #31955
Recon Response Engineering, LLC
Toll-Free Nationwide: (844)-44-RECON
info@reconresponse.com

Andrew Schrader

Digitally signed by Andrew Schrader
Date: 2023.05.30 17:39:25 -04'00'

ANDREW SCHRADER, STATE OF FLORIDA, PROFESSIONAL ENGINEER, LICENSE NO. 72231. THIS DOCUMENT HAS BEEN ELECTRONICALLY SIGNED AND SEALED BY ANDREW SCHRADER, PE ON 05/30/2023 USING AN SHA AUTHENTICATION CODE. PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SHA AUTHENTICATION CODE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

Limitations:

This report makes no warranties or guarantees, expressed or implied, in regards to building construction at the site. The property was not inspected for hidden conditions.

Our opinions noted within this report are based on the findings as well as our professional experience. We accept no responsibility for interpretations or actions based on this report made by others.

The findings, results, and conclusions listed herein are only representative of conditions at the time of our review and do not represent conditions at other times. This report is intended for use by you and your assigned representatives. Its data and content should not be used or relied upon by other parties without our prior written authorization. We reserve the right to update our opinions if and when new information becomes available.