AGENDA
HISTORIC PRESERVATION BOARD
City Commission Chambers
June 23, 2022 8:30 A.M.

In accordance with the Americans with Disabilities Act and Section 286.26, Florida Statutes, persons with disabilities needing special accommodation to participate in this proceeding, or those requiring language assistance (free of charge) should contact the City of Lakeland ADA Specialist, Jenny Sykes, no later than 48 hours prior to the proceeding, at **(863) 834-8444**, Email: **Jennifer.Sykes@lakelandgov.net**. If hearing impaired, please contact the TDD numbers: Local - **(863) 834-8333** or **1-800-955-8771** (TDD-Telecommunications Device for the Deaf) or the Florida Relay Service Number **1-800-955-8770 (VOICE)**, for assistance.

Anyone deciding to appeal a decision by the Board on any matter considered at this or any subsequent meeting will need a record of the proceedings, and for purposes of that appeal, may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

I. Call to order, determination of a quorum, and roll call.

II. Review and approval of the May 26, 2022 Historic Preservation Board meeting minutes.

III. Old Business:

A. Phase 1 Historic Districts Resurvey Project Update by staff

B. Munn Park Committee Meeting to be held immediately following HPB Annual Review

IV. New Business:

A. **HPB22-067 – 612 W. Patterson Street** – Appeal of the Design Review Committee decision that denied certain exterior alterations made to the house on the subject property. Owner: Mr. Max Brodin. Appellants: Mr. Grant Barlow and Mr. Max Brodin.

B. Board support requested for the honorific naming of the Passenger Holding Area at Lakeland Linder International Airport for Mr. Walter Engle.

V. Adjourn for Design Review Committee.

VI. Reconvene for HPB Annual Review.

VII. Adjourn for Munn Park Committee.

MINUTES

HISTORIC PRESERVATION BOARD
City Commission Chambers
Thursday, May 26, 2022
8:30 a.m.

(Please note: These meeting minutes comply with FS 286.011 and are not intended to be a verbatim transcript.)

The City of Lakeland Historic Preservation Board met in Regular Session; Lynn Dennis, Chris Olson, Cesar Perez, MeLynda Rinker and John White were present. Community & Economic Development Department staff Emily Foster, Senior Planner, Historic Preservation and Christelle Burrola, Planning Assistant, and Jerrod Simpson, Assistant City Attorney, were also present.

I. Call to Order and Determination of a Quorum

Chair John White called the May 26, 2022 meeting of the Historic Preservation Board ("Board") to order at 8:30 a.m. A quorum was reached, as five Board members were present.

II. Review and Approval of Previous Meeting Minutes

Ms. Lynn Dennis motioned to approve the April 28, 2022 meeting minutes as presented. Mr. Chris Olson seconded the motion. The motion passed 5—0.

III. Old Business:

A. Munn Park Committee Ms. Teresa Maio, Assistant Director of Community Development, provided the Board with an update regarding the future of Munn Park. There will be public outreach conducted later this summer to gain input on what the public wants to see at Munn Park. The Board will be included in this outreach effort.

IV. New Business: None

A. Announcements by Staff.
   i. Historic Preservation Month Proclamation, May 2, 2022, City Commission Meeting
   ii. Historic Preservation Awards, May 16, 2022 at the Polk Theatre
   iii. Historic Preservation Board Annual Review Workshop, following May 26th HPB/DRC meetings **This item was postponed to the June 23rd HPB/DRC meetings.**

V. Adjournment

The meeting adjourned at 8:39 a.m. (M. Rinker/L. Dennis, 5—0)

_____ _____
Chair, Historic Preservation Board Senior Planner, Historic Preservation

Historic Preservation Board
June 23, 2022

Meeting Agenda Item IV.A.

HPB22-067 – 612 W. Patterson Street – Appeal of the Design Review Committee decision that denied certain exterior alterations made to the house on the subject property. Owner: Mr. Max Brodin. Appellants: Mr. Grant Barlow and Mr. Max Brodin.

HISTORIC PRESERVATION BOARD
DESIGN REVIEW COMMITTEE
STAFF REPORT
April 28, 2022

Project #	**HPB22-067**
Project Type	**Exterior Alteration**
Property Address	**612 W. Patterson Street**
Historic District; FMSF#	**Dixieland Historic District; The "Alfred F. Wilson House" (CD 1926)**
Owner/Applicant	**KMS Enterprises LLC/ Mr. Franco Otero-Cossio, Otero-Cossio Construction, LLC**
Zoning; Context District; Future Land Use; SPI	**RA-4; Urban Neighborhood Residential Medium; Dixieland SPI**
Existing Use	**Residential**
Adjacent Properties	**Residential**
Previous Approvals	**Replacement of windows, 8/29/2020 (HPB20-138); Replace back door and wall repairs, 12/1/2020 (HPB20-201)**

REQUEST

The Applicant requests Final Approval for exterior alterations to the house on the subject property that have been completed without receiving a Certificate of Review.

SUMMARY OF BACKGROUND INFORMATION

The subject property consists of one lot of record (Dixieland Subdivision, Block F, Lot 3) with a total area of 0.15 acres. On this property is a two-story, single-family house built circa 1925 in the Frame Vernacular architectural style, which is a contributing building in the Dixieland Historic District. Unusual features of this house include a flat roof and a stuccoed front porch and connected porte cochere with pointed arch bays.

A total renovation of this house was begun in 2020 and completed in 2022, for which Building Permits were issued, as well as Certificates of Review that were administratively granted. The request involves changes that were made as a part of the renovation, but were not specified in the Building Permit, and therefore, did not receive a Certificate of Review; these alterations included: 1) the removal of a pair of 9-lite French doors on front façade; 2) relocation of the front door opening and installation of a new front door and sidelight; and 3) the addition of wooden headers and shutters on the front façade, second-story windows. The Applicant was made aware of the need for historic design review approval, and as staff was unable to administratively approve the request, it was deferred to the Design Review Committee.

APPLICABLE GUIDELINES:

The Secretary of Interior's Standards for Rehabilitation ("Standards") and the City of Lakeland's *Design Guidelines for Historic Properties* ("Design Guidelines") are the basis for review per the City of Lakeland Land Development Code ("LDC"), Article 11: Historic Preservation Standards.

The following *Standards* apply to this request:

#2 The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.

#3 Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.

#5 Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.

#9 New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

The following *Design Guidelines* apply to this request:

Chapter 6: Exterior Architectural Features: Alteration and Maintenance.
Sub-Section 6.3: Front Doors and Entrances

- Doors and entrances that are preserved and maintained as original features that contribute to the architectural character of the structure.
- Doors and entrances that are compatible with the style of the house.
- Door openings that keep the same proportions as originally built and not enlarged to accommodate different size doors.
- Door head heights that are consistent with widow heights throughout the structure.
- Entryways and doors that retain as many of their trim features as possible.
- Replacement doors, storm doors and screen doors that are appropriate to the style of the host structure.

Sub-Section 6.4: Windows and Shutters

- Purely decorative non-functioning shutters which are undersized, oversized, and inoperable, except for the masonry decorative shutters typical of Modern Masonry Vernacular buildings, are not acceptable.

ANALYSIS:

Staff finds that the request is not consistent with the Standards and Design Guidelines or compatible with the architectural style of the house. The Design Guidelines state that the removal, covering up, or destroying original entryway and door trim or other architectural features is not acceptable, so the complete removal of the French doors/opening and relocating the front door opening is not an appropriate treatment. Introduction of a sidelight at the new front door opening, as well as the addition of decorative window headers and shutters is not consistent with the Standards and Design Guidelines, as these are conjectural features that are not original to the home. While the relocation of the front door is inappropriate, staff finds that the design of the Craftsman-style new front door is appropriate and may be used.

STAFF RECOMMENDATION:

Denial of the request as submitted, with the recommendation that:

1. The decorative window shutters and headers be removed; and
2. The relocation of the original front door opening and removal of the French doors be reversed and restored, with the exception that the new Craftsman style door may be used in the original location of the front door.

Report prepared by: Emily Foster, Senior Planner, Historic Preservation
Liaison to the Historic Preservation Board

COMMITTEE DECISION:

On April 28, 2022, the Historic Preservation Board's Design Review Committee denied the request as submitted and imposed the following recommendations (J. White/C. Olson, 7-0):

1. Removal of the decorative window shutters and headers;
2. Restore the original front door opening and the French doors/door opening, with the exception that the new Craftsman style door may be used in the previous location of the front door; and
3. Removal of the wooden address sign in the front yard.

On May 9, 2022, the Applicants appealed the April 28th decision of the Design Review Committee.

612

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Historic Preservation Board
June 23, 2022

Meeting Agenda Item IV.B.

Board support requested for the honorific naming of the Passenger Holding Area at Lakeland Linder International Airport for Mr. Walter E. Engle.

SANBORN
PHOTO SERVICE

Office DEPOT®

Lakeland's Aviation Future Discussed

Walter E. Engle, center, long-time member of the Lakeland Chamber of Commerce's aviation committee and past chairman of the state chamber's aviation committee, chats with two members of the Ridge Chapter of the Florida Purchasing Agents Association before addressing the group last night on Lakeland's future in aviation. At the left is J. D. Doppelheuer, of Equipment Service Inc. of Lakeland, president of the Ridge Chapter. At right is E. B. Anderson, manager of purchasing and transportation for International Minerals and Chemical Corp., Bartow, a member of the chapter. (LEDGER Photo By Perkins)

Engle: Lakeland Must Fight For Air Service

By WILLIAM D. SHILLING
Ledger Staff Writer

Greater Lakeland will have to "fight" for commercial airline service, Walter E. Engle, Lakeland business executive, said last night at the monthly dinner meeting of the Ridge Chapter of the Purchasing Agents Association of Florida.

At the meeting at the Gold Cup Restaurant at the Lakeland Terrace Hotel, Engle said:

"The future of aviation in Lakeland depends on what the people of the community want. The question is: Are we willing to fight for commercial airline service?

"We are going to have to fight to get any improvement over what we have today."

Engle Past State Chairman

Engle, a member of the aviation committee of the Florida State Chamber of Commerce and a past chairman, and a long-time member and past chairman of the aviation committee of the Greater Lakeland Chamber of Commerce, told the purchasing agents:

"Lakeland's Municipal Airport can be a very important factor in the growth of the city and the industrial area.

"The airport will not be an important factor, however, if we sit back and wait for an airline to decide to come to Lakeland."

Engle said that former officials of the Civil Aeronautics Board and the Federal Aviation Authority in Washington were largely responsible for the fact that many cities in the United States presently are without commercial airline service.

He explained that it was the CAB and the FAA that developed and promoted the policy of regional airports in principal cities of the nation.

Engle said that this regional airport concept resulted in the major airlines withdrawing service from the smaller cities and concentrating on "long haul" routes between the various regional airports.

