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### **DEMOLITION JUSTIFICATION STATEMENT**

For the Accessory use garage structure located in the “rear-yard” located at:  
131 SE 7<sup>th</sup> Avenue

- A. Certified Report - Structure  
The attached report (attachment ‘A’) indicates the wood-frame structure is subject to continued flooding and damaged beyond repair.
- B. Certified Report – Cost of repair  
The attached report (attachment ‘B’) states the structure cannot be repaired, as constructed and the purpose of replacing with concrete masonry in the same location, and size (i.e. “a repair with water-proof material”)
- C. Appraisal  
Attachment ‘C’ is an appraisal in the current condition, vacant land, and the proposed replacement with a concrete-garage.
- D. No attempt was made to relocate the wood structure (as noted in the Structure report, it is 50% original & 50% replaced at this time) At the time of demolition, salvaged (original material) may be utilized in the construction of the replacement garage.)
- E. There was no attempt to preserve the structure. ( see cost of repair report )

#### **Summary Statement:**

Due to the current location, and environmental impact of the flood-zone the garage is located in, and the existing materials of construction, we recommend replacement with a facility designed to withstand repeated submersion to water. (This Architect recommends a Concrete and Masonry ground floor structure designed with flood vents and details in-place to meet the environmental circumstances that exist.)

## Attachment 'A'

### Damage report.

The existing garage is a 2x4 wood frame 1-sty building. The exterior finish is stucco over wood-plank sheeting. The roof structure is 2x4 framing with patched-planks and a shingle roof. The Floor is concrete.

The current owners purchased the property in May 2018. Sometime prior to this date, multiple repairs, replacements, and finishes were installed in an attempt to make the garage appear whole. There is evidence of repaired stucco, replaced studs, tile over the concrete to conceal deterioration and cracks, and a gypsum board wall finish added to appeal to buyers.

While this structure may-be “contributing”, years of repair have replaced much of the original material and we estimate there is less than 50% of original original/historic material. The steel overhead door is not original, the interior wall covering is not original, a visual inspection of the roof deck shows that over 30% has been replaced with plywood to support the non-original asphalt shingles. And most of the studs were replaced due to rot.

The Garage Floor elevation is less than 3.0' NAVD, and subject to flooding multiple times per year. The Concrete slab extends beyond the exterior walls 4" on all 4-sides; this architectural detail catches water and allows it to erode the wood sill-plate.

We are requesting replacement, because a wood structure cannot sustain and has not sustained the ongoing conditions of the environment and details.

We recommend (strongly) that the wood be removed from the ground floor and replaced with masonry as a sustainable solution to this location. (the Floor can not be raised above the flood elevation.) The proposed block replacement will contain the required flood vents, and the non-contributing details, can be installed with a pleasing appearance to IMPROVE the current structure.

This Architect certifies that the existing wood-frame structure, subject to underwater conditions on a regular cycle, is not sustainable.

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Attachment 'B'

Cost of Repair

### **Certified Report**

Pursuant to LDR Section 4.5.1 (F) (10) (a) & (b)

This report certifies that the referenced garage located at 131 SE 7<sup>th</sup> Avenue must be replaced, or relocated to protect, preserve, and maintain the wood frame structure in an active flood zone, per the current FEMA guidelines.

As noted on the survey the garage is currently 2.5' in flood zone AE-6. The minimum required base floor elevation, in-this-zone, for a wood-frame structure (per FEMA) is  $5.0' + 1' = 6.0'$ . This requires us to raise the existing wood structure a minimum of 3.5' to comply.

We do NOT think it's feasible to temporarily remove the building – raise the slab, ramp the driveway and add stairs to access the yard as shown on the attached sketch (OPTION #2)

One acceptable alternative would be to construct the FEMA approved concrete base at the existing floor elevation and raise the wood-frame building to 6.0' (see OPTION #1). FEMA allows non-water permeable structures below the minimum flood-elevations (6.0) if the proper flood vents are installed. We also recommend raising the existing slab 4 more inches to better direct water run-off from the existing drive if this OPTION is used. Our "best-guess" estimate for this option is \$20,000-plus; to temporarily remove the structure, construct a concrete base & new slab, then relocate the wood structure at the minimum elevation.

