Facility Condition Assessment

2022 - Simple Inflation Update to Report

Oak Bay Marina
1327 Beach Drive, Victoria, British Columbia
March 08, 2022

Prepared For:

District of Oak Bay
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Project Number **221-02267-00**

Executive Summary

MANDATE - 2022

In February 2022, the District of Oak Bay engaged WSP to update the Facility Condition Assessment Report that was issued on February 18, 2020. The scope was limited to a simplified report update, adjusting the previously identified capital expenditures to reflect inflationary impacts. Some adjustment of project timing was also undertaken for projects previously anticipated between 2020 and 2022.

ORIGINAL MANDATE - 2020

This report was initially prepared at the request of the District of Oak Bay as a capital plan, with final report issued February 18, 2020. Our review was limited to the base building components and preparation of a capital plan that considered a 33-year capital renewal timeframe (2020 to 2052) and a $3,000 capital threshold. As part of the update in 2022 the report now considers a 31-year capital plan renewal timeframe (2022 to 2052), and maintains the $3,000 capital threshold.

The primary tenant for the site is Oak Bay Marine Group. Jeff Mckay, Director of Operations and Asset Management with Oak Bay Marine Group, is referred to in this report as the 'Asset Manager". We understand the tenant is responsible for interior finishes, fixtures, tenant-specific operational equipment, and the docks. This report includes only a high-level review of these components and no budgeting for replacement work.

Refer to the "Scope of Work" section near the end of this report for further clarification on our services.

GENERAL CONDITION

The property is in serviceable overall condition; however, the building is at an age when the lifecycle renewal of major components is expected. General maintenance has been adequate. The projected average capital recommendations in this plan are at an expected level for a property of this type and age.

CAPITAL RENEWAL HISTORY

The following major renewal has been completed over the past 10 years:

- 2019: Replaced dock ramp decking;
- 2019: Replaced roof and painted cladding on Fuel dock;
- 2016: Replaced Restaurant building roof;

BUILDING USE

The buildings' current states are appropriate for the continued operation of the same use and function. According to current site zoning, the buildings are classified as Specialized Commercial according to the District's OCP. The current zoning states possible uses for the buildings include "Commercial including local and destination retail, services, recreation". Based on the current condition of the buildings, the restaurant could remain as a restaurant or converted into commercial/retail space, the Office which contains retail could be converted completely into either office or retail space, and the Dockworks building would remain a service/maintenance-type facility.

RENOVATION POTENTIAL/HAZARDOUS MATERIALS

The renovation potential is mainly governed by the building use explained above. Some of the original 1960's construction remains in service and may contain hazardous materials. Potential risks visually apparent which may be disturbed during a repair or potential renovation include, but are not limited to, asbestos in flooring, drywall and exterior stucco, silica in stucco and concrete, and lead paint throughout interior spaces. A full comprehensive hazardous materials review and report would be required before a larger-scale renovation could take place.

RETURN ON INVESTMENT

In general, projects included in this report are intended to maintain the current value of these assets and are not intended to provide an increased return on your investment.

A * has been included in the project title if there is a possible energy savings (return on investment) opportunity related to the project. A detailed energy assessment would be required to define the extent of possible energy savings. Projects, such as lighting/HVAC upgrades to more energy-efficient systems or cladding renewal providing improved thermal performance, have been identified.

A ^ has been included in the project title if there is a possible maintenance savings (return on investment) opportunity related to the project. Major component replacements, like roof or cladding replacement, typically result in maintenance savings over the short term following the replacement completion.

LIFE CYCLE RENEWAL/RETURN ON INVESTMENT

A number of components or systems will reach the end of a normal service life within the term of this report. The Expenditure Table which follows includes budgets for those systems that are likely to require renewal or capital repair.

CLOSURE

No part of this report should be read in isolation. It is intended to be relied upon only in its entirety including the Scope of Work and Limitations.

General Discription

The property at 1327 Beach Drive in Victoria, BC includes a two-story building serving as a restaurant and coffee shop, a single-story building for office and commercial retail space, and a small single-story boat repair shot situated at Turkey Head Point in the Oak Bay district. The three buildings are referred to in this report as the "Restaurant", "Office", and "Dockworks" buildings, respectively. The site is oriented differently from the normal compass directions, so the tip of Turkey Head Point is referred to in this report as "report north" with all other directions following suit. The gross area of the site is approximately 190,000 ft² (1.7 ha) while the gross floor area of the three buildings is about 25,0000 ft². While the breakwater on which the buildings were constructed was completed in 1959, the Restaurant and Office buildings are believed to be built in 1962 and the Dockworks building in 1964.

The Restaurant and Office buildings are wood-framed above grade, while the Dockworks building is steel-framed. All buildings are partially bedded on rock and compacted fill along the east side and supported by a cantilevered reinforced concrete slab on reinforced concrete beams and columns to the west. The columns are cast into blasted rock along the foreshore. There is a large wood-framed overwater walkway along the west side connecting the Restaurant to the Dockworks building and the dock network.

The exterior wall of the Restaurant and Office buildings are clad with face-sealed stucco and painted wood siding, while the Dockworks building is clad with painted split0face concrete block walls. Windows are all single-glazed in aluminum frames and installed in a punched configuration. There are multiple flat roofs, all with modified bitumen membranes.

The buildings are equipped with a single-stage fire alarm system. The buildings do not have a central fire suppression system and have simple fire extinguishers located throughout. Emergency power is provided by remote heads with battery packs.

Site finishes include a large on-grade asphalt-paved parking lot located on the east side of the buildings (about 260 parking stalls) and a large wood-framed boat dock network located to the west. There is also an old marina way and winch building located on the southwest corner of the site along the foreshore that has since been abandoned. Other site finishes include concrete sidewalks, soft landscaping, and an entrance sign with a flag pole.

Conditioned air is distributed throughout the Restaurant building by two air handling units with hot water heating coils: one serving the upper level restaurant and kitchen, and one for the lower-level coffee shop. Heating is distributed via perimeter wall fin radiator units. The heating coils, radiators, and domestic hot water are all supplied by the central natural gas boiler heating system located on the lower level. There is also a supplementary heat pump unit located on the roof. The boiler room also houses a chiller and condensing unit that serve several refrigerators and freezers located throughout. The Office building conditioned air is provided via ceiling diffusers which are supplied by three ceiling-hung natural gas fan coil units with cooling from the rooftop condensing units. There is also a backup wall-mounted split system air conditioner located near the south end. The Dockworks building is heated by a single oil-fired furnace and small electric unit heater.

The main electrical distribution switchgear is located in the Restaurant building and is rated for 1600A, 120/208V. The switchgear provides electricity for all three buildings.

Capital Expenditures

The table on the following page summarizes our opinion of reasonable budgets for the capital expenditures identified over the term of this report. Budgets previously included in the February 18, 2020 report have been updated to reflect our opinion of current market conditions in todays dollars (February 2022).

The capital expenditure budgets assume a prudent level of ongoing maintenance. The budgets are Class D estimates which are commonly within 20% to 30% accuracy depending on the complexity of the project. Dollars shown are inflated, and include contingencies (typically 5 to 15%) and allowances for design/project management (typically 5 to 15%), where relevant. We adjust the contingency depending on the scope and scale of the project, using our Engineering judgement and experience being involved in similar projects. The design/project management allowances are similarly adjusted to reflects our estimate of the effort involved. Taxes are excluded.

Inflation has been applied at a rate of 2% for capital projects occurring within the plan term beyond 2022.

Capital projects are classified as follows:

1 = Life Safety/Immediate Items
2 = Deferred Maintenance
3 = Normal/Life Cycle Renewal
4 = Mandatory Statutory Compliance
5 = Upgrades/Discretionary Items

Oak Bay Marina, 1327 Beach Drive, Victoria, British Columbia

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Annual Projected Expenditures

Item	Description	Class	Status	Pres. Cost	First Occ.	Cycle	No. Occ.	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
1	**Structure**																	
1.1.1	Repair Reinforced Concrete Substructure ^	2	Forecasted	$397,440	2023	20		$0	$405,389	$0	$0	$0	$0	$0	$0	$0	$0	$0
1.1.2	Concrete Substructure Evaluation	3	Forecasted	$15,606	2030	10		$0	$0	$0	$0	$0	$0	$0	$0	$18,285	$0	$0
2	**Building Envelope**																	
2.1.1	Wall Condition Evaluation	3	Forecasted	$12,485	2023	10		$0	$12,735	$0	$0	$0	$0	$0	$0	$0	$0	$0
2.1.2	Replace Wood-framed Windows *^	3	Forecasted	$360,192	2025	30		$0	$0	$0	$382,239	$0	$0	$0	$0	$0	$0	$0
2.1.3	Repaint and Repair Cladding	3	Forecasted	$146,400	2028	30		$0	$0	$0	$0	$0	$0	$164,870	$0	$0	$0	$0
2.1.4	Replace Exterior Sealants	3	Forecasted	$31,472	2028	30		$0	$0	$0	$0	$0	$0	$35,443	$0	$0	$0	$0
2.1.5	Replace Stucco and Wood Cladding *^	3	Forecasted	$1,108,733	2043	50		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
2.2.1	Replace Exterior Restaurant Doors to Upper Level Walkway *	3	Forecasted	$12,000	2023	30		$0	$12,240	$0	$0	$0	$0	$0	$0	$0	$0	$0
2.2.2	Replace Exterior Doors (5) *	3	Forecasted	$25,080	2030	30		$0	$0	$0	$0	$0	$0	$0	$0	$29,385	$0	$0
2.3.1	Replace Office and Dockworks Roofing *^	3	Forecasted	$240,192	2023	25		$0	$244,996	$0	$0	$0	$0	$0	$0	$0	$0	$0
2.3.2	Replace Restaurant Flat Roofing *^	3	Forecasted	$283,280	2041	25		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
2.3.3	Replace Vinyl Membrane at Restaurant Canopy	3	Forecasted	$31,104	2025	25		$0	$0	$0	$33,008	$0	$0	$0	$0	$0	$0	$0
3	**Fire Safety**																	
3.1.1	Replace Fire Alarm Panel	3	Forecasted	$17,160	2023	20		$0	$17,503	$0	$0	$0	$0	$0	$0	$0	$0	$0
3.1.2	Replace Fire Alarm System Wiring and Devices	3	Forecasted	$40,625	2023	40		$0	$41,438	$0	$0	$0	$0	$0	$0	$0	$0	$0
3.1.3	Replace Private Fire Hydrant	3	Forecasted	$9,750	2043	50		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
4	**Finishes, Furniture and Equipment**																	
	No projects identified							-	-	-	-	-	-	-	-	-	-	-
5	**Site**																	
5.1.1	Replace Elastomeric Coating in Covered Walkway	3	Forecasted	$17,325	2025	20		$0	$0	$0	$18,385	$0	$0	$0	$0	$0	$0	$0
5.2.1	Asphalt and Concrete Paving Repair Allowance	2	Forecasted	$201,190	2023	2	6	$0	$205,214	$0	$213,504	$0	$222,130	$0	$231,104	$0	$240,441	$0
5.2.2	Replace Asphalt Paving ^	3	Forecasted	$1,932,905	2039	30		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
6	**HVAC**																	
6.1.1	Overhaul Heating Boilers (2) *^	3	Forecasted	$46,800	2024		1	$0	$0	$48,691	$0	$0	$0	$0	$0	$0	$0	$0
6.1.2	Replace Heating Boilers (2) *^	3	Forecasted	$124,800	2030	25		$0	$0	$0	$0	$0	$0	$0	$0	$146,223	$0	$0
6.2.1	Overhaul Air Handling Units (2) *^	3	Forecasted	$89,748	2023	25		$0	$91,543	$0	$0	$0	$0	$0	$0	$0	$0	$0
6.3.1	Replace Fan Coil Units (3) *	3	Forecasted	$33,048	2023	25		$0	$33,709	$0	$0	$0	$0	$0	$0	$0	$0	$0
6.3.2	Replace Condensing Units (3) *	3	Forecasted	$22,032	2023	25		$0	$22,473	$0	$0	$0	$0	$0	$0	$0	$0	$0
6.3.3	Replace Heat Pump Unit *	3	Forecasted	$10,725	2038	25		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
6.3.4	Replace Split-System Air Conditioner and Condensing Unit *	3	Forecasted	$7,800	2038	25		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
7	**Plumbing**																	
7.1.1	Replace Domestic Hot Water Storage Tanks (2) *	3	Forecasted	$14,576	2023	15		$0	$14,868	$0	$0	$0	$0	$0	$0	$0	$0	$0

