



Roof Project Update and Further Explanation of Objectives

April 25, 2012

Dear Bay Shores Yacht and Tennis Club Owners,

I'm writing in response to some concerns recently brought to my attention surrounding the 4 inch air conditioning pads as were required as part of the roof repair project. As it seems, there is some confusion as to the need and details of why it was deemed necessary as part of this project. Hopefully by now, you may have had an opportunity to view the multiple photos of the roof as posted on the website. If not, I encourage you all to do so.

In planning discussions with the multiple vendors working on the roof project, we mapped out what objectives we were out to achieve in a project scope of this size. First and foremost, extending the life of the existing roof was top priority. Secondly, preparing for an eventual (5-7 year out) full roof replacement was also of great importance. Lastly, keeping the project at a sustainable cost was an underlying, however, constant focus.

Considering all of the mentioned factors, the plan evolved to complete a major restoration of the current roof, including replacement of electrical wiring to the individual air conditioner condensers, to bring the wiring to current code and safe condition. From the photos, I hope you will agree that the wiring presented a substantial potential for a catastrophic event such as a fire or major electrical shortage throughout the building. Further, we wanted to replace the wiring one time, and not again in the future when the full roof replacement would be necessary.

This brings us to the a/c pads and the need to disconnect and reconnect every unit. Also easily noted from reviewing the photos, many of the pads had disintegrated, cracked, sunk in to the roof or were entirely non-existent. The goal in this part of the project was to protect the newly repaired roof, mitigate potential electrical shortages and also prepare for the future replacement of the roof.

As was indicated in the letter prepared by Hales and signed by the Association President and myself, the new pads do not meet current code, nor did the originals. The building department of Indian Shores is who requested this letter be sent to everyone. Our objectives were to eliminate the heavier (sinking) pads—the 2inch pads are solid concrete and are heavier than the foam filled 4 inch concrete wrapped pads), raise the overall height of the condenser above flash flood levels and lengthen the copper tubing in preparation for the future roof replacement.

A few owners have asked why we did not elect to install "racks" to mount the a/c condensers on. This is currently the only method that meets code when doing a roof replacement. Please remember, we are only doing roof repairs at this time, and the building department granted permission to not use racks for this project. The sole reason for not using them now is cost. Installing racks at this time would change the scope of the project dramatically. Racks must be anchored directly to the subsurface slab of the roof. This means involving engineers, opening up the roof in all areas that legs need secured, and closing it all back up. Lastly, the racks themselves come at a great expense for 112 units.

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The Board felt that keeping the overall cost of this project down, while taking a bite out of a much larger future expenditure was the best course of action. To summarize, we have initiated a project that is replacing all the dangerous, non-code wiring, replacing all the copper tubing and low voltage (thermostat) wiring, installing new insulation on the copper tubing, and removing the pads that were damaging the roof—replacing them with more suitable mounting pads.

I've heard that some owners believe this was not the best course of action, insisting that they will now be charged twice for disconnecting and reconnecting the units. This is absolutely false. The disconnect and reconnect is a one time charge. The purpose for the charge at this time is primarily to lengthen the copper tubing and wiring for when the racks ultimately get installed. No one will be asked to pay for this again. When the time comes to install the racks, channels will be stripped from the roof material (for rack installation—in parallel to the condensers now being positioned in straight lines), the racks will be installed, and the a/c condensers will be lifted directly up on to the racks. The tubing and wiring will then already be adequate and further costs to change any of it will not be necessary. Then the rest of the roof material can be replaced right around racks. We're NOT replacing the tubing twice—there is no need.

Substantial forethought and future planning was put in to this project. The sole purpose of such was to protect you as owners from massive assessments, potential catastrophic events and be well prepared for a total roof replacement—with much of the preparation out of the way. This will give the Association time to channel funds to a reserve account over the next several years designated for roof replacement, and avoid a special assessment.

In review, I ask those of you in doubt to reconsider whether spending \$470.00 now to protect the roof and prepare you're a/c condenser for the future relocation to racks is really a bad move. Whether you've replaced your a/c condenser recently is irrelevant. The copper tubing will not be of sufficient length to move up to the racks and allow a drip loop anyway (required by code). It will have to be replaced.

To close, I can proudly report that over 80 owners have now returned their signed forms in support of and their approval to make sure that their a/c condenser is safe and prepared for the future roof replacement. So far, 20 of those owners have requested new air conditioning systems. Please always remember, we are here to make your building safe, your association fiscally responsible and protect you as owners. We ask for your continued trust and support. Thank you to all that have sent positive feedback, your words have been very encouraging.

We look forward to always making Bay Shores better!

Respectfully,

Jay Fink

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