This report is to certify that (2) options exist to correct the flood-elevation issue, one not easily accomplished & one creates an odd aesthetic but meets the FEMA requirements.

Our professional recommendation is to replace the structure entirely with an aesthetically pleasing one that continues the function this property owner currently enjoys. Please review the Architectural drawings included in this presentation.

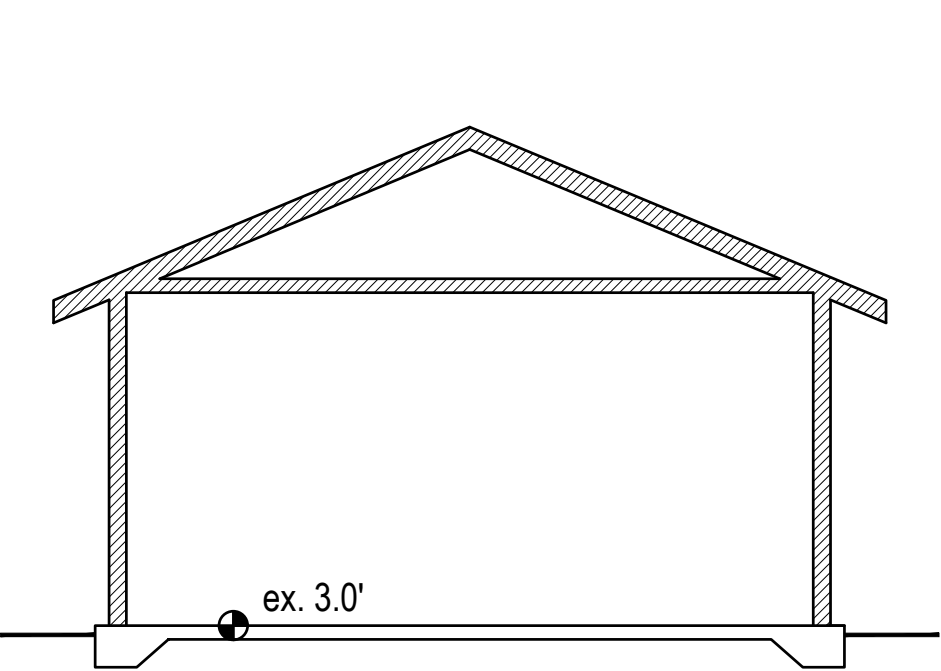
Report Submitted for acceptance,



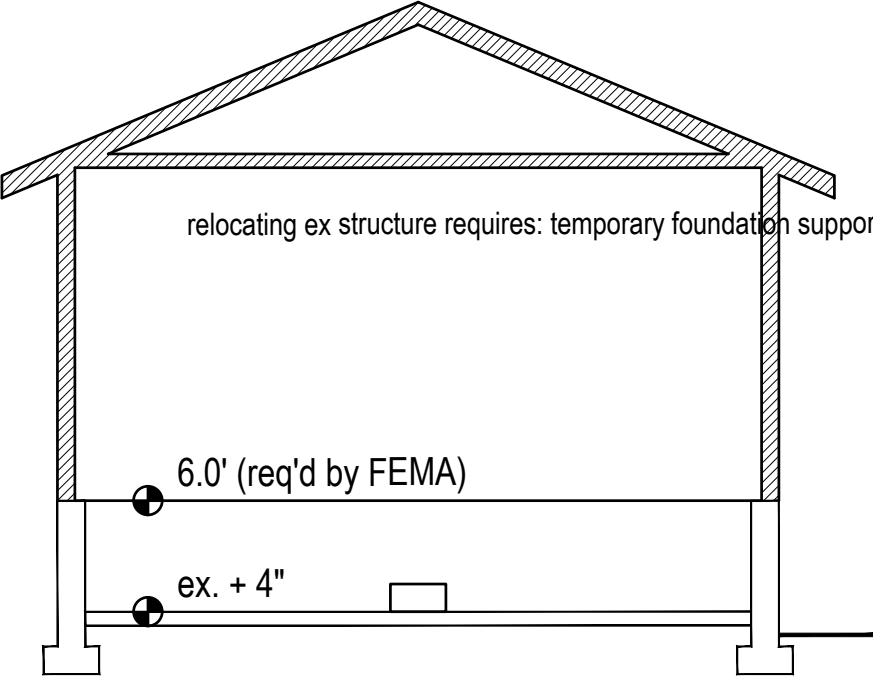
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Existing Garage (as is) in flood zone