Item	Description	Class	Status	Pres. Cost	First Occ.	Cycle	No. Occ.	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
7.1.2	Replace Hot Water Supply and Re-circ. Piping and Valves ^	3	Forecasted	$149,400	2024	25		$0	$0	$51,807	$52,843	$53,916	$0	$0	$0	$0	$0	$0
7.1.3	Replace Cold Water Supply Piping and Valves ^	3	Forecasted	$133,200	2028	30		$0	$0	$0	$0	$0	$0	$150,005	$0	$0	$0	$0
7.1.4	Repalce 2.5-Inch Back-flow Preventers	3	Forecasted	$13,200	2037	25		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
7.2.1	Buried Drainage Piping Repair Allowance	3	Forecasted	$11,880	2030	10		$0	$0	$0	$0	$0	$0	$0	$0	$13,919	$0	$0
7.2.2	Replace Sump Pumps ^	3	Forecasted	$10,800	2041	20		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
8	**Electrical**																	
8.1.1	Replace Main Electrical Equipment *	3	Forecasted	$284,928	2023	45		$0	$290,627	$0	$0	$0	$0	$0	$0	$0	$0	$0
8.1.2	Smaller Electrical Component Replacement Allowance *	3	Forecasted	$10,800	2023	6		$0	$11,016	$0	$0	$0	$0	$0	$12,406	$0	$0	$0
8.2.1	Upgrade Interior Lighting *^	5	Forecasted	$17,875	2023	25		$0	$18,232	$0	$0	$0	$0	$0	$0	$0	$0	$0
8.2.2	Replace Exterior Parking Lot Light Poles *^	3	Forecasted	$35,035	2025	40		$0	$0	$0	$37,179	$0	$0	$0	$0	$0	$0	$0
9	**Miscellaneous**																	
9.1.1	Replace Garbage Enclosure Doors	3	Forecasted	$11,880	2023	2	2	$0	$12,118	$0	$12,607	$0	$0	$0	$0	$0	$0	$0
Total								**$0**	**$1,434,101**	**$100,498**	**$749,765**	**$53,916**	**$222,130**	**$350,318**	**$243,510**	**$207,812**	**$240,441**	**$0**
$ / ft²								$0.00	$57.36	$4.02	$29.99	$2.16	$8.89	$14.01	$9.74	$8.31	$9.62	$0.00

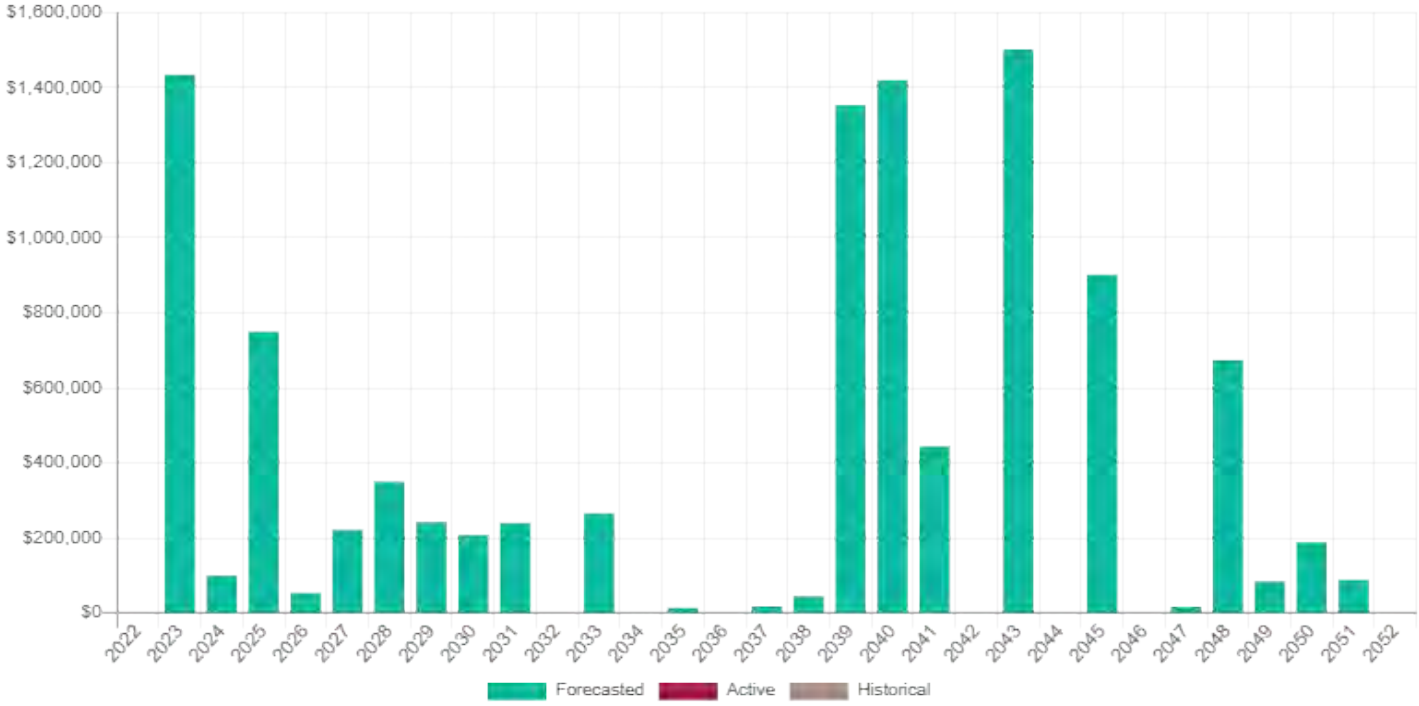
Item	Description	Class	Status	Pres. Cost	First Occ.	Cycle	No. Occ.	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043
1	**Structure**																	
1.1.1	Repair Reinforced Concrete Substructure ^	2	Forecasted	$397,440	2023	20		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$602,386
1.1.2	Concrete Substructure Evaluation	3	Forecasted	$15,606	2030	10		$0	$0	$0	$0	$0	$0	$0	$22,289	$0	$0	$0
2	**Building Envelope**																	
2.1.1	Wall Condition Evaluation	3	Forecasted	$12,485	2023	10		$15,524	$0	$0	$0	$0	$0	$0	$0	$0	$0	$18,923
2.1.2	Replace Wood-framed Windows *^	3	Forecasted	$360,192	2025	30		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
2.1.3	Repaint and Repair Cladding	3	Forecasted	$146,400	2028	30		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
2.1.4	Replace Exterior Sealants	3	Forecasted	$31,472	2028	30		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
2.1.5	Replace Stucco and Wood Cladding *^	3	Forecasted	$1,108,733	2043	50		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$840,235
2.2.1	Replace Exterior Restaurant Doors to Upper Level Walkway *	3	Forecasted	$12,000	2023	30		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
2.2.2	Replace Exterior Doors (5) *	3	Forecasted	$25,080	2030	30		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
2.3.1	Replace Office and Dockworks Roofing *^	3	Forecasted	$240,192	2023	25		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
2.3.2	Replace Restaurant Flat Roofing *^	3	Forecasted	$283,280	2041	25		$0	$0	$0	$0	$0	$0	$0	$0	$412,685	$0	$0
2.3.3	Replace Vinyl Membrane at Restaurant Canopy	3	Forecasted	$31,104	2025	25		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
3	**Fire Safety**																	
3.1.1	Replace Fire Alarm Panel	3	Forecasted	$17,160	2023	20		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$26,009
3.1.2	Replace Fire Alarm System Wiring and Devices	3	Forecasted	$40,625	2023	40		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
3.1.3	Replace Private Fire Hydrant	3	Forecasted	$9,750	2043	50		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$14,778
4	**Finishes, Furniture and Equipment**																	
	No projects identified							-	-	-	-	-	-	-	-	-	-	-
5	**Site**																	
5.1.1	Replace Elastomeric Coating in Covered Walkway	3	Forecasted	$17,325	2025	20		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5.2.1	Asphalt and Concrete Paving Repair Allowance	2	Forecasted	$201,190	2023	2	6	$250,154	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5.2.2	Replace Asphalt Paving ^	3	Forecasted	$1,932,905	2039	30		$0	$0	$0	$0	$0	$0	$1,353,267	$1,380,332	$0	$0	$0
6	**HVAC**																	
6.1.1	Overhaul Heating Boilers (2) *^	3	Forecasted	$46,800	2024		1	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
6.1.2	Replace Heating Boilers (2) *^	3	Forecasted	$124,800	2030	25		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
6.2.1	Overhaul Air Handling Units (2) *^	3	Forecasted	$89,748	2023	25		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
6.3.1	Replace Fan Coil Units (3) *	3	Forecasted	$33,048	2023	25		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
6.3.2	Replace Condensing Units (3) *	3	Forecasted	$22,032	2023	25		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
6.3.3	Replace Heat Pump Unit *	3	Forecasted	$10,725	2038	25		$0	$0	$0	$0	$0	$14,723	$0	$0	$0	$0	$0
6.3.4	Replace Split-System Air Conditioner and Condensing Unit *	3	Forecasted	$7,800	2038	25		$0	$0	$0	$0	$0	$10,708	$0	$0	$0	$0	$0
7	**Plumbing**																	
7.1.1	Replace Domestic Hot Water Storage Tanks (2) *	3	Forecasted	$14,576	2023	15		$0	$0	$0	$0	$0	$20,010	$0	$0	$0	$0	$0
7.1.2	Replace Hot Water Supply and Re-circ. Piping and Valves ^	3	Forecasted	$149,400	2024	25		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
7.1.3	Replace Cold Water Supply Piping and Valves ^	3	Forecasted	$133,200	2028	30		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
7.1.4	Repalce 2.5-Inch Back-flow Preventers	3	Forecasted	$13,200	2037	25		$0	$0	$0	$0	$17,765	$0	$0	$0	$0	$0	$0

Item	Description	Class	Status	Pres. Cost	First Occ.	Cycle	No. Occ.	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043
7.2.1	Buried Drainage Piping Repair Allowance	3	Forecasted	$11,880	2030	10		$0	$0	$0	$0	$0	$0	$0	$16,968	$0	$0	$0
7.2.2	Replace Sump Pumps ^	3	Forecasted	$10,800	2041	20		$0	$0	$0	$0	$0	$0	$0	$0	$15,734	$0	$0
8	**Electrical**																	
8.1.1	Replace Main Electrical Equipment *	3	Forecasted	$284,928	2023	45		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
8.1.2	Smaller Electrical Component Replacement Allowance *	3	Forecasted	$10,800	2023	6		$0	$0	$13,971	$0	$0	$0	$0	$0	$15,734	$0	$0
8.2.1	Upgrade Interior Lighting *^	5	Forecasted	$17,875	2023	25		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
8.2.2	Replace Exterior Parking Lot Light Poles *^	3	Forecasted	$35,035	2025	40		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
9	**Miscellaneous**																	
9.1.1	Replace Garbage Enclosure Doors	3	Forecasted	$11,880	2023	2	2	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total								**$265,678**	**$0**	**$13,971**	**$0**	**$17,765**	**$45,441**	**$1,353,267**	**$1,419,589**	**$444,153**	**$0**	**$1,502,331**
$ / ft²								$10.63	$0.00	$0.56	$0.00	$0.71	$1.82	$54.13	$56.78	$17.77	$0.00	$60.09