Concept Changing

The business executive said that the federal agencies are changing their concept on the regional airport because such airports "do not serve the public as a whole."

"There are naked airports in cities all over the country crying for commercial service," Engle said. "Dozens and dozens of smaller cities are without service because they could not meet minimum passenger requirements set up by the Washington agencies. This is the kind of thinking that has brought about many of the problems facing the industry."

The fallacy of the long-haul, regional concept, Engle said, is shown by the fact that Eastern and other major

(Turn to Page 6, Column 2)

FASTER AIR SERVICE—National Airline flights out of Lakeland have been added to provide direct connections in Jacksonville for faster service northward. The dotted lines on the map, above, indicate faster routes opened up to Lakelanders as a result of the change.

Lakeland Gets New Air Flights

By BOB JARRELL
Ledger Staff Writer

Efforts for the past year one one-half by the Chamber of Commerce's Aviation Committee paid off during the past week, as National Airlines instituted two more new flights out of Lakeland.

"This is the first time Lakeland planes have been so routed that they tie in at Jacksonville with direct flights northward," Chairman Walter Engle of the Aviation Committee said.

The flights went into effect Thursday, using National Airlines' widely known Lodesters. A northbound flight, No. 40, leaves Lakeland at 8:04 a.m Southbound planes leave Lakeland at 10:34 p.m.

"The advantage of this flight plan is that Lakeland residents may now go to Atlanta, Ga., Jacksonville, or even Washington, D. C. and back in one day," said Engle.

Jacksonville "Milk Run"

The chairman said that all Lakeland had prior to the new schedule "was a milk run to Jacksonville." Northbound planes out of Lakeland did not connect with other flights, and hours were wasted at the Jacksonville terminal, Engle said.

Two weeks ago, National Airlines instituted new Convair flights out of Lakeland with direct flights to Baltimore, Washington and New York. Northbound flight No. 374 leaves Lakeland at 1:42 p.m.; southbound No. 375 at 1:56 p.m.

The new Lodestar flights apolis, Minneapolis, Pittsburg, Cleveland, Detroit, Cincinnati, Savannah, Charleston, Wilmington, New Berne, Richmond, Washington, Philadelphia, New York and Boston.

Southbound flights connect with Tampa, Sarasota, Ft. Myers and Miami. Flights to New Orleans may be made by connections at the Tampa airport. Through service and connections to the west also are arranged through Tampa and New Orleans.

Tried For Improvement

Engle said the Aviation Committee was first organized in Lakeland years ago in an attempt to improve air service both public and private, and to secure better freight facilities. Since Engle took over the chairmanship of the committee almost two years ago, efforts have been intensified to provide Lakeland with direct flights to northern cities. Both the Convair and Lodestar flights represent a complete new schedule for Lakeland Engle said.

Two weeks ago, Lakeland's Drane Field installation was served by just one flight north and one flight south.

"We won't get more unless we show the airline companies we are going to use it, however," Engle warned. The chairman urged that Lakeland residents take advantage of the new flight service in and out of the area.

Engle pointed out that Riddle Airlines officials also are eyeing Lakeland as a possible stop start shipping enough freight to make it practical," said Engle.

The Chamber of Commerce official said Riddle Airlines already has a certificate from the CAA to land at Lakeland, and that the firm has been following development at Drane Field with interest.

Engle envisioned a rapid growth in aviation at Lakeland whenever a master plan now under study is put into operation. Lack of complete air service for Lakeland has long been considered one of the stumbling blocks in the path of new industry.

In addition to Engle, other members of the Aviation Committee include Dr. J. W. Kutrow, Les Roberts, Mac Cunningham, George Brantley Jr.,

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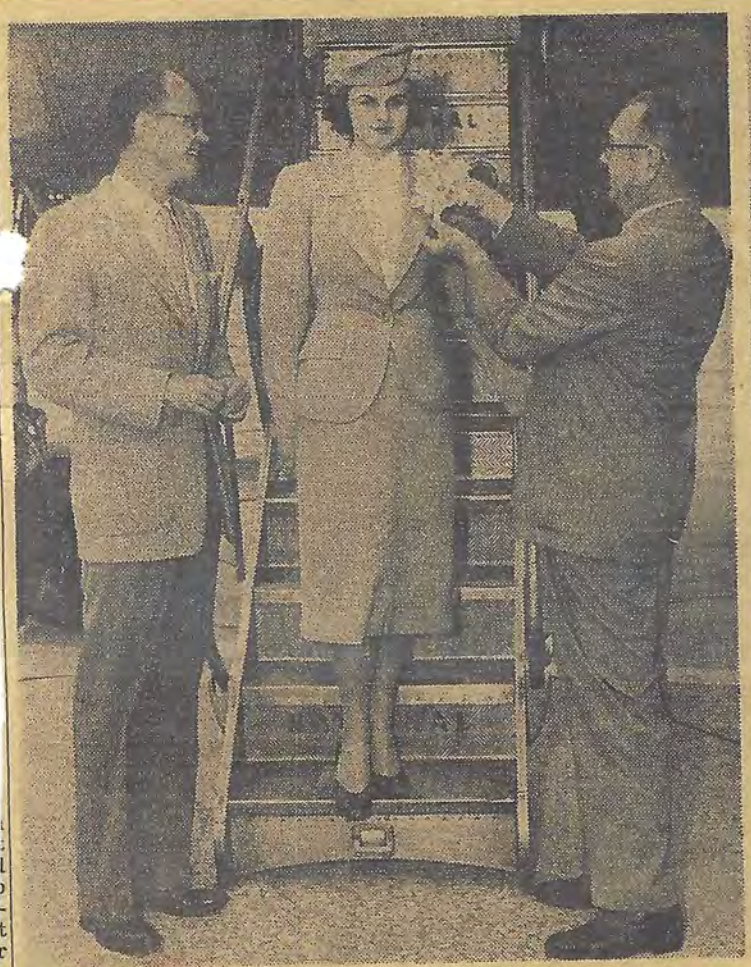
With which the Lakeland Star-Telegram was consolidated January

STAR-TELEGRAM, VOL. 44, NO. 254 LAKELAND, FLORIDA, WEDNESDAY EVENING, FEBRUAR



CELEBRATE AIR SERVICE — Walter Engle, first picture, pins a corsage on National Airline Hostess Barbara Gail as she alights from a 44-passenger Convair on its first flight to Lakeland. Engle, chairman of the Aviation Committee of the Chamber of Commerce, is accompanied by John Bryson, manager. The Convairs will make regular stops at Drane Field beginning today. Beside the plane, second picture, are Ed Mitchell, co-pilot; Barbara Go hostess; Capt. Bob Willis, pilot; Claude Harden, cour superintendent of schools; and George P. Brantley Jr., po master and member of the Aviation Committee. Hard was the first passenger to arrive at the Lakeland airport this flight.

Chamber Values For Lakeland Reviewed

By BILL WHITEHEAD
Ledger Staff Writer

One of the questions most frequently asked about the Chamber of Commerce is, "Just what does the Chamber accomplish?"

Sometimes the question is asked by persons critical of the Chamber, sometimes by persons who are sincerely interested in the city's progress.

ENGLE

Walter Engle, past president of the Lakeland Chamber of Commerce, now chairman of the Chamber's aviation committee, answered both groups this way:

"First I would like to state a generalization that any one of literally hundreds of accomplishments justify the Chamber of Commerce many times over. This goes for both as a dollar-and-cents value and as an organized force to speak for business and professional interests.

"Listing the accomplishments of the Lakeland Chamber of Commerce would require a large book, but just a few can be pointed out to show the Chamber's value to Lakeland in the commercial, industrial, civic, agricultural and cultural fields.

"One, of course, is the work now being done in connection with and the great cooperation of the Atlantic Coast Line railroad in relocating its downtown facilities, which will aid the city greatly. Also, the Chamber has been a powerful factor in securing a Bartow road, and in the selection of Lakeland as the site of the Second District Court of Appeal."

(He didn't say it, but he could also have mentioned the work his own committee of the Chamber has done toward the establishment of Drane Field as a Polk County air terminal.)

"Any one of these projects can mean so much to Lakeland that one alone would more than justify the cost of operating the Chamber of Commerce."

May 2, 1958

HIGH-FLOWN PLANS—Architect James R. Dry, left, and Walter Engle listen as John L. Morris, right, vice president of National Air Lines, talks of the airline's plans for better service throughout its entire system. Engle is chairman of the aviation committee of the Lakeland Chamber of Commerce and Dry is preparing plans for an administration building to be constructed as the first step in expanding Drane Field into a major air traffic terminal. Morris and other National Air Lines officials visited Lakeland yesterday to tell a Chamber of Commerce group about the company's new travel contest. (LEDGER Photo-W)

LEDGER EDITORIALS

An Apple In Lakeland's Lap

It may not be scientifically true that the law of gravity was discovered when an apple fell upon Newton as he sat under a tree.

It is a known fact, however, that an apple fell into Lakeland's lap today, said apple being additional passenger airline service, a feeder service to be supplied by Southeastern Airlines of Miami.

Not without shaking of the tree did the apple fall, though. Walter E Engle, longtime chairman of the Chamber of Commerce aviation committee, had been shaking that tree and others with faithful persistance.

In this instance, the tree simply seems to have forgot to serve notice that it was about to let go of the apple.

A spokesman for the airline apologized profusely for the oversight.

No need to apologize. Lakeland is much more interested in the additional service than in the apology.

Lakeland is not so unreasonable as to expect that any airline shall lose money in order to include this city on its schedule, but this growing area, somewhat off the beaten track of the airlines, has been feeling more and more the need for additional service.

As a citrus and phosphate center, Lakeland is visited often by many individuals from cities in Florida and other states, and many residents of the Lakeland area have occasion to make quick trips to other points.

Southeastern is beginning on a small scale, hopes to expand substantially before the year is over. Possibly the most attractive feature of the new service is the linking of Lakeland with Tallahassee. The National Airlines service Lakeland has had for many years operates between Lakeland and Jacksonville, including Orlando and Daytona Beach as stopping points, and fans out across the peninsula westward and southward between Lakeland and Miami, but does not have flights moving between Lakeland and Tallahassee.

The Southeastern linking of Lakeland with Tallahassee is not a direct flight, so it is not exactly what Lakeland wants and needs but it is a start.

We assume that Southeastern service is on a trial basis. Maybe there will be enough patronage to keep the service going and expanding. Maybe there will not be. We hope for Lakeland and Southeastern that there is enough business. At the same time Lakeland wants to continue getting all the service National is presently supplying.

1 STAR-TELEGRAM, VOL. 47, NO. 206 LAKE

Drane Field Is Seen As Bigger Asset To Area

(Editor's note: This is first of a series of articles dealing with Lakeland's aviation future. The articles will discuss the potentialities of Drane Field and how a modern airport could stimulate the community's growth.)

