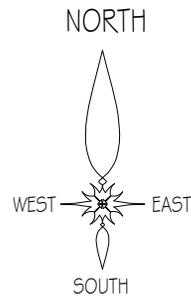
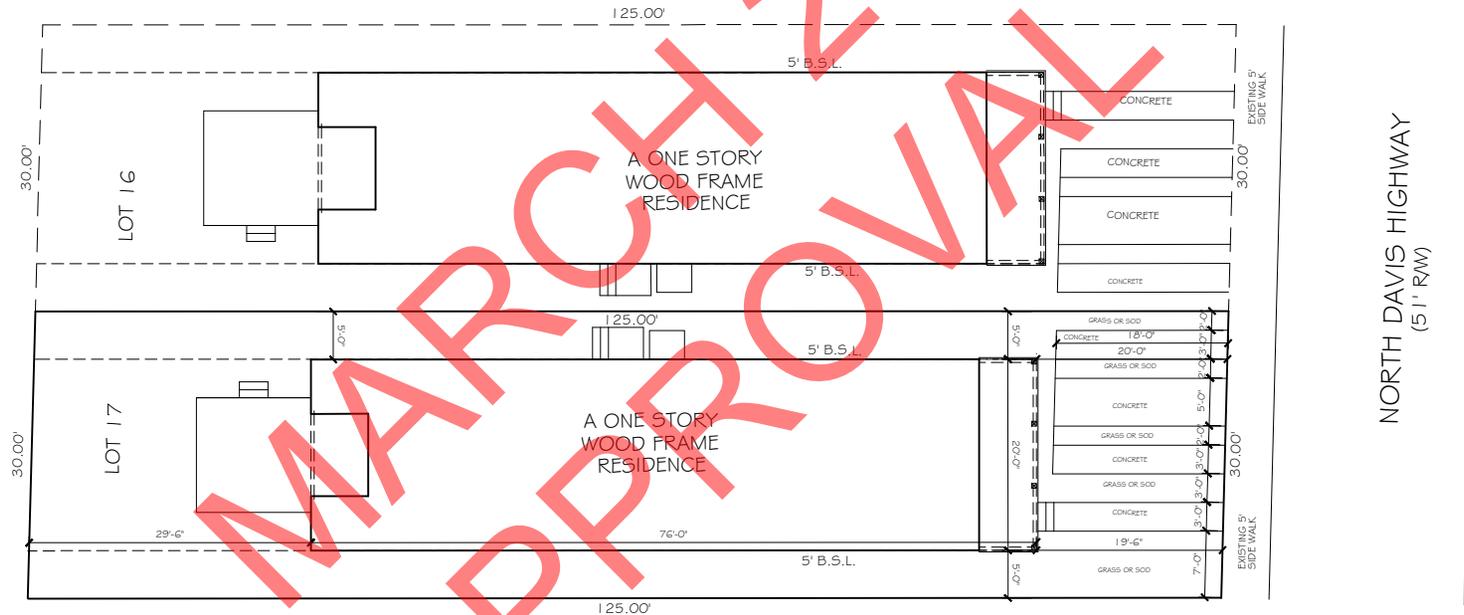


# WEST FLORIDA CONSTRUCTION GROUP

515 N. DAVIS HIGHWAY  
PENSACOLA, FL



\*\*ARROWS REPRESENT GRADING FOR DRAINAGE



LOT FOOTAGE: 3750 S.F. TOTAL - (MINUS) 1724 S.F.  
HOUSE & PATIO = 2026 S.F.



DREAMCATCHER DESIGNS, INC.

Phone/Fax: (850) 968-0053

Job#: WFCCG-001-515-ND

Page: Site Plan

Date: 02-25-21

Scale: 1" = 20'-0"

**Item 3**

**513 N. Davis Highway**

**OEHPD  
OEHC-1**

**New Construction**

**Action taken: Conceptual Approval with Exception of Parking**

**Conceptual Review**

Summer Carter (Northwest Florida Investment Group LLC) is requesting conceptual review and approval of a new single-family residence. The proposed new construction will be a single-story building with fiber cement siding, asphalt shingle roofing, a raised slab foundation, and a double ribbon drive. Comments from Old East Hill were provided to the Board.