Item	Description	Class	Status	Pres. Cost	First Occ.	Cycle	No. Occ.	2044	2045	2046	2047	2048	2049	2050	2051	2052
1	**Structure**															
1.1.1	Repair Reinforced Concrete Substructure ^	2	Forecasted	$397,440	2023	20		$0	$0	$0	$0	$0	$0	$0	$0	$0
1.1.2	Concrete Substructure Evaluation	3	Forecasted	$15,606	2030	10		$0	$0	$0	$0	$0	$0	$27,170	$0	$0
2	**Building Envelope**															
2.1.1	Wall Condition Evaluation	3	Forecasted	$12,485	2023	10		$0	$0	$0	$0	$0	$0	$0	$0	$0
2.1.2	Replace Wood-framed Windows *^	3	Forecasted	$360,192	2025	30		$0	$0	$0	$0	$0	$0	$0	$0	$0
2.1.3	Repaint and Repair Cladding	3	Forecasted	$146,400	2028	30		$0	$0	$0	$0	$0	$0	$0	$0	$0
2.1.4	Replace Exterior Sealants	3	Forecasted	$31,472	2028	30		$0	$0	$0	$0	$0	$0	$0	$0	$0
2.1.5	Replace Stucco and Wood Cladding *^	3	Forecasted	$1,108,733	2043	50		$0	$874,180	$0	$0	$0	$0	$0	$0	$0
2.2.1	Replace Exterior Restaurant Doors to Upper Level Walkway *	3	Forecasted	$12,000	2023	30		$0	$0	$0	$0	$0	$0	$0	$0	$0
2.2.2	Replace Exterior Doors (5) *	3	Forecasted	$25,080	2030	30		$0	$0	$0	$0	$0	$0	$0	$0	$0
2.3.1	Replace Office and Dockworks Roofing *^	3	Forecasted	$240,192	2023	25		$0	$0	$0	$0	$401,942	$0	$0	$0	$0
2.3.2	Replace Restaurant Flat Roofing *^	3	Forecasted	$283,280	2041	25		$0	$0	$0	$0	$0	$0	$0	$0	$0
2.3.3	Replace Vinyl Membrane at Restaurant Canopy	3	Forecasted	$31,104	2025	25		$0	$0	$0	$0	$0	$0	$54,153	$0	$0
3	**Fire Safety**															
3.1.1	Replace Fire Alarm Panel	3	Forecasted	$17,160	2023	20		$0	$0	$0	$0	$0	$0	$0	$0	$0
3.1.2	Replace Fire Alarm System Wiring and Devices	3	Forecasted	$40,625	2023	40		$0	$0	$0	$0	$0	$0	$0	$0	$0
3.1.3	Replace Private Fire Hydrant	3	Forecasted	$9,750	2043	50		$0	$0	$0	$0	$0	$0	$0	$0	$0
4	**Finishes, Furniture and Equipment**															
	No projects identified							-	-	-	-	-	-	-	-	-
5	**Site**															
5.1.1	Replace Elastomeric Coating in Covered Walkway	3	Forecasted	$17,325	2025	20		$0	$27,320	$0	$0	$0	$0	$0	$0	$0
5.2.1	Asphalt and Concrete Paving Repair Allowance	2	Forecasted	$201,190	2023	2	6	$0	$0	$0	$0	$0	$0	$0	$0	$0
5.2.2	Replace Asphalt Paving ^	3	Forecasted	$1,932,905	2039	30		$0	$0	$0	$0	$0	$0	$0	$0	$0
6	**HVAC**															
6.1.1	Overhaul Heating Boilers (2) *^	3	Forecasted	$46,800	2024		1	$0	$0	$0	$0	$0	$0	$0	$0	$0
6.1.2	Replace Heating Boilers (2) *^	3	Forecasted	$124,800	2030	25		$0	$0	$0	$0	$0	$0	$0	$0	$0
6.2.1	Overhaul Air Handling Units (2) *^	3	Forecasted	$89,748	2023	25		$0	$0	$0	$0	$150,186	$0	$0	$0	$0
6.3.1	Replace Fan Coil Units (3) *	3	Forecasted	$33,048	2023	25		$0	$0	$0	$0	$55,303	$0	$0	$0	$0
6.3.2	Replace Condensing Units (3) *	3	Forecasted	$22,032	2023	25		$0	$0	$0	$0	$36,869	$0	$0	$0	$0
6.3.3	Replace Heat Pump Unit *	3	Forecasted	$10,725	2038	25		$0	$0	$0	$0	$0	$0	$0	$0	$0
6.3.4	Replace Split-System Air Conditioner and Condensing Unit *	3	Forecasted	$7,800	2038	25		$0	$0	$0	$0	$0	$0	$0	$0	$0
7	**Plumbing**															
7.1.1	Replace Domestic Hot Water Storage Tanks (2) *	3	Forecasted	$14,576	2023	15		$0	$0	$0	$0	$0	$0	$0	$0	$0
7.1.2	Replace Hot Water Supply and Re-circ. Piping and Valves ^	3	Forecasted	$149,400	2024	25		$0	$0	$0	$0	$0	$84,994	$86,694	$88,455	$0
7.1.3	Replace Cold Water Supply Piping and Valves ^	3	Forecasted	$133,200	2028	30		$0	$0	$0	$0	$0	$0	$0	$0	$0
7.1.4	Repalce 2.5-Inch Back-flow Preventers	3	Forecasted	$13,200	2037	25		$0	$0	$0	$0	$0	$0	$0	$0	$0

Item	Description	Class	Status	Pres. Cost	First Occ.	Cycle	No. Occ.	2044	2045	2046	2047	2048	2049	2050	2051	2052
7.2.1	Buried Drainage Piping Repair Allowance	3	Forecasted	$11,880	2030	10		$0	$0	$0	$0	$0	$0	$20,683	$0	$0
7.2.2	Replace Sump Pumps ^	3	Forecasted	$10,800	2041	20		$0	$0	$0	$0	$0	$0	$0	$0	$0
8	**Electrical**															
8.1.1	Replace Main Electrical Equipment *	3	Forecasted	$284,928	2023	45		$0	$0	$0	$0	$0	$0	$0	$0	$0
8.1.2	Smaller Electrical Component Replacement Allowance *	3	Forecasted	$10,800	2023	6		$0	$0	$0	$17,719	$0	$0	$0	$0	$0
8.2.1	Upgrade Interior Lighting *^	5	Forecasted	$17,875	2023	25		$0	$0	$0	$0	$29,912	$0	$0	$0	$0
8.2.2	Replace Exterior Parking Lot Light Poles *^	3	Forecasted	$35,035	2025	40		$0	$0	$0	$0	$0	$0	$0	$0	$0
9	**Miscellaneous**															
9.1.1	Replace Garbage Enclosure Doors	3	Forecasted	$11,880	2023	2	2	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total								**$0**	**$901,500**	**$0**	**$17,719**	**$674,212**	**$84,994**	**$188,700**	**$88,455**	**$0**
$ / ft²								$0.00	$36.06	$0.00	$0.71	$26.97	$3.40	$7.55	$3.54	$0.00

Graph-Total Expenditures



Expenditure Summary Table

Expenditures Summary Table

	Uninflated	Inflated
Total For 31-Year Reporting Period	$8,082,336	$10,620,266
Forecasted Projects Total	$8,082,336	$10,620,266
Active Projects Total	$0	$0
Historical Projects Total	$0	$0
Total Per Unit	$2,694,112	$3,540,089
Total Per ft²	$323	$425
Average Annual Budget	$260,721	$342,589
Average Annual Budget Per Unit	$86,907	$114,196
Average Annual Budget Per ft²	$10.43	$14

Total Number of Units: 3

Total Area: 25,000 ft²

Average Area Per Unit: 8,333 ft²

Inflation Rate: 2%

Estimate of Replacement

Estimate: $6,920,000

Restuarant: Based on the current use, and a gross floor area of 8,500 ft², and an estimated replacement cost of $450/ft², the estimated cost of replacement is in the order of $3.8 Million (2022 Dollars).

Office: Based on the current use, and a gross floor area of 5,500 ft², and an estimated replacement cost of $400/ft², the estimated cost of replacement is in the order of $2.2 Million (2022 Dollars).

Dockworks: Based on the current use, and a gross floor area of 2,300 ft², and an estimated replacement cost of $400/ft², the estimated cost of replacement is in the order of $920,000 (2022 Dollars).

To determine the above estimates, we considered budget pricing generated by the RS Means replacement cost calculator and our cost opinions based on the current construction market. The estimate assumes standard construction practices and the average quality of materials and includes soft costs (design, engineering, permits, etc.), contingencies, and demolition of the existing building. The estimate excludes land purchase, and replacement of furnishings or other specialized equipment, as these costs depend on your specific operational needs.

As of March 2022, we have updated the Estimates of Replacement to account for inflationary impacts over the past 2 years. The inflation rates used for these Estimates are based on the Statistics Canada Building Construction Price Index for the geographical region of Vancouver

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1. Structure

1.1 Structural Frame

Description:
The Restaurant and Office buildings are wood-framed above-grade with flat roofs consisting of plywood sheathing supported on wood joist, beams, and columns. The Dockworks building is steel-framed with tongue-and-groove roof timber sheathing supported on load-bearing split-face concrete block walls. The building also has two steel rails in the ceiling for a hoist and an interior wood-framed mezzanine. All buildings are partially bedded with concrete foundations on bedrock and compacted fill along the east side and supported by a cantilevered reinforced concrete slab on concrete beams and columns which are cast into blasted bedrock over the foreshore to the west .

Condition / Recommendation:
The overall structure of the buildings is in fair to serviceable condition, as interior structural elements are generally protected from weather and are not expected to require major repair within the report term.

We did note potential local settlement of the columns and supports on the west side of the Dockworks building. You should periodically monitor this location for any further settlement and undertake repairs if settlement continues. Monitoring could be an inspection by a qualified professional every three to five years in conjunction with an assessment of the cantilevered reinforced concrete slab over the foreshore.

In 2019, the District hired WSP to conduct an investigation of the concrete substructure at the site and a corresponding report was issued. The report stated that the concrete substructure was in fair condition, with localized evidence of concrete deterioration due to chloride-induced reinforcing steel corrosion and recommended concrete repairs should be implemented within the next two years to prevent more extensive deterioration. The report also noted the larger concrete jackets installed at the concrete column bases that are not on the original structural drawings that could have been installed as part of a prior seismic upgrade. As our review was limited to land-based observations, the concrete substructure was not adequately re-evaluated during our site visit.

Based upon the previous recommendations in the 2019 investigation report, a budget has been included for repairs to the concrete substructure. You may choose to defer this project to a later date or phase the project over several years. When phasing the project, you can also choose to shut the coffee shop and restaurant temporarily while these repairs are completed or have certain areas remain open and have the project work around these areas. The latter option would require an extended project schedule and is susceptible to increased costs. A budget is also included for periodic evaluation of the substructure following completion of the aforementioned repairs.

This building is in an area with a relatively high risk of strong seismic activity. The current Building Code requirements for earthquake resistance are generally more stringent than the code to which this building was designed; however, upgrading to current code is normally only required if major structural renovations are undertaken (eg. expansions, removing load-bearing walls, change of use, etc.). In the absence of any planned major structural renovations, we have not included a budget for seismic retrofits. No structural drawings were provided for our review. It is reasonable to assume that should a Building-Code-level seismic event occur, the structure of the buildings would be affected. Further review and analysis by a structural engineer are required for further commentary on seismic code compliance or the anticipated extent of damage in the vent of seismic activity.

1.1.1 Repair Reinforced Concrete Substructure ^

Present Cost	Inflated Cost	First Occur.	Cycle	# Occurrences	Class	Status
$397,440	$405,389	2023	20	Recurring	2	Forecasted

1.1.2 Concrete Substructure Evaluation

Present Cost	Inflated Cost	First Occur.	Cycle	# Occurrences	Class	Status
$15,606	$18,285	2030	10	Recurring	3	Forecasted

2. Building Envelope

2.1 Walls and Windows

Description:
The exterior walls of the Restaurant and Office buildings are primarily clad with face-sealed stucco and painted wood siding. There are also painted wood trim boards at roof fascia and around building fenestration. The Dockworks building is clad with painted split-face concrete block walls.

A large portion of the windows on the buildings are the original single-glazed units in painted wood frames and installed in a punched configuration. There are some double-glazed insulated glazing units (IGUs) in prefinished aluminum frames at the Restaurant and Office buildings that were installed in the major 1993 renovation.

History of Repairs:
2016: Repainted exterior walls, as reported by the Asset Manager.

Condition / Recommendation:
No leakage through the wall assemblies was noted or reported at interior areas accessed. We noted peeling paint on walls and wood trim boards as well as small local cracks in the stucco and concrete block walls. We also noted rusted edge trim at stucco walls adjacent to the Restaurant front planters. From grade, we could not see evidence of an obvious, widespread problem; however, this does not preclude the risk of concealed damage. Sealants were in serviceable condition around doors and windows but surface crazing and cracking were noted throughout.

The walls are designed as a face-sealed system, meaning that the walls do not include drainage cavities or other means of expelling water which penetrates the outer surface. With this type of system, outer surface is intended to be watertight. As such, the exterior seals need to be diligently maintained. With this type of wall system, leakage can occur into the wall system causing degradation of the concealed components without any evidence of a problem on the exterior or interior.