By GEORGE BUTLER
Ledger Staff Writer

The decision to develop Drane Field and make it a modern, busy airport is as important to Lakeland's future growth as was the decision, when the city was in its infancy, for the railroad to run through the community.

Walter Engle, chairman of the Chamber of Commerce's aviation committee, believes that Lakeland must have a modern airport—not only to grow but to keep from sliding back, from withering on the vine.

ENGLE

Harry D. Copland, manager of the aviation department of Florida Development Commission, recently wrote Engle:

"Aviation has become the No. 2 industry in Florida in spite of the lethargic attitude of our public officials.

"Since taking on this job, I have visited numerous airports in the state. Many of them are under the control of municipalities. (They are, in most cases, surplus military fields turned over to cities by the federal government.)

MANY FIELDS TERMED DISGRACE . . .

"With a few exceptions, appearance buildings, roads, offices and hangars is a d to the community. They are orphans com forgotten and disregarded by the citizens town or city of which they are a part.

"Yet today, air transportation is the foundation upon which the economic fut many communities is established. Where tention and effort have been expended on a the community earning ability has been im employment increased, new industries hav developed and old ones expanded, and, ge living has been made much more enjoyable.

"A good, well-managed airport is a sy community progress.

"At the present time, there are in Flor 35 CAA certificated aircraft and aircraft a repair stations. Twenty-nine of these are in ami area, three at Ft. Lauderdale, two at St burg and one at Sebring. The fleet of 83,000 aircraft (non-airline) can use a wider dis of certified repair stations in Florida.

"The answer to a successful airport is enced management. This can be given someone with a good technical background tion plus sound business sense. In Lakel have such a man in Don Emerson, if he willing to take the job." (Since this was Emerson has been made acting airport ma the city).

HAS BEEN LONG FRUSTRATING BATTLE . . .

Walter Engle is one of the few La who, for several years, have tried to stir terest in the city's aviation future. It ha

(Turn to Page 6-A, Column 1)

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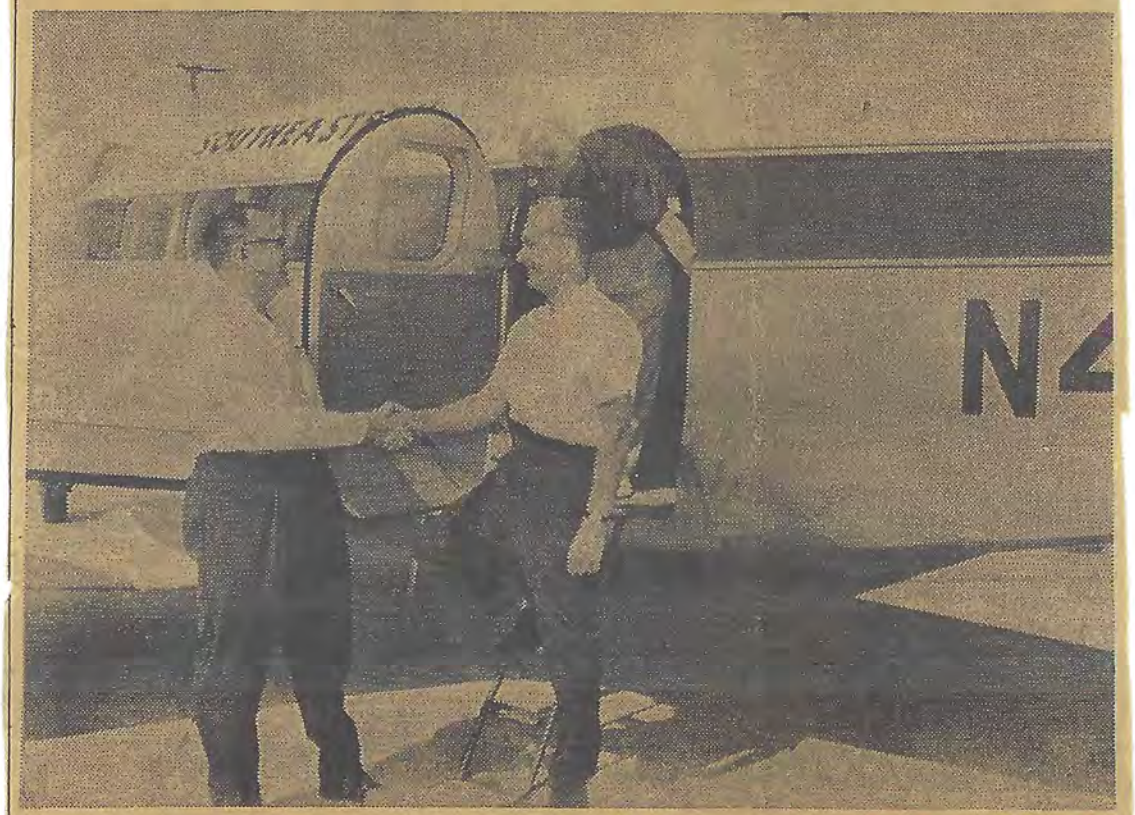
With which the Lakeland Star-Telegram was consolidated Ja

STAR-TELEGRAM, VOL. 47, NO. 79 — LAKELAND, FLORIDA, FRIDAY EVENING, JUL



NEW AIRLINE HAILED—Walter Engle, left, chairman of the Lakeland Chamber of Commerce aviation committee, greets vice presidents of Southeastern Airlines, which made inaugural flight into and out of Drane Field today. Shaking hands with Engle is Ted Daniels, in charge of the line's operations. In doorway of plane is Jack Ryan, public relations chief. (LEDGER Photo-P)

New A Service Is Beg

Southeastern A Links Lakel Miami, Tall

Schedules on Southeastern A nounced today, land on a Miami ami loop two days links this city wi see four days each flights to the cap and a return the

Service on the began today with a loop through Ft. La bring, Lakeland, S Bradenton-Sarasota, Naples and back to

The maiden fligh at 8 a.m., stopped a dale and Sebring, a Drane Field at 10:11 off 15 minutes late ersburg and was to at 1:15 p.m.

Diaz Letter From Grave Discounted

tools.

An argument developed between Driggers and Mrs. Henry and Driggers pulled out a gun and started firing. He fled from the scene and was arrested five hours later.

TAMPA (AP)—State Atty. J.M. McEwen discounts the value of the "letter from the grave" left by slain gambler Joe Diaz.

The letter, left by Diaz with his wife to be turned over to McEwen upon his death, said some of his competitors in the bolita racket brought pressure on him because of their friendship with three officers.

"We've found nothing in that letter that can be verified," McEwen said. "The whole thing is apparently unsubstantiated."

The officers are Detective Capt. Walter Heinrich, Deputy Sheriff Armando Alvarez and former Police Chief J. J. Roberts.

McEwen questioned Heinrich and Alvarez yesterday and said they have been cleared of any possible implication in the killing.

Roberts is on vacation and will be questioned on his return.

Diaz, known by the nickname Pelusa (Spanish for hairy), was shot to death the night of July 2. More than a score of his associates, including several mentioned in the letter, have been quizzed without result.

Diaz was awaiting sentencing for bolita convictions in Polk and

Engle Claims City Must Seek Airline

(Continued From Page One

airlines are operating with multi-million dollar deficits.

He pointed out, however, that some of the smaller airlines, offering feeder service from the smaller cities to the metropolitan airports, are recording substantial earnings.

"The picture is changing completely and rapidly," he said."

Opposition Recognized

In Lakeland, Engle said that he was aware that there are "undercurrents" of opposition against further development of facilities at the municipal airport.

"We, in Lakeland, are fortunate in being one of the few places where an airfield has been built without the spending of local money.

"But the Lakeland Municipal Airport is still nothing more than a glorified landing field. It has no control tower, no fire protection and is an inadequate facility."

Engle said that there is a real need of commercial airline service in Lakeland. He said that properly scheduled flights are especially needed to Miami, Jacksonville, Tallahassee and some of the cities in Georgia.

"This airline business is a fantastic one," he said. "We are just sitting here waiting for the whole thing to jell.

"An area this size needs better service than is now available. Given a little more time, the problem will work itself out. But we can't sit back and wait for an airline to come to Lakeland. We've got to make a concerted fight for what we want and urgently need."

Engle An Associate Of Airport Executive

2-3-58

Walter E. Engle, chairma the aviation committee o Lakeland Chamber of merce, has been named a sociate member of the A can Association of Airpor ecutives, Inc., accordin Frank S. Pittenger, secret

The association, organiz years ago, pools inform from airport executives disseminates it to membe

Board Named To Set Zones At Drane Field

Four appointments to the Joint Airport Zoning Board, a joint Lakeland-Polk County agency to control zoning at Drane Field were announced today.

Lakeland Mayor James Musso appointed Walter E. Engle and Chester McDonald to the board.

In Bartow, Aldine Combee, chairman of the county commission, named John R. Wright and Guerry Dobbins, both of Lakeland.

Engle is in the electrical business here; McDonald is a Realtor; Wright is in the real estate and insurance business, and Dobbins is a Dixieland merchant and former city commissioner.

The four appointees are empowered to select a fifth member to serve as chairman of the joint board.

The zoning board is required before federal funds can be spent to develop Drane Field. A $50,000 airport terminal building is the first scheduled project and funds have been appropriated.

Engle's Helicopter Idea

By GEORGE BUTLER
Ledger Staff Writer

Using a helicopter to break ground for the air port terminal building?

Sounds fantastic. But why not? It's right in keep ing with the air age. Walter Engle, chairman of th Chamber of Commerce's aviation committee, sugges ed the idea and Don Emerson, acting airport manage pounced upon it like a dog sighting a choice bone.

He made numerous phone calls and contacte many acquaintances in aviation circles. Finally, secured permission from MacDill Air Force Base loan a whirly-bird and pilot for the occasion.

Emerson plans to attach a clam-shell bucket the helicopter which will hover over the termin site and take the first bite of earth.

HISTORY-MAKING GROUND BREAKING . . .

Earlier, Emerson had gilded a shovel for a groun breaking ceremony but Engle's idea sounded more i spired.

It will probably be the first time in history th a helicopter has been used for a ground-breaki And the city may get a lot of valuable publicity of the deal.

Exact date has not been set, but the groun breaking may be held sometime during the com week. Frank Decker has a $96,139 contract to er the terminal building.

* * * May 10, 19

Lakeland Tells Airline It's Ready For Service

Air Routes Studied

Lakeland Chamber of Commerce leaders and city officials last night pointed out to executives of Southern Airways, Inc., the area's needs for scheduled air service. Southern is an Atlanta-based airline studying the possibility of introducing trunk-line service in the state. Shown looking over proposed routes are, from left, Graydon Hall, Southern Airways vice president; John E. Most, standing, chairman of the chamber's aviation committee; and Walter Engle, former chairman of the committee. (LEDGER Photo By McAleenan)

By JOHN McALEENAN
Ledger Staff Writer

Officials of Southern Airways Inc. were told last night that the Lakeland area is ready and able to support scheduled airline service.