Ms. Carter presented to the Board. Chairperson Salter explained in reviewing the Old East Hill comments, in this area, single driveways were preferred and where possible, placed to the side; the primary concern was the width of the driveway with the possibility of blocking the sidewalk. He also noted that most of the homes in this area were right at the street and did not know if moving the house back was a solution. Board Member Villegas explained she felt the concern was that the driveway would be in front of the house and slimming the façade might give the illusion that the driveway was at the side of the property. Ms. Carter stated there was an existing curb cut, but FDOT would determine if they needed to use that curb cut. Staff advised that typically ARB's jurisdiction was inside the property boundaries, and they would not be able to weigh in on the right-of-way area. Board Member Yee suggested narrowing the kitchen area of the house to be able to slide a car along side the front portion of the structure; Ms. Carter indicated that was an option. Regarding the pitch of the roof, Chairperson Salter stated it would not require a different pitch. Board Member Yee advised with the new CRA overlay guidelines, 6 and 12 was a minimum, which was what was indicated for the project. It was also noted that with 513 and 515 N. Davis being along side of each other, there should be space between the driveways; placing parking on opposite sides of the adjacent properties might also help. It was determined the 5' setbacks were on the sides with none on the front and rear.

Transportation Planner Ziarnik explained the desire of the Mayor, TPO and Council was to restore the fabric of Old East Hill, going away from one-way pairs to two-way traffic which makes the streets safer and restores parking on both sides of the streets. Board Member Mead could not approve the parking as submitted but would be amenable to a variance for the side to make room for a driveway and parking in the rear. Board Member Spencer asked if the one-way street was being considered a hardship, and Board Member Mead stated it could, but there was no variance application in front of the Board. Board Member Spencer noted that two-way traffic would slow down the speeds, but in the meantime, decisions had to be made on the present conditions. Board Member Yee suggested shared easements, and Senior Planner Statler explained in using the area currently there, it would be 10' with travel lanes being 10'. With a shared easement, they were preferred to be around 20' to allow for two-way traffic for flow between houses and not having traffic backed up into the right-of-way. Board Member Fogarty preferred the shared driveway alternative, and parking in the rear would be a lot safer allowing for a vehicle to drive out facing forward on Davis.

**With no speakers, Board Member Mead made a motion to approve conceptually with the exception of parking, seconded by Board Member Villegas, and it carried unanimously.**

**Item 4** **515 N. Davis Highway** **OEHPD**  
**New Construction** **OEHC-1**  
**Action taken: Conceptual Approval with Exception of Parking**  
**Conceptual Review**  
Summer Carter (Northwest Florida Investment Group LLC) is requesting conceptual review and approval of a new single-family residence. The proposed new construction will be a single-story building with fiber cement siding, asphalt shingle roofing, a raised slab foundation, and a double ribbon drive.  
**The motion and approval for 513 N. Davis Highway carried for 515 N. Davis Highway as well.**

**Item 5** **116 W. De Soto Street** **NHPD**  
**Replacement of Roofing Materials** **PR-1AAA**  
**Action taken: Approved.**  
**Replacement of Roofing Materials**  
Kevin Smith (CMR Construction and Roofing) is requesting approval to replace roofing materials at a contributing structure. The applicant is proposing to replace the historic Ludowici clay roofing tiles with new tiles matching the manufacturer, visible profile, weight, and color. The main difference between the existing and proposed tile is a slight variation of the interlocking profile on the back end of the tile. Tile samples were provided to the Board.  
Mr. Smith presented to the Board and stated the quality of the tile was always the same. The costs to produce the historic version were much greater in overhead due to the equipment it was constructed on.  
**Board Member Spencer made a motion to approve, seconded by Board Member Mead.** Chairperson Salter advised the tile was as close a representation to being authentic as reasonably expected and appreciated the applicant's efforts in doing so. It was noted that Mr. Pristera was also pleased with the materials for this historical roof. **The motion then carried unanimously.**

**Item 6** **111 W. Gonzalez Street** **NHPD**  
**Replacement of Roofing Materials** **PR-1AAA**  
**Action taken: Approved.**  
**Replacement of Roofing Materials**  
Kevin Smith (CMR Construction and Roofing) is requesting approval to replace roofing materials at a contributing structure. The applicant is proposing to replace the historic Ludowici clay roofing tiles with new tiles matching the manufacturer, visible profile, weight, and color. The main difference between the existing and proposed tile is a slight variation of the interlocking profile on the back end of the tile.  
With this item being the same concept, there was no need for presentation. **Board Member Fogarty made a motion to approve, seconded by Board Member Villegas, and it carried unanimously.**