In British Columbia, face-sealed systems are considered by some to be completely unacceptable; rain-screen walls are the industry standard. While we disagree with this position and believe that many face-sealed walls can be maintained to provide many years of service; in this case, a wall condition evaluation would be necessary to better establish existing conditions, the scope of repair, and budgets, including exploratory test openings to review concealed details. Given the wet weather conditions in British Columbia, even when face-sealed exterior walls look to be in reasonable condition, we do recommend wall openings to evaluate the condition of a sample of the concealed components of the wall system. As most wall areas are sheltered by roof overhangs, the risk of major concealed problems is relatively low. We recommend planning for a wall evaluation prior to any significant exterior maintenance or repairs, such as painting or window replacement, to help define the scope of work and firm up budgets as-needed. A budget for the wall condition evaluation is included. Pending the evaluation, placeholder allowances for wall repainting and repairs and eventual replacement are included. These budgets also include local repainting, repair, and replacement of the wood siding and trim. The cladding replacement project costs have been phased over three years to lower the expenses within each fiscal year. Depending on future performance and your replacement/renovation strategy, you may choose to undertake the project sooner or defer to a later time.

No leakage-related issues with the windows were noted or reported during our review. The Asset Manager stated that individually-failed IGUs are replaced (about 1 per year) as needed and paid for out of maintenance. As most of the windows remain the original wood-framed single glazing, they have reached the end of the theoretical service life and, as such, a budget for a full replacement of all windows across the three buildings is included. While these units could remain in service for many more years, replacement would improve energy efficiency and occupant comfort. Should you choose to maintain the wood-framed windows, the wood frames will require periodic repair and repainting.

2.1.1 Wall Condition Evaluation

Present Cost	Inflated Cost	First Occur.	Cycle	# Occurrences	Class	Status
$12,485	$12,735	2023	10	Recurring	3	Forecasted

2.1.2 Replace Wood-framed Windows *^

Present Cost	Inflated Cost	First Occur.	Cycle	# Occurrences	Class	Status
$360,192	$382,239	2025	30	Recurring	3	Forecasted

2.1.3 Repaint and Repair Cladding

Present Cost	Inflated Cost	First Occur.	Cycle	# Occurrences	Class	Status
$146,400	$164,870	2028	30	Recurring	3	Forecasted

2.1.4 Replace Exterior Sealants

Present Cost	Inflated Cost	First Occur.	Cycle	# Occurrences	Class	Status
$31,472	$35,443	2028	30	Recurring	3	Forecasted

2.1.5 Replace Stucco and Wood Cladding *^

Present Cost	Inflated Cost	First Occur.	Cycle	# Occurrences	Class	Status
$1,108,733	$1,680,469	2043	50	Recurring	3	Forecasted

Project Phased

2043	2044	2045
50%	0%	50%
$840,235	$0	$874,180

2.2 Exterior Doors

Description:
Exterior doors include:

- Storefront entrances: glazed single- and double-swing aluminum doors. There is also a set of glazed wood-framed double-swing doors for access to the outdoor canopy at the upper level of the Restaurant building. The Dockworks building has simple wood-framed single-swing doors in wood frames.
- Loading Doors: The Dockworks building has a large metal sliding door on the east elevation as well as a large set of wood-framed double-swing doors on the west elevation that allowed access for the boat engine hoist. We understand that the doors and associated boat docking station on the west elevation are rarely used.
- Service rooms and exits: painted steel doors in steel frames.

Condition / Recommendation:
The exterior doors were in serviceable condition, with no water leakage or operational issues noted or reported during our review. The wood-framed panel doors leading to the upper-level walkway on the Restaurant building are old and weathered and we have budgeted for replacement accordingly.

We have also included a discretionary budget to replace the sets of entrance doors within the report term. You may choose to phase this project over several years or defer it based on condition.

All other entrance/exit and service doors are assumed to be replaced as needed, paid for as a maintenance expense.

2.2.1 Replace Exterior Restaurant Doors to Upper Level Walkway *

Present Cost	Inflated Cost	First Occur.	Cycle	# Occurrences	Class	Status
$12,000	$12,240	2023	30	Recurring	3	Forecasted

2.2.2 Replace Exterior Doors (5) *

Present Cost	Inflated Cost	First Occur.	Cycle	# Occurrences	Class	Status
$25,080	$29,385	2030	30	Recurring	3	Forecasted

2.3 Roofing

Description:
There are main flat roofs over all three buildings, all protected with conventional two-ply modified bitumen membranes. All building perimeters have installed prefinished metal cap flashing.

Between the Restaurant and Office buildings is a covered walkway with an upper-level walkway above. The upper-level walkway is a new roof assembly with a two-ply modified bitumen membrane protected by a concrete topping.

Additionally, the Office building has a wood-framed sloped canopy along the east elevation consisting of several glass panels in metal frames with an edge drainage trough. The Office building also has small sections of sloped roofing adjacent to the upper-level walkway on the north side with profiled metal panels.

The Restaurant building has a raised roof portion at the center of the circular main roof with vertical IGUs and a large skylight. The Restaurant building also has a wood-framed balcony-like cantilevered structure located around the circular exterior on the north and west sides. The structure is protected by a sheet-applied vinyl waterproofing membrane. The original use of the cantilevered structure may have been for Restaurant balcony space but the Asset Manager reported that access to this area is not permitted by any staff employee or the public. This may be due to the lack of code-compliant balcony guard rails. The structure now mainly serves as a roof canopy for the lower level coffee shop and walkways. An after-market vinyl retractable awning is fastened to the canopy structure to provide shading for the public on the deck in the summertime.

History of Repairs:
2019: Replaced profile metal roofing on Office building and flat roof/concrete walkway between the office and Restaurant (in progress at the time of review), as reported by the Asset Manager.
2017: Replaced Restaurant building roof, as reported by the Asset Manager.

Condition / Recommendation:
The Restaurant roof is in serviceable condition, with no major issues noted or reported during our review. We noted clogged area drains causing minor roof ponding, which we assume will be cleaned as part of ongoing maintenance. With a typical theoretical service life of around 25 years, we have included a budget for the eventual replacement of the Restaurant roof later in the report term.

The vinyl sheet membrane over the canopy structure was noted to have ponding water at the edge. It also appears that approximately half of the membrane is older (~20 years old) and stained while the other half is newer (~15 years old). Due to the age of the membrane and to mitigate water ingress to the wood structure, we have budgeted to replace the vinyl membrane within the report term. Other minor repairs are assumed to be part of annual maintenance.

At the time of our review, there was a roofing project in progress to replace the flat roof/concrete walkway between the Office and Restaurant buildings. Outstanding work included perimeter flashings and installation of a new handrail assembly. We assume there is already a budget in place to complete this work and, therefore, no budget is included in this report.

The Office and Dockworks building roofs are older and in fair condition. We noted surface cracking and granular loss throughout. As such, we have budgeted to replace the Office and Dockworks roofs within the report term as a single project to conserve mobilization costs. The budget will also include an allowance for resealing the sloped canopy glazing and relining the drainage trough on the Office building.

2.3.1 Replace Office and Dockworks Roofing *^

Present Cost	Inflated Cost	First Occur.	Cycle	# Occurrences	Class	Status
$240,192	$244,996	2023	25	Recurring	3	Forecasted

2.3.2 Replace Restaurant Flat Roofing *^

Present Cost	Inflated Cost	First Occur.	Cycle	# Occurrences	Class	Status
$283,280	$412,685	2041	25	Recurring	3	Forecasted

2.3.3 Replace Vinyl Membrane at Restaurant Canopy

Present Cost	Inflated Cost	First Occur.	Cycle	# Occurrences	Class	Status
$31,104	$33,008	2025	25	Recurring	3	Forecasted

3. Fire Safety

3.1 Fire Safety Systems

Description:
Detection/Alarm: These buildings are served by a single-stage non-addressable fire alarm system manufactured by Edwards (MODEL # EST 6616) and serviced by Pacific Cost Fire Equipment. The control panel is located in the main electrical room accessed from an exterior door in the covered walkway between the Restaurant and Office buildings. The fire panel has three zones in use and monitors heat/smoke detectors located throughout the Restaurant and Office buildings as well as pull stations at exits. Audible devices include buzzers and bells.

Suppression: There is a 1.5-inch diameter fire suppression line in the boiler room on the lower level of the Restaurant building. The line is a branch off of the main incoming line and has a back-flow preventer installed. None of the buildings, however, had sprinklers present in common areas where reviewed. The boiler room itself is the only area with sprinklers noted. Portable fire extinguishers are located throughout the buildings. The Restaurant kitchen has a range hood for chemical fire suppression which is annually inspected. There is also a private fire hydrant located in the parking lot installed in 1993 during the major site renovation.

Emergency Lighting: Emergency lighting is provided by battery-powered fixtures and exit signs.

History of Repairs:
2012: Replaced back-flow preventer on the fire suppression line, as indicated on the data tag.

Condition / Recommendation:
Detection/Alarm: The Asset Manager reports there have been no major issues with the system. The 2019 annual inspection report prepared by Pacific Coast Fire Protection identifies only maintenance-type deficiencies. We contacted the service contractor directly regarding compliance with NFPA 303. They reported that, based on the latest inspection, the site generally complies with the standard; however, they recommended that the Tenant confirm there are two fire extinguishers on the fuel dock station that are at least 10-lb units, as the 2019 inspection reports states there is one 20-lb and one 5-lb unit. They also stated that the site has likely been 'grandfathered' into the new versions of the Fire Code, which has resulted in no retroactive requirements for fire detection devices or a general fire suppression system.

The current fire panel is obsolete and has not been manufactured for some time. Local service contractors report that some replacement parts for this vintage of system are already difficult to obtain. We recommend planning for a replacement. The budget assumes that the panel will be replaced with a similar, compatible system.

We noted the fire alarm pull stations are located higher than current code requirements. Lowering these pull stations is intended to make the pull stations more accessible. We are not aware of any legislative requirement to lower the pull stations in an existing building unless you are undertaking a major renovation, change of use, or other fire alarm work that requires a permit. That said, given the age of the devices, we have included a budget for replacement in conjunction with the fire alarm panel replacement project. We have not budgeted for reconfiguration or upgrades and it may be possible to defer device replacement if existing devices are compatible with the new panel. Further review is needed to confirm this. Minor repairs, as identified by ongoing inspections, are expected to be completed as part of regular maintenance.

Suppression: The Asset Manager reports no major problems with the suppression systems. Based on the age of the building and absence of major deficiencies observed or reported, no capital expenditures are expected within the report term; however, if a major renovation or change of use were to occur, it may be necessary to install a central suppression system.

We understand that compliance with NFPA 303 requires a fire suppression standpipe system for the Marina dock network. A budget for this upgrade has not been included within this report, as we understand the docks are the responsibility of the Tenant.

Repairs and replacements of fire extinguishers should be expected and we assume this will be managed as a maintenance expense. Back-flow preventers on water lines typically last around 25 years so a replacement will likely be required later in the report term; however, based on the size and use of the line, we expect that a back-flow preventer can be replaced when required at a cost below the report threshold.

The gaskets and seals for the fire hydrants often require replacement after 50 to 60 years and trigger the replacement of the entire hydrant. Occasionally, hydrants require early replacement due to vehicle damage. Based on age, we have included a budget for replacement of the fire hydrant at around 50 years of service. We assume that routine fire hydrant maintenance will be completed as needed as a maintenance expense.

The kitchen range hood suppression system is considered tenant operation equipment and, therefore, was excluded from our review.

Emergency Lighting: Based on the absence of current issues, no capital expenditures are anticipated within the report term. We assume replacement of individual heads and battery packs will be undertaken as needed, paid for as a maintenance expense.

3.1.1 Replace Fire Alarm Panel

Present Cost	Inflated Cost	First Occur.	Cycle	# Occurrences	Class	Status
$17,160	$17,503	2023	20	Recurring	3	Forecasted

3.1.2 Replace Fire Alarm System Wiring and Devices

Present Cost	Inflated Cost	First Occur.	Cycle	# Occurrences	Class	Status
$40,625	$41,438	2023	40	Recurring	3	Forecasted

3.1.3 Replace Private Fire Hydrant

Present Cost	Inflated Cost	First Occur.	Cycle	# Occurrences	Class	Status
$9,750	$14,778	2043	50	Recurring	3	Forecasted

4. Finishes, Furniture and Equipment

4.1 Interior Finishes

Description:
Interior finishes in the Restaurant building consist of a combination of carpet and hardwood flooring in the dining area and lower-level coffee shop, sheet flooring in the kitchen area and lower-level corridor, and ceramic tile in the washrooms. Interior walls and ceiling are painted drywall with finished wood veneer.

Finishes in the Office building consists primarily of carpet flooring with sheet flooring in the washrooms. Interior walls are painted drywall and dropped T-bar ceilings.

The Dockworks building interior finishes are typical of commercial warehouses and include unfinished concrete floors with wood timbers, painted concrete block walls, unfinished timber ceiling, and a wood-framed mezzanine.

History of Repairs:
2018: Renovated public washrooms on the exterior lower level of Restaurant building, as reported by the Asset Manager.