Seeking "an expression of requirements" in reference to the possibility of scheduled airline service here, Southern executives heard civic leaders, city officials and chamber of commerce officials forecast an economic boom.

After the informal round table discussion at the Greater Lakeland Chamber of Commerce building, Graydon Hall, vice president of the airline, said his company had found out what it needed to know, and would "return soon."

'Climate Has Changed'

Heading the presentation last night of Lakeland's needs and potentials was Walter E. Engle, former chairman of the chamber's aviation committee and also former chairman of the state chamber's aviation committee.

Engle told Southern executives the "climate has changed here."

"I think Lakeland is ready and able to support scheduled air service," Engle said.

He told Southern executives that "inconsistent" service in the past was the primary reason for lack of public support.

Referring the meeting as a "get acquainted" session, Hall said his company's overriding need was proof of reduced subsidy requirements from the federal government.

"If we are able to show effectively a positive need for a trunk line service in the area,"

(Turn to Page 2, Column 8)

Lakeland Makes Pitch For Airline

(Continued From Page One

Hall said, "our chances of g
ting the route are that mu
better."

Florida 'Blank Spot'

Hall said this company v
looking to Lakeland as a h
for a north-south Florida rou
similar to Atlanta's position
Georgia.

Hall said his company h
16 routes in the Southeast, a
that Florida was a "defin
blank spot."

Citing the need for air s
vice here, Engle went down
list of industries, naming
Florida Citrus Commissi
Florida Citrus Mutual, the S
ond District Court of App
Florida Southern College, a
numerous tourist attraction

Don Emerson, Lakeland A
port manager, told company
ficials that facilities here "m
than justified" considerat
for air service.

West Coast Ignored

He referred to length
runways available, and a
lighting project now under
that would make the air
one of the most up-to-d
facilities in the state.

In discussing routes, La
land officials agreed with
that a Miami-Fort Lauderd
Lakeland-Gainesville-Jacks
ville flight made the most se

Hall said the company
ruled out any West Coast
vice.

City Commissioners J.
Woodall Jr. and W. Y. Wo
seconded the "middle of
state" route.

Robert Rhinehart, chair
of the Polk County Deve
ment Board, said a trunk
service with Lakeland "as
hub" would serve to tie
state together.

"Lakeland has moved
side the regional conc
Engle said. "I'm positive a
planned air service here w
get full community suppor

Hall said his company
midway in a city-by-city
vey in the state to pin
the need for trunk line ser

He closed last night's se
by saying that a decision w
be reached this fall.

Others attending the me
included John E. Most, c
man of the chamber's avi
committee; John Bryson,
utive secretary of the cha
Jim Cavanah, a member
Lakeland Planning Depart
Robert Cole, Florida Na
Bank; Bernard Johnson, c
ber president; and Dr.
West, Lakeland city cor
sioner.

Dec. 17, 1960

Lions Hear Recommendation For Expansion At Drane Field

By DAVE FRAZER
Ledger Staff Writer

Increased airport facilities are needed if Drane Field is to attract more industrial aircraft and keep its airline service, Walter Engle, Chamber of Commerce aviation committee chairman, told Lions Club members yesterday.

ENGLE

"National Airlines has decided to go to long-range jet flights and cut out local stops," Engle said. "Therefore we need a longer runway — we can't take care of them with our present facilities."

PUBLIC APATHY BLAMED . . .

The only other solution, Engle said, is to bring in a smaller, well-established airline such as Piedmont or Southern.

"Getting one more airline into Lakeland is going to take a lot of selling—both to the people here and to the airline," he added.

Engle asserted that public apathy is 50 per cent of the reason that Lakeland has trouble getting good airline schedules.

He said many people prefer to go to Tampa to take a plane rather than leave from Drane Field and make a changeover at Jacksonville.

He acknowledged that current airline scheduling leaves much to be desired because southbound flights leave Drane Field in the morning and the northbound flights leave at night.

UNDERSTANDING WITH NATIONAL SEEN . . .

He pointed out that in May and June of 1957, 417 passengers were booked from the local airport when northbound flights were leaving here in the morning.

Under the current flight schedule, only 79 passengers were booked from here in May and June of 1960, he said.

"I believe we are on the threshold of a better understanding with National," Engle said. "They have promised to send a survey team here." He indicated this might result in improved flight schedules.

Engle also referred to the large amount of flying now being done by planes owned by industrial organizations.

Industrial flying requires more services, and we need more improvements at Drane to satisfy their needs, he said.

FLYING SERVICE FIGURE SPEAKS . . .

"Drane Field can be a great asset to the city," Engle said. He described the operations and payroll of the Dade County Airport to illustrate his point.

The airport there provides more income for the county than any other single source of revenue, he said, and the 24,050 people employed at the airport spend more than $100 million annually in the county.

Engle brought with him to the Lions Club meeting, John V. Grainger, a former New Yorker, who purchased the Aero Flying Service at Drane Field in October.

Grainger described efforts now being made to provide "one-stop service" for corporation aircraft at Drane Field.

Grainger said a complete radio repair service has been established at Drane, and pilots are now bringing their planes from cities such as Tampa and Orlando to have their radios repaired here.

An engine repair shop is scheduled to be set up at Drane Field as soon as the tools, now on order, arrive, Grainger said.

"We hope to draw additional corporation business by offering complete one-stop service while the businessmen conduct their business in Lakeland," he said.

Engle brought out the fact that Grainger has begun an advertising campaign in the northern states inviting tourists who have their own planes to bring the planes to Drane Field for servicing and repairs while on vacation in Lakeland and the surrounding area.

Jan. 196

Engle Appointe By State Cham

Walter Engle of Lakelan been appointed chairman aviation division of the Fl State Chamber of Comm The appointment was annou last night by J. J. Parris of Titusville, president o state organization.

"Your qualifications and ership fit you admirab serve as chairman," Pa said in a letter to Engle.

Engle has served as a ber of the aviation divisio several years and is in sixth year as chairman o Lakeland Chamber of merce's aviation comm Formerly, he served as man of the industrial cor tee for about 15 years.

A Master Airport For Lakeland

Lakeland-reared George Haldeman, who has long been one of the nation's top authorities in the field of aviation, said two years ago that Lakeland had no airport.

He was comparing Lakeland's two airports with airports in other Florida cities and looking into the future.

His blunt appraisal was recognized by civic Lakeland as the gospel truth. Before then, civic Lakeland had been thinking and planning in terms of a master airport for Lakeland. The thinking and planning have continued. Months ago the action stage was reached.

The Chamber of Commerce aviation committee of which Walter E. Engle is chairman has worked with concentration to hasten the master airport as a reality. Today we have the good news that the way has been cleared. The Civil Aeronautics Authority is ready to participate with the City of Lakeland.

ENGLE

Chairman Engle has worked prodigiously for many months, carrying on extensive correspondence and negotiations, to make Lakeland an important center in Florida's network of commercial aviation. He has done so on the well authenticated premise that good aviation facilities, like good highways, mean substantial growth for an area.

The Engle committee has had the benefit of good cooperation from the city commission aviation committee headed by Mayor E. W. Bowen.

Drane Field, until now a somewhat isolated spot, as are most airports, will eventually become a central point. The master plan plus new highways will make it so.

True, there must be good business before airlines can be attracted but it is also true that good airport facilities are conducive to more business for an area. Lakeland is now served by National Air Lines, which has a schedule of four flights daily that was resumed yesterday after several weeks of a two-flight schedule. Other airlines have specifically indicated an interest in Lakeland.

Drane Field, five miles southwest of Lakeland, was developed out of raw acreage as World War II got under way. It was named in honor of the late Herbert J. Drane, one of the founders of Lakeland, who was the Congressman from this district for several terms. During the war it was used by the Air Force as a subbase for MacDill Field in Tampa. National Air Lines served Lakeland for several years from Lodwick Airport.

Drane Field as a master airport will make the Lakeland area much more attractive to new industries. To Chairman Engle of the Chamber committee and to all the other men who have served with him to bring the project to its present stage, Lakeland is much indebted.

Chamber Campaigns For Air Travel

Aviation Drive Launched

Members of the Chamber of Commerce's aviation committee, officials of travel agencies in Lakeland, and representatives of National Airlines met this morning prior to distributing information kits to business and industrial firms on the advantages of using the municipal airport for air travel. Examining one of the "blitz kits" are, left to right, Jack Mengel, Mrs. George L. Mason and Wallace F. (Pat) Pausch, officials of three of the travel agencies in Lakeland. (LEDGER Photo By Perkins)

A "blitz" campaign was being conducted today in Lakeland and Polk County to promote air travel to and from the municipal airport.

Information kits were being distributed to the chambers of commerce in the county and to the larger business and industrial firms detailing the advantages of using the modern airport in flying to and from Lakeland.

Breakfast Held

The campaign was being conducted by members of the chamber's aviation committee and personnel from National Airlines and the travel agencies serving the community.

A "blitz kit" breakfast was held this morning at the New Florida Hotel to detail plans for the distribution of the informative data on the advantages of using the Lakeland Airport for air travel.

At the breakfast, John E. Hickman, Lakeland manager for National Airlines, said that air travel to and from the municipal airport had increased 23.2 per cent in October over the corresponding period in 1960.

Potential Cited

Hickman stated that figures have not yet been compiled for November to date, but he said that 20 passengers boarded at the airport on Nov. 22 compares with a previous high of eight passengers on a single day in the past three years.

"I am convinced that the air travel potential exists in Lakeland and Polk County," Hickman said. "It's just a matter of getting the municipal airport before the traveling public."

Hickman attributed the volume increase at the Lakeland airport to two principal factors: the efforts of the chamber to acquaint the public with the advantages

(Turn to Page 6, Column 7)

LAKELAND LEDGER, Wednesday, Jan. 25, 1961

DISCUSS DRANE FIELD—Walter Engle, left, chairman of the Lakeland Chamber of Commerce aviation committee, and John L. Morris, vice president of National Air Lines, discuss Drane Field's easy accessibility for all of Polk County at a luncheon meeting here yesterday. (LEDGER Photo By Perkins.)

Drane Flight Help Pledged

By DAVE FRAZER
Ledger Staff Writer

John L. Morris, vice president of National Air Lines and a former staff member of the Lakeland Chamber of Commerce, has pledged his help in obtaining more favorable flight scheduling of National Air Lines planes at Drane Field.

Morris met with members of the chamber aviation committee and city officials at a luncheon meeting yesterday to discuss the possibility of rescheduling the two daily flights now available at Drane Field.

He was accompanied by R. A. McKay, district sales manager for the airline company.

The committee is seeking improved service and asking to have the flights changed so that the northbound flight would leave in the morning and the southbound flight at night. That would reverse the current schedule.

seeking permission to establish a passenger route from the south to the western part of the nation.

He said such a route would be of great benefit to the state if approved since it would link Florida with the western states.

