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**MILESTONE INSPECTION – PHASE I**

FOR

**SOUTHPOINT OF DAYTONA CONDOMINIUM**  
4453 S ATLANTIC AVE.  
PONCE INLET, FLORIDA 32127

PREPARED FOR:

SOUTHPOINT OF DAYTONA CONDOMINIUM ASSOCIATION, INC.  
4453 S ATLANTIC AVE.  
PONCE INLET, FLORIDA 32127

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## SECTION ONE

### PROFILE • OBJECTIVE

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Carter Nelson, E.I.T., of Ray Engineering, Inc., conducted a Milestone Inspection – Phase I Per the Florida Statute Title XXXIII, Chapter 553, Section 899 and in conformance with the scope of work specified in SB 4-D & SB 154 – Building Safety, Dated May 26, 2022, and all other executed amendments to SB 4-D & SB 154, revisions Dated May 4, 2023, and, signed by the governor on June 9, 2023, passed by the state, as per the date of this report. The purpose of the Milestone Inspection – Phase I is to assess the subject property and determine the present condition of all of the major structural elements and components of the building(s), highlighting any deferred maintenance, commenting on on-site management issues as they relate to the care of the property, and documenting all observed deficiencies.

It is understood that Ray Engineering, Inc., did not evaluate the adequacy of the original construction system or materials used and does not ensure the adequacy and sufficiency of any documents or improvements reviewed. This assessment does not purport to encompass every report, record, permit, or other documentation relevant to the property and does not create or imply any guarantee of future building conditions or value.

The purpose of the property review was to assess the subject property and to determine the present condition of the following:

- **BUILDING/STRUCTURAL:** Roofs, exteriors, breezeways, balconies, parking deck, stairs, and structural elements.
- **FIRE SAFETY, PLUMBING, AND ELECTRICAL:** Life Safety and sprinkler systems, common area plumbing, and common area electrical systems.

We did not gain access to all areas, operate any specific equipment, or perform any tests. Ray Engineering, Inc., identified those areas that, in our opinion, require remedial work or restoration. This report is based on our professional opinion and field observations. It should be noted that site development drawings were not provided for our review.

## **SECTION TWO**

### **LIMITATION OF RESPONSIBILITIES**

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Ray Engineering, Inc., has been retained by SouthPoint of Daytona Condominium Association, Inc. to prepare a Milestone Inspection – Phase I report of SouthPoint of Daytona Condominiums in Inlet, Florida.

This report is a summary of the property walkthrough and search of the project documents (as available). The purpose of this report is to provide the Client with the Consultant's opinion of the general disposition of the common elements.

Our report is not intended to assume any responsibility of the Architect or Engineers of Record, and the comments reflected in this report are presented only for the Client's consideration.

This report does not confirm the absence of asbestos, PCBs, toxic soil, or any other environmental concerns on this property.

## EXECUTIVE SUMMARY

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SouthPoint of Daytona, originally constructed in 1980, is a condominium building located in Daytona, Florida. (reference photographs 1 & 2). The building consists of 7 stories with approximately 76 units and a parking Garage on the lowest level. The southwest face of the building contains a breezeway on all floors and a parking deck that connects to the first level of the Elevator tower.

The main building structure is constructed with post-tension slabs and concrete masonry block (CMU) walls. The roof system consists of a flat roof membrane with parapet walls along the top roof sections, with runoff controlled by roof drains. The exterior of the building consists of a breezeway along the southwest elevation of the building, balconies on the northeast elevation, an EIFS system, and trim as the primary façade material. The foundation of the building is assumed to be supported by piles.

It is our understanding that the roof was replaced in 2023 and there were concrete repairs, new windows, and paint completed in 2019. All of the sliding glass doors contain water damage and are currently being replaced with 6” wide cold form impact and insulated sliding glass doors.

This inspection was performed to evaluate the structural deficiencies and determine if testing and an additional inspection are necessary for a Phase II Inspection, per the Florida State Statute, Title XXXIII, Chapter 553, Section 899, and subsequent amendments. The most significant issue for the main building is the overall waterproofing failure around the exterior of the building.