Condition / Recommendation:
The majority of the interior finishes were installed during the major renovation in 1993 and are in fair to serviceable condition.

We noted the dining area carpeting in the Restaurant was worn, kitchen flooring is exhibiting signs of average wear, and dust present on the ceiling adjacent to HVAC diffusers. The lower-level corridor flooring from 1993 was installed over top of the original 1960's flooring and is worn, with cracks and chipping noted that has exposed some of the original floorings. The lower-level employee washrooms are in poor condition, with stained and cracked flooring, rusted stall panel walls, and worn fixtures. We recommend the replacement of the carpeting and sheet flooring within the next few years. We also recommend comprehensive hazardous materials testing be completed on the original sheet flooring for proper removal and disposal. The employee washroom should also be upgraded with accessible doorways and stalls.

We noted the carpeting in the Office building is also worn in most areas. The building is currently undergoing interior renovations and the Asset Manager reported the carpeting will be replaced and the interior walls painted as part of the project.

The finishes in the Dockworks building are operational and suit the intended purpose of the building, We assume minor and local repairs or replacement swill handled as needed as part of maintenance.

As our scope of work only allows for a high-level overview of interior finishes and renewal of finishes is understood to be a tenant responsibility, no budgets have been included within this report. We assume the tenant can coordinate these future projects as needed.

4.2 Building Accessibility

Description:
Accessibility provisions include a wheelchair ramp at the Restaurant front entrance as well as ramps to the covered walkway and docks. Renovated washrooms off the Restuarant dining area and adjacent to the covered walkway between the Office and Restaurant buildings have wide doorways, a wheelchair-accessible stall with grip bars and handles, and accessible sinks.

The remaining washrooms are not wheelchair accessible, as they all have narrow doorways and limited space to navigate. All exterior entrance doors do not have operators for barrier-free access and most fire alarm system pull stations are too high for wheelchair access.

Condition / Recommendation:
The accessible features installed are in serviceable condition and we assume any repairs or replacements will be undertaken as needed and paid for out of the maintenance budget.

We recommend that operators are installed at entrance doors and renovations to washrooms include wheelchair-accessible stalls and wider doorways. We also recommend upgrading the exterior and interior handrails to implement continuous railings at stairs or ramps and lowering pull stations to an accessible height.

All accessibility upgrades are discretionary unless required as part of a renovation or change of use and are recommended for increased use of the buildings and better accommodation to the public. No budgets have been included in this report and further review, analysis, and recommendations can be completed at a later date.

5. Site

5.1 Site Features

Description:
Site features include the following:

Walkways: Wood-framed walkway connecting the Restaurant and Office buildings to the Dockworks building along the west side of the buildings over the ocean. This connects to a large wood-framed outdoor patio located adjacent to the coffee shop at the north end of the Restaurant building. There is a covered concrete-paved walkway with elastomeric waterproofing between the Restaurant and Office buildings. There is also an upper-level concrete-paved walkway between the Restaurant and Office buildings that serves as an emergency exit route for Restaurant employees. Various other concrete-paved walkways with both smooth and exposed aggregate finishes are located throughout the site. Concrete-framed staircases with metal treads are also located throughout the site. There is also a small interlinked stone-paver area at the Restaurant front entrance.

Marina Dock Network: Wood-framing on encapsulated styrofoam floats topped with wood panel decking. The floating docks are tied to steel and creosote timber columns that are fixed to the ocean floor. There is an aluminum-framed access ramp from the wood-framed walkway down to the docks with fiber-reinforced plastic decking.

Boat Fuel Dock: Two small wood-framed buildings for office and storage with EPDM (ethylene propylene diene terpolymer membrane) roofs on a separate floating barge are tied to the docks and steel piles at the northwest corner of the site. The barge consists of creosote timbers, encapsulated styrofoam floats, and plywood decking. There are Diesel and gas pump nozzles at the dock for boat refueling that are fed from two underground double-lined fiberglass tanks located onshore. The fuel tanks have a fuel pump and controllers.

Marina Way and Winch: Old floating structure located at the southwest corner of the site and concrete ramps at the shore with steel cable leading to a gas-powered winch housed in a small wood-framed structure. The winch is fueled by a supposedly buried gas tank near the structure as there is a fuel vent pipe visible but we were unable to locate or review this tank. The equipment has not been operational for 10+ years, as reported by the Asset Manager.

Fencing: Steel-framed railings with decorative top rails and glass panels along wood-framed walkways over the ocean; painted metal railings with decorative wood rails throughout site walkways and staircases; and painted metal railings along the upper-level canopy on the Restaurant building.

Retaining walls: Various poured concrete retaining walls along the east side of the buildings.

Building signs: The entrance sign to the site is located adjacent to Beach Drive and consists of a stone and mortar wall with wood panel lettering and is surrounded by soft landscaping. There is a large painted fiberglass orca mounted on a steel frame and a steel flag pole adjacent to the sign. Other building signs include metal lettering on wood veneer boards across the Restaurant and Office buildings as well as metal and back-lit signage on the Dockworks building.

Soft landscaping: Various bushes, shrubs, and plants in sod planter beds and pots; medium- to large-sized trees located throughout the site; and grass patches.

Irrigation: An in-ground system for the landscaped areas that is generally concealed.

Parking Lot: Asphalt-paved with curbs and sidewalks and includes various signage (metal signs on metal poles), removable steel bollards, waste cans, wood park benches, metal bicycle racks. See the "Paving" section of this report for further discussion on the concrete- and asphalt-paved areas.

History of Repairs:

2019: Replaced boat fuel dock EPDM roof and painted cladding, as reported by the Asset Manager.

2019: Installed fiber-reinforced plastic decking on access dock ramp, as reported by the Asset Manager.

2018: Installed removable steel bollards in the drive aisle adjacent to the Office building's east elevation, as reported by the Asset Manager.

Condition / Recommendation:
Walkways: All areas were generally in serviceable condition. The wood-framed walkway and patio area along the west side of the buildings are in serviceable condition, with no issues noted or reported during our review. We understand that the wood decking boards are replaced as needed every year, paid for as a maintenance expense. We assume this trend will continue, along with regular inspections of the wood walkway structure in the future. The wood structures may have to be removed in the future for repairs to the concrete substructure and you may choose to replace it at that time or just remove and reinstall. The upper-level concrete walkway was under construction at the time of review is currently still in progress, as the walkway remains without a permanent guard railing and flashing details. All other concrete-paved walkways adjacent to the buildings are in good condition, with minor cracking noted. We assume local crack sealing and repairs will be undertaken as needed as part of maintenance. We have included a budget to eventually replace the elastomeric coating in the covered walkway within the report term.

Marina Dock Network: The docks are understood to be the responsibility of the tenant. Budgets related to tenant-responsible components are beyond the mandate of this report. The docks are in serviceable condition and no issues were noted during our review. The Asset Manager reported no prior mass replacement of the foam floats to date and no issues with the creosote timber columns. We understand the wood panel decking is replaced on an annual basis as part of maintenance and we assume this will continue as part of maintenance.

Boat Fuel Dock: The tenant is responsible for the fuel dock. No issues were noted during our review. The Asset Manager reported that the creosote timber structure is still in good condition. We assume the tenant will repair or replace local decking/cladding sections as needed out of maintenance. The fuel storage tanks at the shore were generally concealed underground and could not be reviewed. We understand these tanks have been previously identified by the Fire Department as requiring re-evaluation by an Engineer Technologist or replacement by December 2023. Replacement is assumed to be a tenant operational cost so no budget is included. We noted significant corrosion on the electrical conduit feeding the pump controller box but we did not access the controller box. The tenant should undertake an electrical review and complete the necessary repairs.

Marina Way and Winch: We assume the tenant is responsible for the marina way and winch; however, this could not be confirmed. Due to its current condition, the way structure, winch and fuel systems, and associated building should be removed to mitigate any risk to the ocean environment or the public.

Fencing: The fencing is all in serviceable condition. We assume any repairs, painting, or glass replacement will be undertaken as needed out of maintenance.

Retaining Walls: No unusual settlement or cracking was noted where reviewed. No capital expenditures are expected within the report term. Any crack sealing or concrete repair is assumed to be part of ongoing maintenance.

Building Signs: No issues with the site signage were noted. We assume repairs or replacements will be part of maintenance.

Soft Landscaping: The landscaping generally appears well-maintained. We assume site features will be maintained or replaced as needed as a maintenance expense.

Irrigation: The irrigation system was generally concealed underground and was not reviewed. We assume local repairs and spray nozzle replacements will be needed within the report term at a cost below the report threshold.

Parking Lot: All signs, waste cans, benches, and bicycle racks were in serviceable condition and we assume any repair or replacements will be handled as part of ongoing maintenance. See the "Paving" section of this report for further discussion on the concrete- and asphalt-paved areas.

Our services excluded a geotechnical review of the site or marine foreshore with respect to building structures or foundations. If the erosion of the foreshore or additional sinkholes form, you should undertake a geotechnical review of the site.

The boat ramp used by the marina was also excluded from our review.

5.1.1 Replace Elastomeric Coating in Covered Walkway

Present Cost	Inflated Cost	First Occur.	Cycle	# Occurrences	Class	Status
$17,325	$18,385	2025	20	Recurring	3	Forecasted

5.2 Paving

Description:
Paved finishes include the following:

- A large on-grade parking lot on the east side of the site with about 260 parking stalls, a combination of poured concrete and stone-and-mortar curbs, painted lines and arrows, and speed bumps.
- Asphalt-paved drive aisles
- Concrete-paved sidewalks between the buildings and the parking lot;
- Concrete-paved walkway around the perimeter of the parking lot as part of Turkey Head Point walkway,

Condition / Recommendation:
The parking lot is currently in serviceable condition. Root jacking from larger trees has caused significant cracking and deterioration in some local areas. Shrinkage and settlement cracking in both the asphalt pavement and concrete sidewalks are typical throughout the lot and some potholes have formed. The Asset Manager reported prior problems with sinkholes along the western side of the lot toward Turkey Head Point. The sinkholes have caused the sidewalk sections to settle, causing tripping hazards. Sinkholes have been repaired by grinding the concrete slabs and filling in low spots with asphalt. There is also evidence of previous patch repairs and crack sealing throughout.

With the current condition of the parking lot, we have allowed for patch repairs, crack sealing, and local curb replacement for 10% of the total parking lot area per project occurrence until a full replacement is undertaken. Full replacement includes an allowance for sub-grade compaction and repair. It may also be warranted to install additional catch basins throughout the parking lot for enhanced drainage to help mitigate future sinkholes forming. The full paving replacement project costs have been phased over three years to lower the expenses within each fiscal year. The timing of full paving replacement and extent of drainage improvements will depend on future performance over time and your operating objectives. A more detailed geotechnical assessment should be undertaken if additional sinkholes develop. Given the existing patchwork appearance, we assume you will continue to locally repair the paving to defer the general replacement project.

5.2.1 Asphalt and Concrete Paving Repair Allowance

Present Cost	Inflated Cost	First Occur.	Cycle	# Occurrences	Class	Status
$201,190	$205,214	2023	2	6	2	Forecasted

5.2.2 Replace Asphalt Paving ^

Present Cost	Inflated Cost	First Occur.	Cycle	# Occurrences	Class	Status
$1,932,905	$2,706,534	2039	30	Recurring	3	Forecasted

Project Phased

2039	2040
50%	50%
$1,353,267	$1,380,332

6. HVAC

6.1 Central Heating and Cooling Plants

Description:
The main heating plant for the restaurant building is located in the lower-level boiler room. The plant consists of two natural gas-fired boilers manufactured by Burnham (MODEL # KV905WML-0) in 2000. The boilers have rated heating inputs of 600 and 800 MBH, and rated heating outputs of 480 and 640 MBH, according to the data plates.

Heat is then distributed to the Restaurant building via perimeter fin wall radiators and various fan duct heating coils. The boilers also supply heat for the domestic hot water system via a heat exchanger, which is discussed further in the "Plumbing " section of this report.

The boiler room also houses a chiller unit and nine condensing units that serve several refrigerators and freezers throughout the two levels.

Condition / Recommendation:
The boilers are currently in serviceable condition, with only small component replacement required to date. As the system ages, the burners will eventually require replacement. As such, we have budgeted to overhaul the boilers, which includes replacing the burners, controllers, heat exchangers, and venting equipment before full replacement, which also included later in the report term.