"I wish I could say we are going to give you just what you want in the way of service," he said. "I assure you I will do everything within my power to help in secur-

(Turn to Page 2, Column 5)

Drane Flight Help Pledged

(Continued From Page One)

ing information about your situation and pass it on to help in determining which routes will be re-scheduled."

City Planning Director George Sanford presented a map of western Polk County on which present and proposed highways were marked to indicate the easy accessibility of Drane Field for the entire county.

James F. Mummey, former chamber president, said that it would be easier for airline passengers from any point in Polk County and as far as eastern Hillsborough County to reach Drane Field than to drive through Tampa to reach Tampa's Airport.

The group also discussed the desirability of having more frequent flights of smaller planes carrying only first-class passengers or less frequent flights of larger planes with first class and tourist class passengers.

TOURIST FLIGHTS SAID BANNED . . .

Paul Daly, operator of Arno Travel Service, here said he felt that he could sell many more tickets to passengers who would leave from Drane Field instead of Tampa if tourist-class flights were available.

McKay noted that CAB regulations make it impossible to establish tourist-class flights on the small (44-passenger) planes now landing at Drane Field.

John Hickman, local National Air Lines representative, said he felt sure that Lakeland could provide the passengers if given the proper planes and schedule.

Morris was given a brief of statistics and air passenger traffic surveys to take to Miami to be analyzed in ...sidering Lakeland's re... re-scheduled flights.

Drane And Engle

Walter E. Engle has been for n
years a faithful civic worker in be
of aviation for Lakeland. Just
his efforts are concentrated on D
Field as an asset that has greater
tentialities.

Yesterday he and other civic l
ers conferred here with execu
representing National Airlines, w
has been serving Lakeland many y
Lakeland would like for Nationa
extend its schedule, including T
hassee, for instance, and improv
schedule.

On this and other matters per
ing to the best possible use of D
Field, Walter Engle has worked f
long time. For such faithful se
Lakeland is much indebted to
He is an optimist who keeps pus
and such citizens are of great valu
a city.

AGENDA

DESIGN REVIEW COMMITTEE
City Commission Chambers
June 23, 2022, immediately following the Historic Preservation Board Meeting

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In accordance with the Americans with Disabilities Act and Section 286.26, Florida Statutes, persons with disabilities needing special accommodation to participate in this proceeding, or those requiring language assistance (free of charge) should contact the City of Lakeland ADA Specialist, Jenny Sykes, no later than 48 hours prior to the proceeding, at **(863) 834-8444**, Email: **Jennifer.Sykes@lakelandgov.net**. If hearing impaired, please contact the TDD numbers: Local - **(863) 834-8333** or **1-800-955-8771** (TDD-Telecommunications Device for the Deaf) or the Florida Relay Service Number **1-800-955-8770 (VOICE)**, for assistance.

Anyone deciding to appeal a decision by the Board on any matter considered at this or any subsequent meeting will need a record of the proceedings, and for purposes of that appeal, may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

I. Call to order, determination of a quorum, and roll call.

II. Review and approval of the May 26, 2022 Design Review Committee meeting minutes.

III. Review Certificates of Review administratively approved since the previous meeting.

IV. Consideration of Certificate of Review Applications:

A. Oath Administration for Public Testimony by Assistant City Attorney Jerrod Simpson.

B. **HPB22-099 – 733 Sikes Boulevard** – Final Approval requested for the new construction of a front porch building addition proposed for the house at this address. Owner: Ms. Samantha Jorgensen. Applicant: Ms. Brandi Peterson, Green Construction Services.

C. **HPB22-103 – 219 Riggins Street** – Final Approval requested for the new construction of a building addition proposed for the house at this address. Owners: Mr. Terry and Mrs. Betty Hunter. Applicant: Ms. Chelsie Gilbert, Henkelman Construction, Inc.

D. **HPB22-104 – 1134 Ruby Street** – Final Approval requested for the installation of new fiber-cement siding to replace the original wood siding on the house at this address. Owner/Applicant: Mr. Isaac Farias and Mrs. Andrea Farias.

E. **HPB22-105 – 731 S. Florida Avenue** – Final Approval requested for replacement windows in the building located at the subject address. Owner: Direct Marketing Association. Applicant: Mr. Kevin Jones, Conner Exteriors and More.

F. **HPB22-106 – 1130 W. Marjorie Street** – Final Approval requested for a new driveway at the front of the subject property. Owner/Applicant: Merlin Properties of Central Florida, LLC.

G. **HPB22-107 – 820 Lexington Street** – Final Approval requested for the new construction of a building addition proposed for the house at this address. Owner: Mr. Rich Weiss. Applicant: Mr. Kevin Aldous, Green Construction Services.

V. Other Business: NONE

VI. Adjournment. Reconvene Historic Preservation Board for Annual Review Presentation.

MINUTES

DESIGN REVIEW COMMITTEE
City Commission Chambers

Thursday, May 26, 2022

(Note: These meeting minutes comply with F.S. 286.011 and are not intended to be a verbatim transcript.)

The City of Lakeland Historic Preservation Board's Design Review Committee, met in Regular Session; Lynn Dennis (Chair), Chris Olson, MeLynda Rinker and John White were present. Historic Preservation Board member Cesar Perez was also present. Community & Economic Development Department staff Emily Foster, Senior Planner, Historic Preservation, Christelle Burrola, Planning Assistant, and Jerrod Simpson, Assistant City Attorney, were also present.

I. Call to Order and Determination of a Quorum

The meeting was called to order by Chair Lynn Dennis at 8:39 a.m. The Committee roll call was performed and a quorum was present.

II. Review and Approval of the Previous Meeting Minutes

Mr. John White motioned to approve the April 28, 2022 meeting minutes. Mr. Chris Olson seconded the motion. The motion passed 4—0.

III. Review of Certificates of Review administratively approved.

A list of fifteen (15) administratively approved Certificate of Review projects covering the period 4/20/22-5/19/22 was included with the agenda packet. There were no additional questions or comments about these projects.

IV. Consideration of Certificate of Review Applications:

A. Oath Administration for Public Testimony by Assistant City Attorney Jerrod Simpson.

B. **HPB22-084 – 320 W. Hancock Street** – Final Approval requested for the new construction of a building addition and major rehabilitation proposed for the house at this address. Owner: M & P Restoration LLC, Applicant: Mr. Mario Falcon.

Chair Dennis introduced the request and then asked if there were any conflicts of interest pertaining to this agenda item. There were no conflicts.

Ms. Emily Foster presented the staff report, stating the subject property is an interior lot of record consisting of 0.14 acres. On this property is a one-story, single-family residence built circa 1925 in the Bungalow architectural style, which is a contributing building in the Dixieland Historic District. The Bungalow styling of this house is expressed by a front-gabled roof and porch, rounded exposed rafter tails, wooden drop lap siding, and wooden double-hung sash windows with a nine-over-one lite configuration. Alterations include the enclosure of the front porch. In addition to replacing mechanical systems and renovations to the interior of the house, the Applicant's request for renovation proposes to:

- Replace all windows with Jeld-Wen vinyl single-hung sash windows, matching opening size and appearance.
- Replace all drop-lap siding with HardiePlank siding, as existing wood drop lap siding is too damaged to repair.
- Replace front and rear doors with Plastpro fiberglass 6-panel solid doors.
- Remove the front porch enclosure and restore back to an open front porch.
- Reroof with similar asphalt shingles.

Also proposed is the new construction of an approximately 283 square feet addition at the rear of the structure, along with an 8' X 20'-3" wood deck. The design and materials for the addition are intended to match the existing house. Materials proposed for the addition include:

1. A raised foundation with traditional framing and concrete piers.
2. Hardieplank lap siding.
3. Vinyl single-hung sash windows with a nine-over-one lite configuration.
4. Wood fascia with an aluminum drip edge and exposed rafter tails to match existing on house.
5. The site plan for the proposed addition shows building setbacks that comply with the Urban Form Standards in the Land Development Code.

Ms. Foster stated that the request was evaluated using Secretary's Standards for Rehabilitation #2, #9, #10, and Chapters 4 and 6 of the Design Guidelines for Historic Properties. In evaluating the request with the Standards, staff finds the proposed renovation activities are appropriate and compatible. Staff also finds that the requested addition does not disturb the spatial relationships that characterize the neighborhood, and the essential form and integrity of the subject house is maintained. In evaluating the request with the Design Guidelines, the materials of the proposed replacement features and addition are mostly compatible with the original materials of the house and consistent with the Guidelines. The design of the proposed addition's windows, wall structure, roof pitch and form, and gable vent, is consistent with the style of the subject house and Design Guidelines. Furthermore, the addition is appropriately placed at the rear of the house. Finally, the building setbacks for the new addition meet the requirements of the Land Development Code's Urban Form Standards. Staff recommends Final Approval of the request with the following conditions:

1. Replacement Windows:
    a. Must match original window/window opening size.
    b. Must be recessed from the exterior wall face to the exterior window glass. Flush mounted replacement windows are not permitted. Box or block framed windows are recommended instead of fin or flange replacement windows.
    c. Must match the nine-over-one divided lite configuration of the original windows; muntins/grids shall be dimensional and attached to the exterior glass.
    d. All paired or grouped windows shall be installed with a dividing mullion of at least 4 inches in width between adjoining windows; mullion shall be integrated into and match the window casing.
2. The front door replacement must have glazing in either a quarter-lite, half-lite, three-quarter lite or full-lite configuration; a solid 6-panel style door cannot be used.
3. The replacement siding shall match the material, dimension and profile of the original drop lap siding.
4. Removal of front porch enclosure:
    a. Retain existing brick plinths.
    b. For square columns, use a minimum 8-inch square column with a simple square capital and base.
5. Retain all existing exposed rafter tails and use exposed rafter tails in the addition.

Chair Dennis asked if the Applicant had any additional comments or questions. Mr. Mario Falcon was present in support of the request. There were no public comments.

In response to Mr. John White, Ms. Foster stated staff does not have any historic pictures of the house.

In response to Mr. Falcon, Ms. Foster stated the columns should have a minimum 8-inch square column with a simple square capital and base.

In response to Mr. Chris Olson, Mr. Falcon stated the roof line will remain the same.

In response to Ms. MeLynda Rinker, Mr. Falcon stated the main entrance door will be centered on the home.

MOTION: Final approval of the request as recommended with conditions by staff with the addition of a capital and a plinth on the 8-inch columns. (J. White/ M. Rinker, 4—0)

C. **HPB22-085 – 506 W. Hancock Street** – Final Approval requested for the removal of existing vinyl siding on the house at this address and replacement with fiber cement siding. Owner/Applicant: Mr. Ian Jones.

Chair Dennis introduced the request and then asked if there were any conflicts of interest pertaining to this agenda item. There were no conflicts.