From our observation, the structural components and elements were generally found to be in fair condition; however, we noted localized issues where water damage is occurring and will need to be addressed immediately. In our opinion, a Phase II Milestone Inspection will be required, along with multiple structural concerns that should be addressed to avoid structural impacts due to water inflation.

## SECTION THREE

### BUILDING/STRUCTURAL

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#### 3.1 ROOFS

The roof system of the building consists of the minor tower roof systems on the front elevation of the building, the large top floor roof system, as well as the elevator room roof system, all clad with a flat roof membrane (reference photographs 3-5). The main roof has parapet walls along the perimeter with roof drains to control runoff during rain events (reference photographs 6 & 7). Overall, the main building's roof system is in good condition, as it was replaced in 2023. Below are the following issues we noted during our inspection:

- Ponding is occurring near the roof drains (reference photograph 8).

*The roof contractor should be retained to perform a warranty repair to properly taper these low areas to drain into the roof drains. We recommend that a slope test be performed on all roofs installed by the roofing contractor at this building to ensure the same issue will not occur on other roofs.*

*All roof drains should be jetted and inspected annually, as well as roof inspections directly after large storm events, to ensure the roofing is intact.*

#### 3.2 EXTERIORS/BREEZEWAYS/BALCONIES

The exterior of the building consists of a CMU block with an EIFS exterior system as the primary exterior façade. The southwest elevation of the building primarily consists of breezeways, with the northeast elevation consisting of balconies and exterior walls for the units (reference photographs 9 -11). The open breezeways and balconies are painted and waterproofed, like the exterior of the building. Overall, the exterior of the main building is in generally fair condition, but during our inspection we noted the following issues:

- Moderate water infiltration along the northeast exterior wall (reference photographs 12-16).
- Cracks along wall/ceiling and wall/floor joints in the Breezeways of each floor except for the 4<sup>th</sup> and 6<sup>th</sup> floors (reference photographs 17-25). This is causing water intrusions in some areas.
- The Breezeways on each floor have cracks running the width of the floor (reference photograph 26). These are assumed to be cracking along the control joints.
- **A beam outside of Unit 710 is showing visible cracks on the bottom that run up the joint between the beam and the adjacent wall (Reference photographs 27). Due to the location and structural components, the area should be exposed to determine the condition of the concrete in a Phase 2 inspection.**
- **A tensile crack can be seen running along the beam outside of Unit 704 (reference photograph 28). Due to the location and structural components, the area should be exposed to determine the condition of the concrete in a Phase 2 inspection.**
- The beams outside of Units 503 and 504 were previously repaired and patched (Reference photographs 29 & 30).
- The safety wall outside of Unit 507 has a crack that formed next to a failed control joint (reference photograph 31).
- A crack can be seen in the underside of the Breezeway slab outside of Units 410 and 509 (reference photograph 32).
- **Tensile cracks can be seen in the beam outside of Unit 404 (reference photograph 33). Due to the location and structural components, the area should be exposed to determine the condition of the concrete in a Phase 2 inspection.**
- The parapet wall outside of Unit 401 was constructed out of plane and does not align with the sloped floor (reference photograph 34).
- Delamination is seen on the ceilings, walls, and beam located outside of unit 204 (reference photographs 35-39).

- Patches of the Breezeway floor were removed and repatched (reference photograph 40). The patch does not look like the original material used for the Breezeway.
- **The exterior corner near the pool is seen with a portion of the EIFS system removed. The CMU wall below contains a shear crack (reference photograph 41). Geotechnical testing will need to be performed to investigate evidence of settlement for Phase II.**

*For the water infiltration issue, we recommend immediately removing any paint/exterior façade where the infiltration is occurring and repairing with the appropriate repair material for the EIFS system and point to prevent water from entering the system and creating additional bubbles.*

*Any cracks and delamination should be immediately repaired with the appropriate repair material for the EIFS system, as well as to prevent any water infiltration.*

### 3.3 **PARKING DECK**

As stated previously, the parking deck is connected to the building on the first floor of the main building with a concrete ramp constructed from the main parking lot to the parking deck. The parking deck consists of a post-tensioned slab with reinforced concrete columns supported by piles (reference photographs 42-44). Overall, the parking deck is in generally fair condition, but during our inspection we noted the following issues:

- **A tensile crack can be seen running along the bottom of a beam under the Parking Deck (reference photograph 45). Due to the location and structural components, the area should be exposed to determine the condition of the concrete in a Phase 2 inspection.**
- **A tensile crack can be seen running along the bottom of a beam under the Parking Deck (reference photograph 46). Due to the location and**



**structural components, the area should be exposed to determine the condition of the concrete in a Phase 2 inspection.**

- A majority of the beams supporting the parking deck have sections that have minor cracks, bubbles that indicate water intrusions, and efflorescence. (reference photographs 47-51).
- A portion of the beam located where the Parking Deck and the Elevator Tower intersect is spalled, and the EIFS system is cracking off at the joint (reference photograph 52).
- A wall on the top level of the Parking Deck currently has water infiltration near a guardrail post (reference photograph 53).
- There is currently an area at the top level of the Parking Deck where ponding is occurring due to the absence of drains in the vicinity. This has created paint delamination (reference photograph 54).
- Cracks are present along the expansion joints of the top level of the parking deck (Reference photograph 55).
- Paint delamination was noted along the wall next to the beach access sidewalk (reference photograph 56).
- The waterproofing system is severely deteriorated and will need replacement to prevent further impact on the structural components of the deck.

*For the water infiltration issue, we recommend immediately removing any paint/any exterior façade where the infiltration is occurring and repairing with the appropriate repair material for the EIFS system and points to prevent water from entering the system and creating bubbles.*

*Any cracks and delamination should be immediately repaired with the appropriate repair material for the EIFS system to prevent any water infiltration.*

*All open gaps should be caulked with NP100 immediately to prevent further water infiltration.*

### 3.4 STAIRS

The concrete stairs at the community did not have any readily visible significant structural issues; however, the stairs should be included in the breezeway repairs, as the waterproofing system should be continuous and not terminate at the stairs.

Overall, the building's stair systems are in generally good to fair condition. Below are the following issues we noted during our inspection:

- Moderate corrosion at the base of the metal stairs handrails located in the Elevator Tower (reference photograph 57).

*The bottom of the handrails should be restored and replaced as needed to prevent a life-safety failure when stopping a vehicle.*

### 3.5 STRUCTURAL ELEMENTS

During our review, we did not observe any readily visible issues in the structural elements of the building that would indicate immediate structural repairs.

## SECTION FOUR

### FIRE SAFETY, PLUMBING, & ELECTRICAL

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#### 4.1 FIRE SAFETY

The building's fire safety systems consist of the life safety system equipment, the fire sprinkler system, and the fire safety standpipes in both stairwells (reference photographs 58 & 59 & 63 & 64). During the inspection, the equipment looked to be in generally fair condition and did not require any testing at this time.

*We recommend that during the annual testing of the systems, the board make the contractor aware of any corrosion issues on equipment.*

#### 4.2 ELECTRICAL SYSTEMS

The building's common area electrical systems consist of the site lighting and elevator systems, and we observed no significant issues with this system; therefore, testing is not necessary (reference photographs 60 & 62).

*We recommend that during the annual testing of the systems, the board make the contractor aware of any corrosion issues on equipment.*

#### 4.3 GENERATOR

The building's common generator is located near the dumpster area, and we observed no significant issues with this system; therefore, testing is not necessary (reference photographs 61).

**PHOTOGRAPHS**

DRAFT

# SOUTHPOINT OF DAYTONA CONDOMINIUMS – MILESTONE PHASE I

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1. View of the front of the subject complex.



2. View of the back of the subject complex.

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3. View of the roof of the subject complex.



4. Additional photos of the entire roof system with a flat roof membrane.



5. View of the flat roof membrane on the Elevator tower.



6. View of the roof drains located on the main roof.



7. Additional photo of the flat roof membrane on parapets.



8. View of the ponding located next to the roof drains.



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9. View of the northeast elevation.



10. View of the southwest elevation.

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11. View of the 7<sup>th</sup> floor Breezeway.