The cooling system that includes the condensers and chiller for the refrigerators and freezers operate on a once-through system, meaning the water is used for cooling and then dumped into the drainage system. We understand these systems are no longer permitted; however, the Asset Manager reported that the CRD previously chose not to enforce a requirement to replace this system this year. We understand the replacement of this system is the Tenant's responsibility and not a base-building component so a budget is not included in this report.

6.1.1 Overhaul Heating Boilers (2) *^

Present Cost	Inflated Cost	First Occur.	Cycle	# Occurrences	Class	Status
$46,800	$48,691	2024	N/A	One time	3	Forecasted

6.1.2 Replace Heating Boilers (2) *^

Present Cost	Inflated Cost	First Occur.	Cycle	# Occurrences	Class	Status
$124,800	$146,223	2030	25	Recurring	3	Forecasted

6.2 Air Handling Units

Description:
The Restaurant building has an Air Handling Unit (AHU) located in the kitchen area with a hot water heating coil from 1993 that supplies fresh make-up air to the kitchen and dining areas via ceiling diffusers (AHU#1). There is a second AHU on the lower level (AHU#2) manufactured by Nailor (MODEL # 0820) with a hot water heating coil supplied from the central heating boilers as well as a cooling coil supplied by one of the local condensing units located on the roof. This AHU supplies ventilated air to the lower level and coffee shop.

Condition / Recommendation:
The AHUs were operating at the time of our site review. The Asset Manager reports that the AHUs have been performing well. The service contractor, Envirotemp Refrigeration, was contacted about the current state of the two AHUs. The contractor reported that AHU#1 is an older unit that has had only normal maintenance needs to date. They reported that AHU#2 was overhauled in about 2000 while various components such as the compressors and condensers have been replaced since the overhaul. They also noted that the dampers are seized and the heating and cooling coils require a comprehensive cleaning. We noted that the AHU#2 room has stray electrical wires that should be cleaned up as part of maintenance.

The AHUs are currently about 27 years old. Based on the current age and the information provided by the service contractor, an overhaul budget for both AHUs is included within the report term. As the built-up units are located indoors, the budget assumes the internal components of the units will be rebuilt, including coils, dampers, actuators, motors, and other equipment, with the casing left in-situ.

6.2.1 Overhaul Air Handling Units (2) *^

Present Cost	Inflated Cost	First Occur.	Cycle	# Occurrences	Class	Status
$89,748	$91,543	2023	25	Recurring	3	Forecasted

6.3 Heating and Air Conditioning Units

Description:
Supplementary air conditioning in the Restaurant building is provided from a 2.5-ton packaged rooftop heat pump unit manufactured by York. Some washrooms and entrance doors across the buildings have small force-flow heaters installed.

The Office building has three gas-fired heating and cooling fan coil units manufactured by Lennox that provide condition air to the interior spaces via diffusers in the drop T-bar ceiling. Cooling is supplied by three rooftop condensing units all manufactured by Lennox in 1992 that use R-22 refrigerant. The south end offices have supplementary air conditioning from a wall-mounted split-system air conditioner manufactured by Daikin in 2013 supplied from a 2-ton split system condenser also located on the roof.

The Dockworks building has a small oil-fired furnace that provides heated air to the shop via uninsulated ductwork. The oil tank is small and located in the shop with the furnace. The furnace and tank were behind a closed room with no access at the time of review. Supplementary heating is provided by a small electric unit heater in the shop and space heaters in the office space.

Condition / Recommendation:
The rooftop heat pump is currently in serviceable condition with no issues noted or reported during our review. With a service life of around 25 years, we have budgeted for replacement later in the report term. We assume small interior force flow heaters will be repaired or replaced as needed out of maintenance.

The Lennox fan coil units and associated rooftop condensing units are older and nearing the end of their service lives. Therefore, based on the age of the equipment, escalating repair needs should be expected within the report term. The cost of these repairs is likely to be affected by the phase-out of R-22, and we assume continued repairs will become cost-prohibitive. As such, we have budgeted for equipment replacement, timed to occur with the Office roof replacement. We have also budgeted for the replacement of the Daikin air conditioner and corresponding rooftop condensing unit later in the report term. We assume diffuser repairs or replacement will occur as needed as part of maintenance.

With no visual review of the oil furnace in the Dockworks building, the current condition is unknown. The Tenants interviewed reported the tank is only a day tank and is only run occasionally in the winter months when they buy oil. We assume that the furnace and the electric heaters will all be repaired or replaced as part of maintenance.

6.3.1 Replace Fan Coil Units (3) *

Present Cost	Inflated Cost	First Occur.	Cycle	# Occurrences	Class	Status
$33,048	$33,709	2023	25	Recurring	3	Forecasted

6.3.2 Replace Condensing Units (3) *

Present Cost	Inflated Cost	First Occur.	Cycle	# Occurrences	Class	Status
$22,032	$22,473	2023	25	Recurring	3	Forecasted

6.3.3 Replace Heat Pump Unit *

Present Cost	Inflated Cost	First Occur.	Cycle	# Occurrences	Class	Status
$10,725	$14,723	2038	25	Recurring	3	Forecasted

6.3.4 Replace Split-System Air Conditioner and Condensing Unit *

Present Cost	Inflated Cost	First Occur.	Cycle	# Occurrences	Class	Status
$7,800	$10,708	2038	25	Recurring	3	Forecasted

6.4 Ventilation and Exhaust Fans

Description:

The Restaurant building has five hooded roof exhaust fans serving the various kitchen exhaust hoods. The boiler room has large ventilation fans and associated exhaust hoods. There are also several other small exhaust fans and hoods serving the various washrooms and on-site dryer. The coffee shop also has an exhaust hood but is not in operation.

The Office building has small associated exhaust fans and hoods for washrooms.

The Dockworks building has a an old exhaust hood for the painting booth as well as exhaust fans and hoods for washrooms.

Condition / Recommendation:

Overall, the site ventilation and exhaust fans are in serviceable condition and serving their intended purpose for each building. One of the exhaust fans on the Restaurant roof is rusted and is connected to the coffee shop vent hood so it is no longer used. The paint booth exhaust hood is old and outdated for its intended use and should be replaced if painting continues in the shop. We assume all repairs and replacements will occur as needed as part of site maintenance.

7. Plumbing

7.1 Domestic Water Systems

Description:
The main water service to the building enters through the wall in the lower-level boiler room in the Restaurant building. There is a 3-inch diameter domestic water line with a back-flow preventer installed. The line has several branches, consisting of a 1.5-inch diameter line for irrigation, a 1.5-inch diameter line for fire suppression, a 2.5-inch line for refrigeration, and a 2.5-inch line for domestic water. The domestic water branch line has a meter installed and has a 1-inch diameter boiler make-up line. All branch lines have back-flow preventers installed from 2012 or 2014.

The boilers previously mentioned in the "HVAC" section of this report also supply the domestic hot water for the buildings via heat exchanger. There are two 450 L (119 USGAL) domestic hot water storage tanks manufactured by John Wood in 2008 also located in the boiler room.

Domestic water is distributed through a series of risers and piping is copper, where visible.

Condition / Recommendation:
The Asset Manager reported that there have been prior pinhole leaks in the hot water distribution piping primarily at elbows which are becoming more frequent (about 2 leaks per year). To date, the majority of the leaks have been manageable via localized repairs; however, it requires the shutdown of the entire water supply system and disruption to restaurant operation as there are no isolation valves. Management and occupants interviewed reported no problems with water flow or pressure.

Based on the age of the piping and the frequency of reported leakage, we recommend starting to plan for the replacement of the distribution piping. The budget includes allowances for interior finishing but does not allow for dealing with hazardous materials such as asbestos if present. We recommend a hazardous materials review and sample testing to confirm the cost of this project. With an older and complicated system that is required for the Restaurant building to operate efficiently, you may choose to defer the project to a time when the Restaurant is closed or phase as needed to reduce the downtime.

With back-flow preventers typically lasting 25 years, we have budgeted for replacement of the larger diameter back-flow preventers later within the report term. Other back-flow preventers, such as the one on the fire suppression line previously mentioned in the "Fire Safety Systems" section of this report, can be replaced as needed at a cost below the report threshold.

The hot water storage tanks are in poor condition and have reached the end of their service life, with one tank wall having a large bulge and the concealed insulation now exposed. We contacted the service contractor, Apex Steel and Gas Ltd., who reported that the storage tank had burst in January and had been temporarily repaired. They also stated that the replacement of the two tanks would the most cost-effective option. As such, we have included a budget to replace the two tanks within the report term.

All other local repairs and replacements are assumed to be part of ongoing maintenance for the site.

7.1.1 Replace Domestic Hot Water Storage Tanks (2) *

Present Cost	Inflated Cost	First Occur.	Cycle	# Occurrences	Class	Status
$14,576	$14,868	2023	15	Recurring	3	Forecasted

7.1.2 Replace Hot Water Supply and Re-circ. Piping and Valves ^

Present Cost	Inflated Cost	First Occur.	Cycle	# Occurrences	Class	Status
$149,400	$155,436	2024	25	Recurring	3	Forecasted

Project Phased

2024	2025	2026
33.33%	33.33%	33.34%
$51,807	$52,843	$53,916

7.1.3 Replace Cold Water Supply Piping and Valves ^

Present Cost	Inflated Cost	First Occur.	Cycle	# Occurrences	Class	Status
$133,200	$150,005	2028	30	Recurring	3	Forecasted

7.1.4 Repalce 2.5-Inch Back-flow Preventers

Present Cost	Inflated Cost	First Occur.	Cycle	# Occurrences	Class	Status
$13,200	$17,765	2037	25	Recurring	3	Forecasted

7.2 Drainage Systems

Description:
The storm drainage system controls rainwater runoff for the site. The roofs are primarily drained by area drains with drain screens that discharge via cast iron piping or exterior metal leaders directly to the below-grade storm system or drain into the ocean. The restaurant kitchen has in-floor trough and area drains that connect to the below-grade system. The office building sloped canopy is drained via edge trough which discharges by the exterior metal leader to the underground system. Where viewed in the service rooms, the storm system piping generally consists of cast-iron piping. Catch-basins and area drains on-grade drain the site.

The sanitary system consists of interior plastic and brass pipe take-offs and fixtures at sinks and toilets as well as various drains that connect to central stacks that discharge to the buried sanitary services line. Where viewed in the service rooms, the piping is primarily cast-iron but is primarily concealed underground.

There are three grease interceptors installed in the Restaurant building as part of the 1993 major site renovation. Two are plastic and floor-mounted under pot sinks in the kitchen area for the upper and lower levels while the third is located exterior to the building and concealed underground.

There is a single sanitary sump pit in the lower-level boiler room in the Restaurant building. The pit has duplex pumps and is equipped with high-water-level alarms and control panels. It connects to the municipal sanitary line at Beach Drive.

History of Repairs:
2020: Repaired broken underground sewage line, as reported by the Asset Manager and Parks Superintendent.
2021: Replaced duplex sump pumps in Restaurant boiler room, as reported by the Asset Manager.

Condition / Recommendation:
At the time of review, the Asset Manager reported that the underground sanitary line was broken as it approaches the municipal line at Beach Drive and was subsequently leaking its contents. We contacted the Public Works Superintendent regarding the leak and they reported that the cast-iron line section had burst under the sidewalk section between the Office building and the parking lot. The pipe was repaired in early January 2020 by slip lining a 110-meter section from the Office building to the bus stop adjacent to Beach Drive with a PVC pipe system. They reported that the sanitary system has been working well since the repair.

Overall, the drainage systems appear to be in serviceable condition. The sump pumps were recently replaced and reportedly operating as intended. We have allowed for a projected budget to repair future drainage line breaks as well as the eventual replacement of the sump pumps and controller. We understand that the grease interceptors are regularly maintained as required and we assume this will continue throughout the report term. We assume other local repairs will be undertaken as needed as part of maintenance.

7.2.1 Buried Drainage Piping Repair Allowance

Present Cost	Inflated Cost	First Occur.	Cycle	# Occurrences	Class	Status
$11,880	$13,919	2030	10	Recurring	3	Forecasted

7.2.2 Replace Sump Pumps ^

Present Cost	Inflated Cost	First Occur.	Cycle	# Occurrences	Class	Status
$10,800	$15,734	2041	20	Recurring	3	Forecasted

8. Electrical

8.1 Electric Supply and Distribution

Description:
Electricity is supplied to the building underground via a pad-mounted transformer located centrally in the parking lot which is maintained and operated by BC Hydro. Electricity is fed to the main electrical room, which is located in the Restaurant building and accessed from an exterior door in the covered walkway between the Restaurant and Office buildings.