Ms. Emily Foster presented the staff report, stating the subject property is an interior lot of record that is 0.15 acres in size. This property contains a one-story, single-family house built circa 1926, which is a contributing building in the Dixieland Historic District. The house on this lot features the Bungalow architectural style, which is expressed by its gabled roof and porte cochere, full-width front porch that has been enclosed, tapered columns on brick plinths, and nine-over-one double-hung sash wood windows. The house is clad in vinyl lap siding with an approximate 6-inch exposure. The Applicant requests to remove the vinyl siding and replace it with Hardieplank lap siding, which will have a 5-inch exposure and a wood grain texture. Hardie trim will also be used.

Ms. Foster stated that the request was evaluated using Secretary's Standards for Rehabilitation #2, 5, #9, #10, and Chapter 6 of the Design Guidelines for Historic Properties. While the repair or replacement of small areas of siding may be reviewed and approved by staff, the wholesale replacement of all exterior wall cladding requires the review and approval of the Design Review Committee. When staff conducted the pre-meeting visit to the subject property on May 13th to take photographs of the house, it was discovered that the vinyl siding has mostly been removed. The original wood siding, which appears to be novelty siding with a narrow exposure, appears to be in repairable condition. While Hardie siding can be an acceptable replacement for wood siding, the profile and dimension of Hardie siding will not match the original siding, and therefore its use cannot be supported by staff, consistent with the Standards and Design Guidelines. Staff recommends restoring and repairing in-kind the original wood siding, trim, and casing. Staff recommends denial of the request as submitted.

Chair Dennis asked if the Applicant had any additional comments or questions. Mr. Ian Jones was present in support of the request. Mr. Jones stated the property has an extensive amount of termite damage.

Ms. Foster stated Hardieplank lap siding is an acceptable alternative to wood siding. She stated when preparing the staff recommendation, she was not aware of the original wood siding existing under the vinyl siding. Discussion ensued.

In response to Ms. Dennis, Mr. Jones stated that he did not intend to remove the existing siding prior to installing the Hardieplank lap siding. The window trim will remain recessed.

In response to Mr. White, Mr. Jones stated he intends to restore the porch to its historical appearance. Discussion ensued.

In response to Ms. Foster, Mr. Jones stated the gable vents will be restored.

Mr. Chris Olson made a motion to approve the request with the addition of maintaining the gable vents, and an edge trim with a five-inch reveal on the corner boards. The motion did not pass as it was not seconded.

Mr. John White made a motion to postpone the item to the following month. Ms. MeLynda Rinker seconded the motion. Mr. Jerrod Simpson provided the Board with the appeal process. Discussion ensued.

Mr. John White rescinded his motion to postpone the item to the following month.

There were no public comments.

MOTION: Final approval of the request as submitted with the following conditions: 1. Maintain gable vents using wood lattice; 2. Use corner board trim at all corners of the house; and 3. Use lattice paneling at foundation/crawlspace. (C. Olson/ J. White, 4—0)

D. HPB22-086 – 711 E. Lime Street – Final Approval requested for the new construction of a building addition and minor exterior alterations proposed to the house at this address. Owner: Bogia LLC. Applicant: Mr. Albert Moore, Albert Moore Construction.

Chair Dennis introduced the request and then asked if there were any conflicts of interest pertaining to this agenda item. There were no conflicts.

Ms. Emily Foster presented the staff report, stating the subject property is an interior lot consisting of 0.18 acres, which was previously a vacant lot in the East Lake Morton Historic District. The house now occupying the subject property had been approved for demolition by the Design Review Committee in May 2021 but was salvaged by the Applicant and relocated from 721 East Orange Street to the subject property in June 2021. Due to the demolition approval by the DRC, the relocation request was able to be approved by staff. To facilitate moving this building, the front porch, a small side addition, the chimneys, and the roof of the house were removed. The subject house is a one-story, single-family residence built circa 1920 in the Bungalow architectural style, which is a contributing building in the East Lake Morton Historic District. The Bungalow styling of this house is expressed by a gable-front roof, a symmetrical façade, triangular knee braces in the gable ends, and an integrated front porch with three, segmental arched bays supported by square columns. The house also has wooden drop siding, corner boards, and double-hung sash windows with a one-over-one lite configuration. Two separate front doors are located on the front facade, which reflects the conversion of this building from a one-family house to duplex in its past. The Applicant's request proposes to reconstruct the historic character-defining features of the house, including all front porch and front gable elements, a chimney on the west side of the house, and the gabled roof with wide eaves and exposed rafter tails. Repairs as necessary will be made using salvaged historic building materials to match the original appearance of this house. The front door on the left side of the front façade will be removed so that only one front door exists, and the secondary opening will be enclosed with matching siding. Also proposed is an approximately 560 square feet addition at the rear of the structure. The design and materials for the addition are intended to match the existing house. Materials proposed for the addition include:

- Raised concrete foundation with crawlspace venting
- Wood siding to match historic drop lap profile
- Vinyl clad double-hung sash windows with a one-over-one lite configuration
- A fiberglass side entry door with half-lite appearance to match front door
- Architectural shingles on roof; and
- Aluminum drip edge over wood fascia, exposed rafter tails to match existing on house, no soffit

The site plan for the proposed addition shows building setbacks that comply with the Urban Form Standards in the Land Development Code.

Ms. Foster stated that the request was evaluated using Secretary's Standards for Rehabilitation #2, #9, #10, and Chapter 4 of the Design Guidelines for Historic Properties. In evaluating the

request with the Standards, staff finds the proposed reconstruction activities are appropriate and compatible. Staff also finds that the requested addition does not disturb the spatial relationships that characterize the neighborhood, and the essential form and integrity of the subject house is maintained. In evaluating the request with the Design Guidelines, the materials of the proposed reconstruction and addition reflect the original materials of the house and are compatible with the Guidelines. The design of the proposed addition's windows, new side entrance, exposed rafter tails, roof pitch and form, knee brackets, and gable vent is consistent with the style of the subject house and Design Guidelines. Furthermore, the addition is appropriately placed at the rear of the house. Finally, the building setbacks for the new addition meet the requirements of the Land Development Code's Urban Form Standards. Ms. Foster stated staff recommends Final Approval of the request as submitted.

Chair Dennis asked if the Applicant had any additional comments or questions. Mr. Albert Moore was present in support of the request. There were no public comments.

MOTION: Final approval of the request as submitted. (M. Rinker/ C. Olson, 4—0)

E. HPB22-087 – 820 S. Central Avenue – Final Approval requested for the metal roof installed on the house at this address without a Certificate of Review or Building Permit. Owner/Applicant: Mr. Polycarp Agbara

Chair Dennis introduced the request and then asked if there were any conflicts of interest pertaining to this agenda item. There were no conflicts.

Ms. Emily Foster presented the staff report, stating the subject property consists of one lot and a partial lot of record with a total area of 0.26 acres. On this property is a one-story, single-family house built circa 1954 in the Modern Masonry Vernacular architectural style, which is a non-contributing building in the Lake Hunter Terrace Historic District. The house is currently a rental property owned by the Applicant. Prior to 2018, the roofing material of the subject house consisted of 3-tab asphalt shingles. In August 2018, a ribbed panel metal roof was installed. While a Building Permit (BLD18-06236) for re-roofing was applied for by Dees Roof LLC for the Applicant, the historical review in the permit was disapproved by staff for the following reasons: 1) ribbed panel metal roofing is not permitted in the City's historic districts; and 2) the modern architectural style of house on this property does not support the use of a metal roof. Both reasons were provided in accordance with the Historic Preservation Board's Metal Roofing Policy, which was incorporated into the Design Guidelines for Historic Properties in 2020. Additionally, staff recommended re-roofing this house with asphalt or composition shingles. The Building Inspection Division also disapproved the Building Permit per the historical review comments, and a Permit Technician notified the roofing company of the disapproval and staff comments. Apparently, the roofing company installed the metal roof without issuance of the Building Permit. Recently, the metal roof was noticed by staff, and the Applicant was made aware of its noncompliance with the Design Guidelines for Historic Properties. As staff is unable to administratively approve metal roof for the reasons previously stated, this request was deferred to the Design Review Committee.

Ms. Foster stated that the request was evaluated using Chapter 6 of the Design Guidelines for Historic Properties. Staff finds that the request is not consistent with the Design Guidelines or compatible with the architectural style of the house. However, staff also finds that the subject house is a non-contributing building in the Lake Hunter Terrace Historic District and other insensitive alterations exist that would preclude it from becoming contributing to the District in a future resurvey. Additionally, the metal roof has existed for nearly four years and there have been no objections about it from the District's residents. For the latter two reasons, staff is able to interpret the Design Guidelines with some flexibility, and therefore, is able to support the Applicant's request. Staff recommends approval.

Chair Dennis asked if the Applicant had any additional comments or questions. Mr. Polycarp Agbara was present in support of the request. Mr. Agbara stated he was not aware there was an issue until he received a Code Enforcement violation. There were no public comments.

In response to Ms. MeLynda Rinker, Mr. Agbara stated he was not aware that the building permit for the installation of the metal roof was denied.

In response to Mr. Chris Olson, Mr. Agbara stated he has been the homeowner since 2005.

In response to Ms. Rinker, Ms. Foster stated the building permit for the metal roof was applied for but never issued.

MOTION: Final approval of the request as submitted. (J. White/ C. Olson, 4—0)

F. HPB22-088 – 1022 Success Avenue – Final Approval requested for minor exterior alterations proposed to the house at this address. Owner/Applicant: Mr. Michael Mutz and Mrs. Annalee Mutz

Chair Dennis introduced the request and then asked if there were any conflicts of interest pertaining to this agenda item. There were no conflicts.

Ms. Emily Foster presented the staff report, stating the subject property is located at the northeast corner of Success Avenue and McRorie Street, and consists of two lots of record with a total area of 0.32 acres. On the property is a single-family house in the Queen Anne architectural style that was built circa 1907 and is a contributing building in the Dixieland Historic District. The two-story home features a gabled roof, polygonal tower, and a hipped roof porch that wraps around the south side of the house. The front porch is supported by tapered columns on brick plinths. Windows in the home consist of wooden double-hung sash windows with a one-over-one lite configuration and wooden casement windows with 4- and 10-lite configurations. As one of the oldest homes in the South Lake Morton Historic District, its original and last use was as a single-family home. However, it was divided into apartments at one time, likely in the 1940s-1950s, and has a two-story addition with a separate entry at the rear of the structure as a result. The home is currently clad in vinyl siding, with vinyl soffit and fascia, and vinyl foundation skirting. Aside from the cladding, the home retains architectural integrity. The Applicants have begun a major rehabilitation of the subject house, in which all mechanical systems will be replaced, and the interior spaces will be reconfigured to accommodate a more efficient use of space for their use. This rehabilitation will make necessary several minor exterior alterations, as follows:

1. Removal of the attic gable vents on the front (west) and rear (east) elevations and replacement with sealed vinyl siding trim.
2. Removal of existing vinyl foundation skirting and replacement with vinyl square lattice.
3. Removal of the side doorway and related stoop on south side elevation and enclosing this opening with typical frame wall construction and vinyl cladding to match existing.
4. Replacement of the existing solid wood door on the rear elevation with a full-lite composite door.
5. Removal of four windows on rear (east) elevation and two windows on north side elevation and enclosing openings with typical frame wall construction and vinyl cladding to match existing.
6. Replacement of 8 windows (3 on front elevation, 1 on north side elevation, 4 on rear elevation) with single-hung aluminum windows with a one-over-one configuration; 7 matching opening size. One window on the rear elevation, at the attic level, will be reduced in height. One window on the north side elevation, second story, will be relocated slightly to align with interior fixtures.