12. View of the areas of the northeast wall at floor 4 and 5 where water infiltration is occurring.



13. View of the additional area of the northeast wall at floor 7 where water infiltration is occurring.



14. View of the additional area of the northeast wall at floor 7 where water infiltration is occurring.



15. View of the additional area of the northeast wall at floor 6 where water infiltration is occurring.



16. View of the additional area of the northeast wall at floor 1 where possible water infiltration is occurring.



17. View of the cracks occurring along control joint in front of the door to the Elevator equipment room on the 7<sup>th</sup> floor.



18. View of the cracks occurring along the control joint in the corner where the Breezeway wall meets the Elevator Tower on the 7<sup>th</sup> floor, outside of Unit 501.



19. View of the cracks along the joints between the floor and the wall outside of Unit 501.



20. View of the cracks along the joint between the wall and the ceiling outside of Unit 501.



21. View of cracking along the joint between the ceiling and the wall outside of Unit 301.



22. View of cracking along the joint between the floor and the wall outside of Unit 211.



23. View of cracking along the joint between the ceiling and the wall outside of Unit 101.



24. View of cracks and staining from water ponding on the slab in the Breezeway outside of Unit 110.





25. View of a crack along the control joint in front of the Breezeway safety wall near Unit 111.



26. View of the cracks along the missing control joints in the breezeway along the hallways of each floor.



**27. View of the Visible cracks along bottom of beam outside of Unit 710. The paint and stucco will need to be removed to expose the beam for Phase II.**



**28. A tensile crack is shown running along the bottom of the beam outside of Unit 704.**

**The paint and stucco will need to be removed to expose the beam for Phase II.**



29. View of the previously patched beam outside of Unit 503.



30. View of the previously patched beam outside of Unit 504.



31. View of the crack in the parapet wall next to the control joint outside of Unit 507.



32. View of the crack in the underside of the Breezeway slab outside of Unit 509 and 410.



**33. Tensile crack along bottom of beam outside of Unit 404.**  
**The paint and stucco will need to be removed to expose the beam for Phase II.**



34. View of the parapet wall constructed out of plane with a sloped Breezeway outside of Unit 401.



35. Paint delaminated paint is shown on the ceiling of Breezeway outside of Unit 601, 602.



36. View of paint delamination on ceiling outside of Unit 401.



37. Additional paint delamination on the wall outside of Unit 301.



38. View of paint delamination on beam outside of Unit 204.



39. Additional paint delamination on the ceiling outside of Unit 201.



40. Patches in the Breezeway floor outside of Unit 104.





**41. Exterior shear crack in CMU wall with removed EIFS system. Perform Geotechnical testing to investigate evidence of settlement for Phase II.**



42. View of the Parking Deck.

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43. View of the ramp to the Parking Deck.



44. Typical beams and columns under the Parking Deck.



**45. Tensile crack in beam under Parking Deck.**  
**The paint and stucco will need to be removed to expose the beam for Phase II.**



**46. Additional tensile cracks along beams in Parking Deck.**  
**The paint and stucco will need to be removed to expose the beam for Phase II.**



47. View of water intrusion along the beam under the parking deck.



48. Additional water intrusion and efflorescence along the beam under the Parking Deck.



49. Additional water intrusion along the beam under the Parking Deck.



50. Efflorescence is evident under the beams under the Parking Deck.



51. Additional efflorescence shown on beams under Parking Deck.



52. The portion of beam where the Parking Deck intersects with the Elevator Tower wall is spalled and EIFS system is cracking off at the joint due to water intrusion.



53. View of water intrusions showing in the wall of the Parking Deck.



54. View of water ponding and paint delamination on the top level of the Parking Deck.



55. Cracks along the expansion joints in the Parking Deck.



56. Paint delamination noted along the wall next to the beach access sidewalk.





57. View of the bottom of the stairs, located in the Elevator Tower, are showing signs of corrosion.



58. Typical example of the fire safety equipment installed.



59. Additional typical example of the fire hose equipment installed.



60. Typical example of the electrical equipment with corrosion.



61. Typical example of the generator equipment.



62. An Example of the electrical equipment.