The main electrical room contains the switchgear rated at 1600A, 120/208V, three-phase, four-wire and contains two cells. The first cell contains a 400A and 600A disconnect switch for the municipality and marina, respectively. The second cell contains the 1200A main disconnect switch and 14 disconnects ranging from 70A to 200A for various distribution panels and large equipment located throughout the site. Other equipment includes:
- one 200A disconnect;
- three distribution panels;
- two distribution breaker switches;
- the house meter; and
- two meters for the Dockworks building and parking lot lighting.

Various other distribution panels, typically rated for 200A, are located throughout the interior areas supplying outlets, lighting, and equipment.

The Dockworks building has a small incoming electrical service with a 100A, 120/208V distribution panel, 100A breaker switch, and meter.

The marina docks have a main electrical distribution box located adjacent to the dock access ramp and includes the main switchgear rated for 600A, 120/208V, five breaker switches rated from 70A to 125A, and four breaker switches rated at 15A for lighting, outlets, and heat trace. The docks have a total of about 360 digital meters, mostly rated at 15A and some at 30A, in several locked meter centers with a small distribution panel throughout the dock network serving the boat hook-ups.

Condition / Recommendation:
No problems with performance or service capacity were reported by the Asset Manager. We noted distribution panel 'H' in the lower level of the Restaurant building had a broken latch and should be replaced. No thermographic scans or other electrical assessments were available for our review. We recommend that all panels and equipment be thermally scanned every few years to identify hot spots that require repair. The scans and related repairs found to be needed (assuming minor tightening, etc.) are assumed to be a maintenance expense.

The main electrical equipment is mainly original and is currently about 57 years old. Major electrical equipment has a typical average service life of about 50 years. The building is at an age where larger capital expenditures are likely to be needed, but the scope and timing of such work are difficult to predict. Based on age, we have included a budget to replace the main switchgear, the main disconnects, and the meters. Repair and replacement of smaller panels and individual components may also be needed, but we expect the costs to be below the capital threshold and undertaken as needed. An allowance for periodic local electrical work is included as the extent of work needed is expected to escalate over time. We recommend a detailed electrical evaluation and thermographic scan in order to refine the scope, timing, and budgets for future electrical work.

We understand that the main switchgear and meter centers at the docks were installed in 1994 as part of the major site renovation. The Asset Manager reported that the switchgear and meter centers are regularly maintained as needed. As the age at the end of the report term will be approaching 60 years old, the replacement of this equipment should be expected. We understand the tenant is responsible for all dock-related components and, therefore, a budget is not included.

8.1.1 Replace Main Electrical Equipment *

Present Cost	Inflated Cost	First Occur.	Cycle	# Occurrences	Class	Status
$284,928	$290,627	2023	45	Recurring	3	Forecasted

8.1.2 Smaller Electrical Component Replacement Allowance *

Present Cost	Inflated Cost	First Occur.	Cycle	# Occurrences	Class	Status
$10,800	$11,016	2023	6	Recurring	3	Forecasted

8.2 Lighting

Description:
Lighting systems include:

Interior - Pot light ceiling fixtures with compact fluorescent lamps in Restaurant dining areas; decorative ceiling-hung fixtures with compact fluorescent and halogen lamps in Coffee Shop; two ceiling-hung fixtures with HID lamps in Dockworks building; and strip fluorescent fixtures with T12 lamps in all other areas. Some renovated areas have been upgraded with LED lighting.

Exterior - Wall-mounted fixtures and accent lighting with LED lamps throughout the exterior walls; pot lights at the Restaurant front entrance canopy; bollard lights at the staircase on the east side of the buildings with compact fluorescent lamps; pole-mounted lights with mainly high-pressure sodium lamps and some LED lamps throughout the parking lot and marina docks.

Condition / Recommendation:
The lighting was in a serviceable condition at the time of review.

The interior areas are mainly lit by strip fluorescent fixtures using T12 lamps. T12 lamps are becoming obsolete due to rapid advances in lighting technology, and are being replaced with more efficient systems. In some locations, T12 lamps and ballasts are becoming difficult to obtain. We suggest planning to upgrade or replace these lights with more energy-efficient and readily-available systems (e.g. T8, T5, LED). Pending a more detailed lighting/energy study, we have included a preliminary budget to replace the T12 fixtures with a modern alternative. Lighting retrofit incentives or rebates may be available to offset the cost of this work but they may change over time so they have not been considered in this budget.

There are 10 light poles in the parking lot with significant corrosion and steel section loss at the base of the steel pole. There is no provision for water/condensation drainage at the base, so water build-up results in corrosion from the inside; the presence of corrosion on the outside likely indicates corrosion has progressed entirely through the steel. Therefore, we have included a budget for the replacement of the parking lot light poles. We assume any local repair and painting will be undertaken as needed as part of ongoing maintenance.

We assume exterior wall-mounted fixtures and interior ceiling-mounted fixtures in the dining area, coffee shop, and Dockworks building will be replaced and any burnt out lamps changed as needed, paid for as a maintenance expense.

8.2.1 Upgrade Interior Lighting *^

Present Cost	Inflated Cost	First Occur.	Cycle	# Occurrences	Class	Status
$17,875	$18,233	2023	25	Recurring	5	Forecasted

8.2.2 Replace Exterior Parking Lot Light Poles *^

Present Cost	Inflated Cost	First Occur.	Cycle	# Occurrences	Class	Status
$35,035	$37,179	2025	40	Recurring	3	Forecasted

9. Miscellaneous

9.1 Waste Disposal/Collection

Description:
There is a painted concrete-block garbage enclosure on the southwest corner of the site with steel-framed doors and steel roof grates. The enclosure houses large garbage and recycling bins.

Condition / Recommendation:
The garbage enclosure is in serviceable condition, with no major issues noted or reported during our review. The steel doors and grates are rusting and staining the doors. As the enclosure ages, the doors may become harder to open and bins harder to access for the municipality. As a proactive measure, we have included a budget to replace the steel garbage enclosure doors within the report term.

9.1.1 Replace Garbage Enclosure Doors

Present Cost	Inflated Cost	First Occur.	Cycle	# Occurrences	Class	Status
$11,880	$12,118	2023	2	2	3	Forecasted

Scope Of Work

Authorization

This report was initially prepared by WSP on February 18, 2020 at the request of The District of Oak Bay as a capital plan for the property. In February 2022, the District of Oak Bay engaged WSP to update the 2020 report to reflect inflationary impacts.

Mandate

MANDATE - 2022

The purpose of this report update in 2022 was to provide a simplified report update, adjusting the previously identified capital expenditures to reflect inflationary impacts. Some adjustment of project timing was also undertaken for projects previously anticipated between 2020 and 2022. The update did not include a site review or review of other documentation, aside from email correspondence on recent repair history and planned projects provided by email from District of Oak Bay representative, Signe Bagh.

ORIGINAL MANDATE - 2020

The purpose of the initial report dated February 18, 2020 was to provide a general indication of the present physical condition of the building(s) with respect to easily visible portions of the structure; enclosure; site work; mechanical, electrical, and plumbing systems; and active fire safety systems. Passive fire safety systems (e.g., fire containment and egress), and interior finishes, furniture, and tenant equipment, are specifically excluded from our mandate. We were to record deficiencies or conditions noted during a single visual walk-through review that, in our opinion, will likely require Capital expenditures by the Owner over the next 33 years (Note: Mandated updated in 2022 to 31 years, including 2022 to 2052). Capital expenditures are defined as expenditures that are expected to exceed an annual threshold of $3,000 per building, and are not normally associated with routine maintenance.

Our opinions of cost, assume a prudent level of ongoing maintenance. It is not within our mandate to check the adequacy of existing maintenance practices, or confirm that all mandatory system tests and inspections have been completed (e.g., annual fire alarm testing). In the course of our review, we may identify some maintenance-type issues, but this should not be seen to indicate that a maintenance audit has been completed.

Our mandate was to complete a visual walk-through survey of items, components, and systems that are conspicuous, patent, and that may be observed visually during the walk-through survey without intrusion, removal of material, exploratory probing, and the use of special equipment or design calculations. Therefore, concealed physical deficiencies and design inadequacies are specifically excluded from our mandate. Our interviews of building personnel attempt to uncover known concerns at the property, but we cannot attest to the integrity or knowledge of the interviewees, nor can this process, or the scope of work in its entirety, be considered technically exhaustive or be considered to eliminate all risks related to owning this property. Only conditions actually seen during examination of representative samples can be said to have been assessed, and comments on the balance of the conditions are assumptions based upon extrapolation.

Our mandate does not include an exhaustive review of visible conditions against all code, property standards by-law, or other legislative requirements that existed at the time of construction, or that may retroactively apply, including Human Rights Code violations. In the course of our review, our site reviewers may identify potential compliance concerns, but the identification of these concerns should not be seen to indicate that an exhaustive review has been completed.

Our mandate is to provide opinions of probable costs that reflect the repair strategies that we foresee and should be considered preliminary budgets only. Accurate figures can only be obtained by establishing a scope of work and receiving quotes from suitable contractors. We cannot guarantee the actual age of equipment, apparent maintenance practices, or the service lives that we have predicted. Time frames given for undertaking work represent our opinion of when to budget for the work. Failure of the item, or the optimum repair/replacement process, may vary from our estimate. There can be no assurance that this forward-looking information will prove to be accurate, as actual results and future events

could differ materially from those anticipated. Accordingly, readers should not place undue reliance on forward-looking information. Typically further investigation and design will be needed to firm up construction budgets and timing for any significant projects.

In selecting repair strategies, we try to select strategies to match the client's business strategy for the building, when this is communicated to us. In many circumstances, more or less conservative repair approaches could be selected. Our opinions of costs apply only to the strategies described in our report.

Our review was intended to identify conditions resulting from past and current uses. Additional evaluation may be required if a change of use, renovations or additions are anticipated.

Survey Method

WSP visited the site on December 16, 2019.

Our field observers were Scott Gassen and Keving Grasty. The report was prepared by Scott Gassen and reviewed by Kevin Grasty of WSP.

The survey consisted of a visual review of samples of the following:

- the exterior walls;
- the windows and exterior doors from ground level, sample locations from roof level, and from interior areas where possible;
- the roofs;
- service areas;
- common areas;
- office areas;
- the perimeter site.

Information Provided

Jeff McKay, Director of Operations & Asset Management for Oak Bay Marine Group (referred to throughout this report as 'Asset Manager'), answered our questions about the history of performance of the various systems, described existing capital plans, etc., and accompanied us during our site visit.

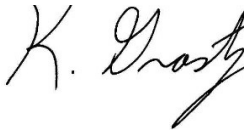
The following reports/documents were provided:
- Building Asset Management Plan by WSP Canada Inc., dated July 11, 2016.
- Condition Assessment of Concrete Substructure by WSP Canada Inc., dated January 17, 2019.

The following service contractors were contacted:
- HVAC (Boilers): Apex Steel and Gas Ltd., (250) 386-2929
- HVAC (AHUs): Envirotemp Refrigeration, (250) 893-4530
- Fire Safety: Pacific Coast Fire Equipment, (250) 386-832

We trust that this report addresses your requirements. Should you require clarification, please contact the undersigned.

Respectfully submitted,
WSP Canada Inc.

Scott Gassen, EIT, B.Eng.
Building Sciences Consultant



Kevin Grasty, P.Eng., LEEP AP
Project Director

Limitations

WSP Canada Inc (“WSP”) prepared this report solely for the use of the intended recipient, District of Oak Bay, in accordance with the professional services agreement. In the event a contract has not been executed, the parties agree that the WSP General Terms for Consultant shall govern their business relationship which was provided to you prior to the preparation of this report.

The report is intended to be used in its entirety. No excerpts may be taken to be representative of the findings in the assessment.

The conclusions presented in this report are based on work performed by trained, professional and technical staff, in accordance with their reasonable interpretation of current and accepted engineering and scientific practices at the time the work was performed.

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The content and opinions contained in the present report are based on the observations and/or information available to WSP at the time of preparation, using investigation techniques and engineering analysis methods consistent with those ordinarily exercised by WSP and other engineering/scientific practitioners working under similar conditions, and subject to the same time, financial and physical constraints applicable to this project.

It is understood and agreed by WSP and the recipient of this report that WSP provides no warranty, express or implied, of any kind. Without limiting the generality of the foregoing, it is agreed and understood by WSP and the recipient of this report that WSP makes no representation or warranty whatsoever as to the sufficiency of its scope of work for the purpose sought by the recipient of this report.