Additionally, if their budget allows, the Applicants intend to remove the vinyl siding on the home and either restore the wood siding, if not deteriorated, or replace the wood siding with Hardieboard lap siding with a 6" exposure.

Ms. Foster stated that the request was evaluated using Secretary's Standards for Rehabilitation #2, #5, #6, #9, #10, and Chapter 6 of the Design Guidelines for Historic Properties. Staff finds the removal of the wooden attic gable vents on the front and rear elevations of the house to be inconsistent with the Standards as original features of the home. It is suggested that these vents are left as-is and sealed and insulated from the inside to make the attic usable living space. While the removal of original window openings is not recommended by the Design Guidelines, staff finds the request to remove a total of six windows will not adversely affect the overall architectural character of the subject house, as the window openings are located on the secondary elevations. Additionally, five of these windows are located on the rear addition of the house, which is not an original feature. Similarly, staff finds the removal of the door opening and stoop on the south side elevation to be consistent with the Standards and Design Guidelines as this feature is a part of the rear addition not original to the circa 1907 house. Staff finds the replacement windows and rear elevation door replacement to meet the intent of the Design Guidelines. However, casement windows with a 4-lite configuration should be used as replacement windows on the north side elevation bump-out at the kitchen area instead of single-hung sash windows. Additionally, the request to reduce the size of a rear elevation window opening and relocate a window opening on the north side elevation is found to be compatible as these windows are located secondary elevations. Regarding the enclosure of window and door openings and their infill with traditional wall framing, weather barrier, and vinyl siding, while staff understands that the house is currently clad in vinyl siding, staff finds that vinyl siding is not an acceptable cladding material. Staff supports the Applicants' intention to restore the original siding of the home, or to replace using install Hardieplank siding if the original siding is deteriorated, consistent with the Design Guidelines. Ms. Foster stated staff recommends final approval of the request, with the following conditions:

1. Maintain wooden attic gable vents on the front and rear elevations of the house.
2. Use casement windows with a 4-lite configuration as replacement windows on the north side elevation bump-out at the kitchen area instead of single-hung sash windows.
3. For window and door enclosure areas use siding that is acceptable according to the Design Guidelines.

Chair Dennis asked if the Applicant had any additional comments or questions. Mr. John Kirk was present in support of the request. Mr. Kirk stated the request to remove the wooden attic vent is strictly about flashing. There are no issues with removing the vent and restoring it after it is flashed properly.

Regarding condition #3, Mr. Kirk stated the homeowners at the moment are hesitant to commit to replace all the vinyl siding with an acceptable siding due to their budget and current interest rates. He requested to repair the vinyl siding rather than replace to be able to flash it properly. The homeowners do intend to replace all siding with either wood siding or Hardieboard lap siding. The home is a long-term investment. The front porch is covered in vinyl and the existing columns are covered in a metal wrap. Discussion ensued.

In response to Mr. John White, Mr. Kirk stated the side entrance, and the stoop will both be removed.

In response to Mr. Chris Olson, Mr. Kirk stated there is no hardship with leaving the porch and stoop until the vinyl siding is addressed but it does not seem functional. The owner does not plan on utilizing the porch.

In response to Ms. MeLynda Rinker, Mr. Kirk stated the attic gable vents will not be removed.

In response to Mr. White, Mr. Kirk stated the intent is to repair or replace all windows with energy efficient windows.

There were no public comments.

MOTION: Final approval of the request as recommended with conditions by staff with the addition of allowing vinyl siding to be used for areas that need to be repaired. (J. White/ M. Rinker, 4—0)

G. <u>HPB22-089 – 413 W. Maxwell Street</u> – Final Approval requested for the new construction of a single-family house and detached garage at this address. Owner: DV Development LLC. Applicant: Mr. Barrett Sathianathan, MDM Services Inc.

Chair Dennis introduced the request and then asked if there were any conflicts of interest pertaining to this agenda item. There were no conflicts.

Ms. Emily Foster presented the staff report, stating the subject property is an interior urban lot consisting of 0.21 acres, which is vacant. Historically, the subject property was combined with the lot to the east, which contains a single-family residence, but was split from this lot recently. The proposal for new construction on the subject property includes a two-story house featuring a modern interpretation of the Frame Vernacular style, combined with Colonial Revival architectural elements. The house features a side-gabled metal roof with exposed rafter tails and a hipped-roofed front porch supported by square columns. A hipped-roof porch on the rear elevation is also featured. Colonial Revival windows with lite configurations of six-over-six, four-over-four, and three-over-three will be used. The front entrance doors will consist of three pairs of half-lite doors, with 6-lite glazing. Frieze and corner boards will also be used. The Front (south) elevation projected on the overhead screen show a detached, two-car garage with a side-gabled metal roof is proposed, which will match the design and materials of the house. The garage, located at the rear northwest corner of the lot, features one double-car width garage door and an entry door. The Rear (north) elevations shown were with and without the detached garage. Materials proposed for the new house and detached garage include:

- A CMU stem wall with raised foundation.
- Cementitious lap siding with 6-inch exposure, along with cementitious trim, casing, frieze and corner boards.
- Single-hung sash vinyl windows with dimensional, exterior-mounted muntins; 3-inch wide mullions to be used on paired and grouped windows.
- Wood double doors on front façade, sliding glass door on rear elevation, and steel entry and garage doors on detached garage.
- The porch will have a concrete floor and steps with Hardie-clad columns.
- Roofing will consist of 5V crimp metal panels on the 6/12 pitch main roof, 4/12 pitch porch roof. Wood or fiber-cement material rafter tails.
- The exterior paint colors are to be determined.

Ms. Fosted stated the site plan for the new house shows orientation of the front facade towards West Maxwell Street. Building setbacks as proposed for both the house and detached garage are mostly consistent with the Land Development Code's Urban Form Standards; however, the interior side setback on the east side should be increased to 7 feet for the house. A front building setback of 15 feet, 8 inches is proposed. A concrete drive ten feet in width is proposed along the west side of the property connecting West Maxwell Street with the detached garage at the rear of the property. The request was evaluated using Secretary's Standards for Rehabilitation #9, #10, and Chapter 4 of the Design Guidelines for Historic Properties. The Beacon Hill Historic District features a variety of diverse architectural styles, both historic and modern. Staff finds that the design of the proposed new house is differentiated from, but compatible with contributing houses and will not adversely affect the historic integrity of the

Beacon Hill Historic District, per the Standards. Staff also finds the scale of building elements and massing of the proposed house and detached garage to be consistent with the Design Guidelines, as well as with contributing buildings in the Beacon Hill Historic District. Additionally, both new buildings are oriented correctly and are compatible with the formal massing and placement of surrounding contributing buildings. The design of the proposed new house, which reflects both Frame Vernacular and Colonial Revival styles, fits within with the diversity of styles found in Beacon Hill. Details such as the gabled and hipped roof forms, building composition, and fenestration proportions reflect traditional residential design, while the lapped siding, corner boards, exposed rafter tails, and square porch columns reflect the Frame Vernacular architectural style. Staff finds that the Materials as proposed are also mostly consistent with the Design Guidelines. Cementitious lap siding is acceptable but must be used on all four elevations of the home. Cementitious finish siding (stucco) may be used on the side and rear elevations of the garage. While 5V crimp metal is an acceptable roofing type for use in the historic districts and for the Frame Vernacular style, only flat 5V crimp panel is to be used instead of the striated 5V crimp panel. Additionally, staff suggests using French doors on the ground floor rear elevation instead of sliding glass doors. Lastly, the standard conditions for windows will apply to this project for windows on all elevations of the house; rear windows should reflect a simulated divided lite appearance with dimensional, exterior-mounted muntins and mullions.

Finally, the proposed house, detached garage, and driveway is consistent with the LDC Urban Form Standards in terms of placement on the lot, dimensions, and most building setbacks, as applicable to the subject property's RA-1 zoning. However, the house must be setback a minimum of 7 feet from the east interior side property line. Additionally, given that the average front setback of houses adjacent to the subject property is 30 feet, staff recommends increasing the front setback of the proposed house from 15 feet, 8 inches to at 28 feet, which is the setback of the houses at 405 and 407 W. Maxwell Street, east of the subject property. Finally, the front porch depth must be increased from six to eight feet.

Ms. Foster stated Staff recommends Final approval of the request with the following conditions, to be reviewed and approved at staff level prior to building permitting:

1. Use cementitious/Hardie board lap siding on all elevations of the house.
2. Windows:
    a. Shall be recessed from the exterior wall face to the exterior window glass to provide a shadow line. Flush-mounted windows are not permitted.
    b. Simulated divided lite windows shall have dimensional, exterior-mounted muntins; paired or grouped windows shall have a dimensional muntin matching the casing.
    c. All windows shall have a traditional header, sill, and apron.
3. Use "flat panel" 5V crimp metal roofing.
4. Ensure that the raised foundation is a minimum of 21 inches from grade to finished floor.
5. A final exterior paint color palette must be submitted, to include paint manufacturer, color code, and color names for body, trim, and accent colors, if applicable.
6. Increase the east interior side building setback of the house to 7 feet.
7. Increase the street side (front) building setback of the house to 28 feet.
8. Increase the depth of the home's front porch to 8 feet.

Chair Dennis asked if the Applicant had any additional comments or questions. Mr. Barrett Sathianathan was present in support of the request. He stated there are no issues with the recommended conditions. There were no public comments.

In response to Ms. MeLynda Rinker, Mr. Sathianathan stated the windows will meet the Historic Design Guidelines.

In response to Ms. MeLynda Rinker, Mr. Sathianathan stated it is intended is to use "flat panel" 5V crimp metal roofing.

There were no public comments.