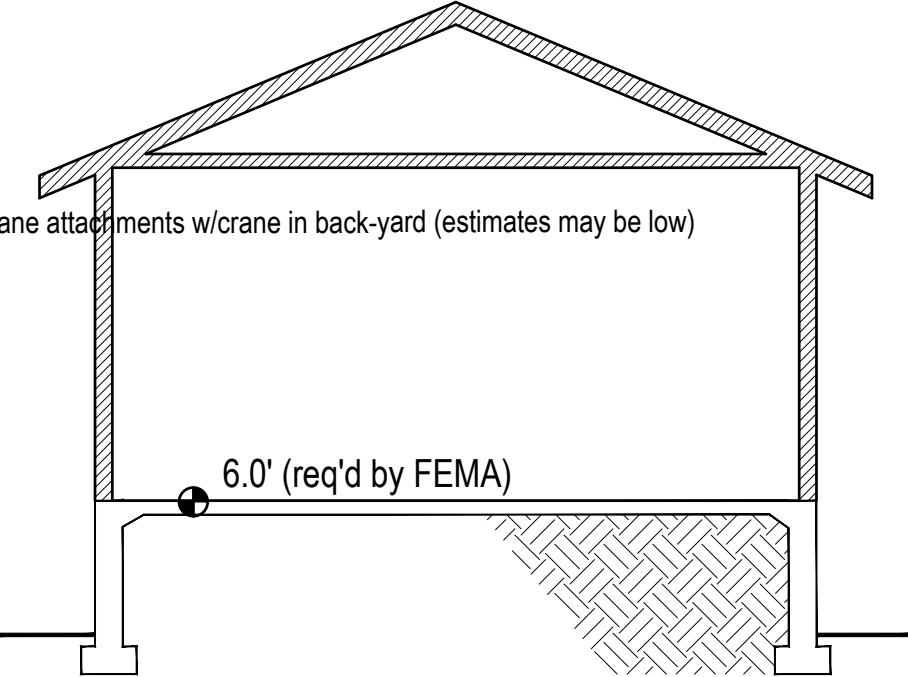


Repair OPTION #1  
replace current foundation with new poured concrete (elevation walls) include flood vents as req'd.



option #1 (estimated \$20,000) includes moving structure

Repair OPTION #2  
replace current foundation with foundation set at required flood elevation 5'-0" = 1' = 6.0'



option #2 (estimated \$23,500) includes moving structure (excludes ramp to provide access)\* not feasible

Cost to Repair 131 SE 7th Avenue  
The ONLY way to "repair" this wood frame structure is to move it out of the Flood-zone.

Photographs of “wood-frame” garage  
131 SE 7<sup>th</sup> Avenue



ALL WOOD STUDS (IN-THIS-EXPOSED-VIEW) ARE “NON-ORIGINAL” ALL EXISTING (HISTORIC) FRAMING HAS BEEN REPLACED – TYPICAL AT EXPOSED LOCATIONS.



GARAGE FLOOR SLAB EXTENDS OUTSIDE FRAME WALL – DETAIL OF THIS “LEDGE” PERMITS WATER-DAMAGE TO THE EXISTING SILL-PLATE AND STUDS (SUGGEST REPLACEMENT WITH MASONRY OF CONCRETE TO PREVENT FUTURE DAMAGE)



EXISTING GARAGE IS AT LOW-POINT OF LOT – PAVED DRIVEWAY DIRECTS RAIN WATER TO FRONT OF STRUCTURE – PROPOSE SETTING REPLACEMENT STRUCTURE 4” MINIMUM (HIGHER) TO DIRECT SURFACE FLOW AROUND PROPOSED MASONRY STRUCTURE.



VIEW OF EXISTING WOOD-STUCCO GARAGE. (HISTORIC DETAIL LIMITED TO SMALL “CORBEL”) – METAL DOOR & STUCCO TRIM-DETAIL ADDED, ASSUME AT TIME OF FRAMING REPAIR? STRUCTURE SHOULD BE REPLACED WITH ONE SUITABLE FOR THE OCCASIONAL SUBMERSION WITHOUT STRUCTURE IMPACT – WOOD IS NOT ACCEPTABLE.