Only the specific information identified has been reviewed. No physical or destructive testing and no design calculations have been performed unless specifically recorded. Conditions existing but not recorded were not apparent given the level of study undertaken. Only conditions actually seen during examination of representative samples can be said to have been appraised and comments on the balance of the conditions are assumptions based upon extrapolation. Therefore, this work does not eliminate uncertainty regarding the potential for existing or future costs, hazards, or losses in connection with a property. We can perform further investigation on items of concern if so required.

Applicable codes and design standards may have undergone revision since the subject property was designed and constructed. Unless specifically included in our scope, no calculations or evaluations have been completed to verify compliance with current building codes and design standards.

Unless otherwise agreed in writing by WSP, the Report shall not be used to express or imply warranty as to the suitability of the site for a particular purpose. WSP disclaims any responsibility for consequential financial effects on transactions or property values, or requirements for follow-up actions or costs.

WSP is not responsible for, or obligated to identify, mistakes or insufficiencies in the information obtained from the various sources, or to verify the accuracy of the information.

WSP makes no other representations whatsoever concerning the legal significance of its findings.

WSP is not investigating or providing advice about pollutants, contaminants or hazardous materials. The Client and other users of this report expressly deny any right to any claim against the Consultant, including claims arising from personal injury related to pollutants, contaminants or hazardous materials, including but not limited to asbestos, mould, mildew or other fungus.

Budget figures are our opinion of a probable current dollar value of the work and are provided for approximate budget purposes only. Accurate figures can only be obtained by establishing a scope of work and receiving quotes from suitable contractors.

Time frames given for undertaking work represent our opinion of when to budget for the work. Failure of the item, or the optimum repair/replacement process, may vary from our estimate.

WSP disclaims any obligation to update this report if, after the date of this report, any conditions appear to differ significantly from those presented in this report; however, WSP reserves the right to amend or supplement this report based on additional information, documentation or evidence.

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This limitations statement is considered an integral part of this report.

Photos

Photo #1: Restaurant North Elevation

Photo #2: Restaurant East Elevation

Photo #3: Restaurant West Elevation

Photo #4: Restaurant Canopy Structure - Typical

Photo #5: Restaurant Concrete Piles - Typical

Photo #6: Restaurant Walls and Windows - Typical

Photo #7: Restaurant Doors

Photo #8: Restaurant Roof - Typical.

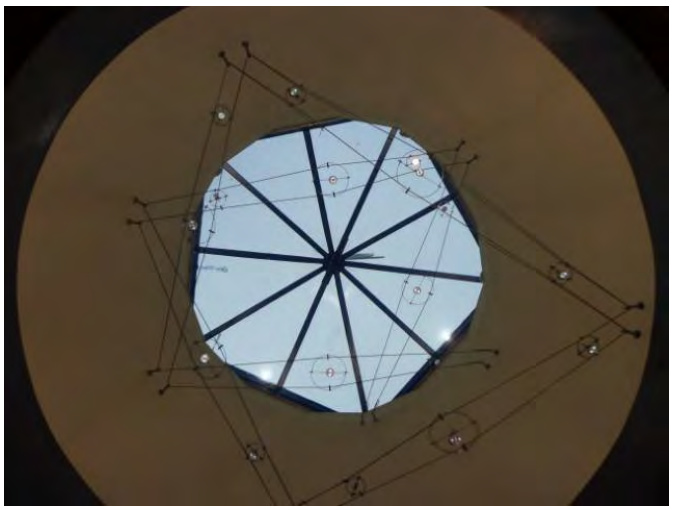

Photo #9: Restaurant Skylight

Photo #10: Restaurant Interior

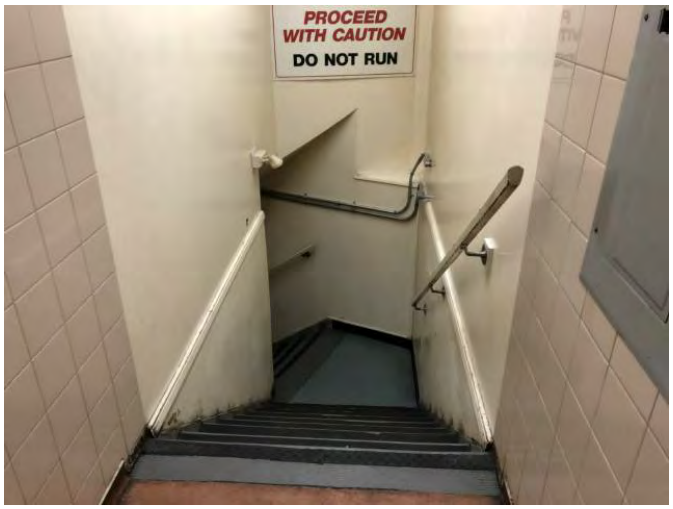

Photo #11: Restaurant Interior Stairwell.

Photo #12: Dockside Eatery Interior

Photo #13: Restaurant Wood-framed Exterior Deck.

Photo #14: Restaurant Staircases and Railings - Typical

Photo #15: Restaurant Entrance Pavers.

Photo #16: Restaurant Retractible Awning.

Photo #17: Restaurant Air Handling Unit.

Photo #18: Restaurant Make-up Air Unit.

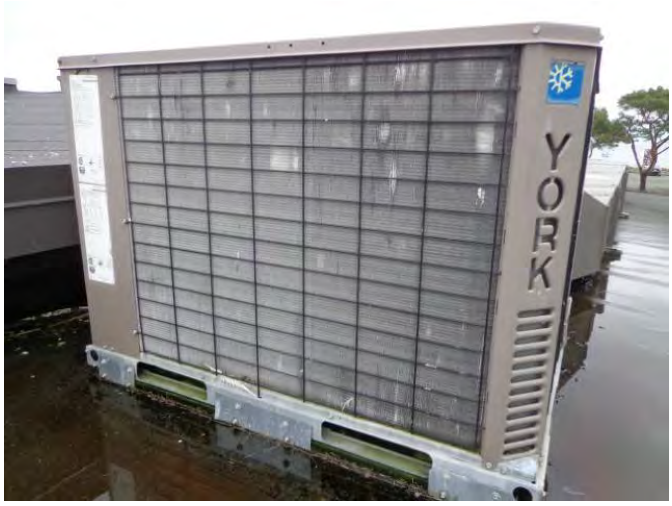

Photo #19: Restaurant Condensing Unit

Photo #20: Restaurant Ceiling Diffusers - Typical.

Photo #21: Restaurant Refrigeration Compressors.

Photo #22: Restaurant Gas-fired Boilers.

Photo #23: Incoming Water Line and Restaurant Branch Lines and Hot Water Storage Tanks

Photo #24: Restaurant Hot Water Tank Bulging.

Photo #25: Restaurant Kitchen Trench Drain.

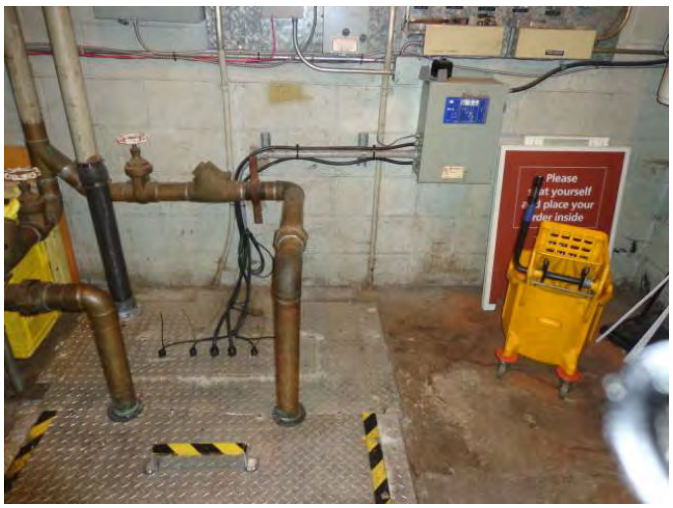

Photo #26: Restaurant Sump Pumps and Controller

Photo #27: Restaurant Electrical Distribution Panels

Photo #28: Office East Elevation.

Photo #29: Office West Elevation

Photo #30: Office Walls and Windows - Typical.

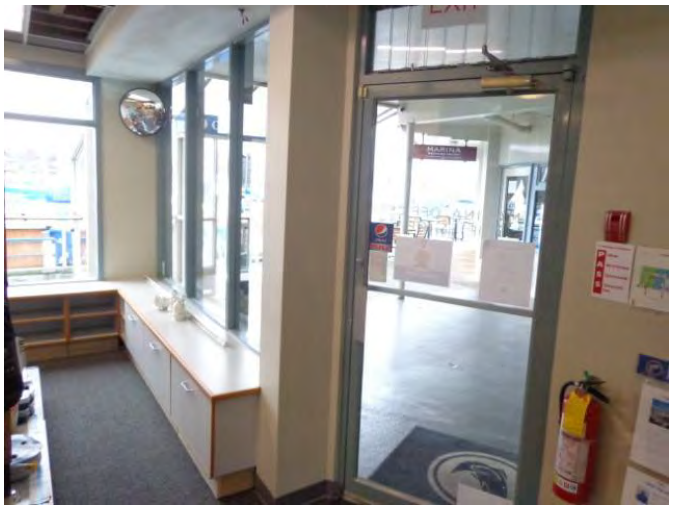

Photo #31: Office and Store Windows and Doors - Typical

Photo #32: Office Roof Looking North

Photo #33: Office Skylight Canopy

Photo #34: Office In-ceiling Gas-fired Furnace

Photo #35: Office Split-System Air Conditioning Unit.

Photo #36: Office Condensing Unit - Typical.

Photo #37: Office Force-flow Heater.

Photo #38: Dockworks North Elevation.

Photo #39: Dockworks South Elevation

Photo #40: Dockworks East Elevation.

Photo #41: Dockworks West Elevation.

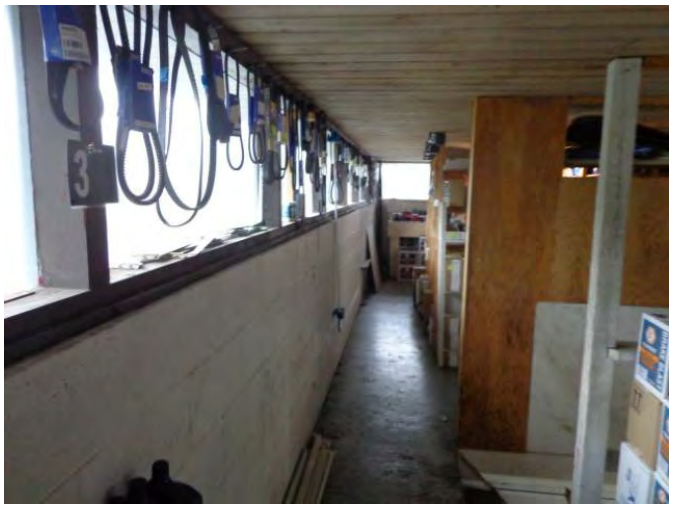

Photo #42: Dockworks Windows - Typical

Photo #43: Dockworks Roof

Photo #44: Dockworks Painting Fume Hood.

Photo #45: Dockworks Electrical Distribution Panel

Photo #46: Marina Dock Area

Photo #47: Marina Dock Walkways - Typical.

Photo #48: Marina Dock Ramp.

Photo #49: Marina Dock Fish Cleaning Station

Photo #50: Marina Dock Gas Pump Station

Photo #51: In-ground Gas and Diesel Pumps

Photo #52: Gas and Diesel Pump Controllers

Photo #53: Marina Way.

Photo #54: Marina Way Building.

Photo #55: Lower East Drive Aisle.

Photo #56: Site Walkways and Staircases - Typical.

Photo #57: Covered Walkway.

Photo #58: Wood-framed Walkway with Railing - Typical.

Photo #59: Parking Lot and Sidewalks - Typical.

Photo #60: Parking Lot Catch Basin - Typical.

Photo #61: Parking Lot Settlement.

Photo #62: Parking Lot Asphalt Patch.

Photo #63: Parking Lot Cracking - Typical.

Photo #64: Concrete Sidewalk Settlement.

Photo #65: Entrance Sign and Flag Pole.

Photo #66: Site Bench - Typical.

Photo #67: Site Signs - Typical.

Photo #68: Boat Access Ramp

Photo #69: Breakwater - Typical.

Photo #70: Site Fire Hydrant

Photo #71: Main Fire Alarm Panel.

Photo #72: Main Electrical Switchgear.

Photo #73: Main Electrical Distribution Panels.

Photo #74: Site Bollard Lights - Typical.

Photo #75: Site Light Posts Typical Landscaping and Transformer

Photo #76: Garbage Enclosure.

Photo #77: Trash Bin - Typical.