MOTION: Final approval of the request as recommended with conditions by staff with condition #2b to state 'mullions' instead of 'muntins'. (M. Rinker/ J. White, 4—0)

V. Other Business: NONE

VI. Adjournment: There being no further business, the meeting was adjourned at 10:35 a.m.

Certificates of Review Administratively Approved
Between 5/20/2022 and 6/14/2022

1. 215 W BELMAR ST (Contributing Building) - Replace 11 existing non-historic windows with MI 1620 series (FL#21637.2) vinyl single-hung sash windows, matching size. One small bathroom window opening on rear elevation will be enclosed with siding matching the existing.
Replace front door with a ThermaTru fiberglass glazed door (FL#20461.1).
Replace sliding glass door on rear elevation with JELD-WEN fiberglass French doors (FL#2745.2), matching opening size.
Relocate electrical service from the front of the house to the right side of house.
Subject to the following conditions: 1. ALL REPLACEMENT WINDOWS MUST MATCH ORIGINAL WINDOW/ WINDOW OPENING SIZE.
2. ALL WINDOWS SHALL BE RECESSED A MINIMUM OF 2 INCHES FROM THE EXTERIOR WALL FACE TO THE EXTERIOR WINDOW GLASS. FLUSH-MOUNTED REPLACEMENT WINDOWS ARE NOT PERMITTED. BOX OR BLOCK FRAMED WINDOWS ARE RECOMMENDED. FIN/FLANGE TYPE WINDOWS ARE NOT RECOMMENDED.
3. FOR WINDOWS WITH SIMULATED DIVIDED LITES, MUNTINS (GRIDS/GRILLES) SHALL BE DIMENSIONAL AND MOUNTED TO THE EXTERIOR OF THE GLAZING (GLASS) WITH A MINIMUM SURFACE RELIEF OF A ¼ INCH. MUNTINS "SANDWICHED" BETWEEN DOUBLE-PANED GLAZING SHALL NOT BE PERMITTED, EXCEPT WHEN INSTALLED BENEATH EXTERIOR-MOUNTED MUNTINS.
4. ALL PAIRED OR GROUPED WINDOWS SHALL BE INSTALLED WITH A DIVIDING MULLION OF AT LEAST 3 INCHES IN WIDTH BETWEEN ADJOINING WINDOWS.

   IT IS THE RESPONSIBILITY OF THE APPLICANT TO ENSURE THAT THE REPLACEMENT WINDOWS INSTALLED ARE CONSISTENT WITH THE DESIGN AND METHOD OF INSTALLATION STATED ON THE CERTIFICATE OF REVIEW. FAILURE TO COMPLY WITH THESE CONDITIONS WILL RESULT IN DISAPPROVAL OF THE BUILDING PERMIT FINAL INSPECTION AND WILL REQUIRE COMPLIANT WINDOWS TO BE INSTALLED REGARDLESS OF FINANCIAL IMPACT TO THE APPLICANT. ACCEPTANCE OF A BUILDING PERMIT FOR REPLACEMENT WINDOWS CONSTITUTES APPLICANT'S ACKNOWLEDGEMENT OF THESE CONDITIONS.

   WINDOW PRODUCTS STATED ON THE APPROVED BUILDING PERMIT SHALL NOT BE SUBSITUTED OR REPLACED WITH A PRODUCT FROM A DIFFERENT MANUFACTUER, OR A DIFFERENT MODEL NUMBER FROM THE SAME MANUFACTURER, WITHOUT STAFF APPROVAL. (HPB22-091)

2. 112 HIAWATHA TR (Contributing Building) - Installation of an in-ground swimming pool in the rear yard of subject property.
Subject to the following conditions: (HPB22-095)

3. 612 S INGRAHAM AV (Contributing Building) - Installation of a 4 ft. tall black chain link fence enclosing the rear yard of the subject property.
Subject to the following conditions: (HPB22-096)

Certificates of Review Administratively Approved
Between 5/20/2022 and 6/14/2022

4. 710 W BELMAR ST (Contributing Building) - Installation of a 6 ft. tall wood privacy fence at sides and rear of subject property. Fence must be setback a minimum of 3 feet from the alley.
Subject to the following conditions: (HPB22-097)

5. 518 W PATTERSON ST (Non-Contributing Building) - Noncontributing house in historic district; front porch has been significantly altered. Installation of stained wood to wrap existing metal columns on the front porch of the house, which are not historic features, to provide a rectangular column appearance.
Installation of a 6 ft. tall wood privacy fence along the east side property line.
Subject to the following conditions: (HPB22-098)

6. 506 W HANCOCK ST (Contributing Building) - Installation of a 6 ft. tall wood privacy fence at the rear and portions of the side yards of the subject property.
Subject to the following conditions: (HPB22-100)

7. 1303 S LINCOLN AV (Non-Contributing Building) - Installation of a 36' x 13'-5" flat roof aluminum canopy at the rear, southwest corner of the subject house to replace existing.
Subject to the following conditions: (HPB22-101)

8. 95 LAKE HUNTER DR (Contributing Building) - Installation of 177 linear feet of 4 ft. tall white vinyl picket fence in the west side and rear yards of the subject property.
Subject to the following conditions: (HPB22-102)

9. 1714 COMANCHE TR (Contributing Building) - Installation of a flat panel 5V crimp metal roof (FL#24397) on the subject house.
Subject to the following conditions: (HPB22-108)

Certificates of Review Administratively Approved
Between 5/20/2022 and 6/14/2022

10. 1029 SOUTH BL (Contributing Building) - Proposed alterations to house:
1. Remove existing exterior door on rear elevation, 2-story addition, (indicated in green on drawing) and relocate to center of wall (indicated in yellow on drawing); a new solid Craftsman style steel door will be installed. Construct gable roof over new door entrance to allow proper head clearance.
2. Remove existing metal stairs on rear elevation and rebuild with wood to meet current building guidelines (indicated in red on drawing).
3. Replace 12 existing windows on 2-story rear addition with horizontal vinyl slider windows to match size and configuration. Add a new vinyl horizontal slider window and window opening, matching the existing horizontal sliding windows to the east facing interior side of the house, and a new 32" vinyl single-hung sash window with a 1/1 lite configuration on south side wall of house under gable (indicated in red on drawings). Remove 3 window openings on rear elevation of house and 3 window openings on south side elevation of house and enclose with wood drop lap siding to match original siding (Indicated in pink on drawing).
4. Remove vinyl siding and repair wood siding to prep for repainting of house.
Subject to the following conditions: (HPB22-110)

11. 708 JEFFERSON AV (Non-Contributing Building) - Installation of 30 linear feet of 6 ft. tall wood horizontal slat fence and 100 linear feet of 6 ft. tall white vinyl fence along east side of subject property. The wood fence will extend from E. Palmetto Street south; the vinyl fence shall not be visible from the street.
Subject to the following conditions: (HPB22-111)

12. 942 SUCCESS AV (Contributing Building) - Rear elevation of house on subject property: remove set of existing French doors and fill wall as needed for new vinyl single hung window (FL#14095.4); install new single JELD-WEN steel door (FL11136.1).
Subject to the following conditions: (HPB22-112)

Certificates of Review Administratively Approved
Between 5/20/2022 and 6/14/2022

13. 1014 W MARJORIE ST (Contributing Building) -
Subject to the following conditions: CONDITIONS:
1. ALL REPLACEMENT WINDOWS MUST MATCH ORIGINAL WINDOW/ WINDOW OPENING SIZE.
2. ALL WINDOWS SHALL BE RECESSED A MINIMUM OF 2 INCHES FROM THE EXTERIOR WALL FACE TO THE EXTERIOR WINDOW GLASS. FLUSH-MOUNTED REPLACEMENT WINDOWS ARE NOT PERMITTED. BOX OR BLOCK FRAMED WINDOWS ARE RECOMMENDED. FIN/FLANGE TYPE WINDOWS ARE NOT RECOMMENDED.
3. FOR WINDOWS WITH SIMULATED DIVIDED LITES, MUNTINS (GRIDS/GRILLES) SHALL BE DIMENSIONAL AND MOUNTED TO THE EXTERIOR OF THE GLAZING (GLASS) WITH A MINIMUM SURFACE RELIEF OF A ¼ INCH. MUNTINS "SANDWICHED" BETWEEN DOUBLE-PANED GLAZING SHALL NOT BE PERMITTED, EXCEPT WHEN INSTALLED BENEATH EXTERIOR-MOUNTED MUNTINS.
4. ALL PAIRED OR GROUPED WINDOWS SHALL BE INSTALLED WITH A DIVIDING MULLION OF AT LEAST 3 INCHES IN WIDTH BETWEEN ADJOINING WINDOWS.

IT IS THE RESPONSIBILITY OF THE APPLICANT TO ENSURE THAT THE REPLACEMENT WINDOWS INSTALLED ARE CONSISTENT WITH THE DESIGN AND METHOD OF INSTALLATION STATED ON THE CERTIFICATE OF REVIEW. FAILURE TO COMPLY WITH THESE CONDITIONS WILL RESULT IN DISAPPROVAL OF THE BUILDING PERMIT FINAL INSPECTION AND WILL REQUIRE COMPLIANT WINDOWS TO BE INSTALLED REGARDLESS OF FINANCIAL IMPACT TO THE APPLICANT. ACCEPTANCE OF A BUILDING PERMIT FOR REPLACEMENT WINDOWS CONSTITUTES APPLICANT'S ACKNOWLEDGEMENT OF THESE CONDITIONS.

WINDOW PRODUCTS STATED ON THE APPROVED BUILDING PERMIT SHALL NOT BE SUBSITUTED OR REPLACED WITH A PRODUCT FROM A DIFFERENT MANUFACTUER, OR A DIFFERENT MODEL NUMBER FROM THE SAME MANUFACTURER, WITHOUT STAFF APPROVAL. (HPB22-113)

14. 720 SOUTH BL (Building) -
Subject to the following conditions: (HPB22-114)

HISTORIC PRESERVATION BOARD
DESIGN REVIEW COMMITTEE
STAFF REPORT
June 23, 2022

Project #	**HPB22-099**
Address; Historic Name	**733 Sikes Boulevard; N/A**
Owner/Applicant	**Ms. Samantha Jorgensen / Ms. Brandi Peterson, Green Construction Services**
Project Type	**Building Addition**
Historic District; FMSF#	**Lake Hunter Terrace Historic District; N/A**
Zoning; Future Land Use; Context District; SPI	**RA-3; Residential Medium; Urban Neighborhood; N/A**
Existing Use	**Residential**
Adjacent Properties	**Residential**
Previous Approvals	**Stucco garage, 4/13/2016 (HPB16-074); Replace 3 windows, 12/5/2016 (HPB16-212); Fence, 11/28/2017 (HPB17-218).**

REQUEST

The Applicant requests Final Approval to construct a front porch addition onto the front elevation of the house.

SUMMARY OF BACKGROUND INFORMATION

The subject property is an interior lot of record (Lake Hunter Terrace, Block B, Lots 6 and 7 less northernly 13 feet of 6) consisting of 0.29 acres. On this property is a one-story, single-family residence built circa 1951 in the modern masonry vernacular style, which is a non-contributing building in the Lake Hunter Terrace Historic District. The house features a low-pitched hip roof, a one-car garage that has been enclosed, and a front stoop with a shed roof.

The Applicant's request proposes to expand the existing stoop to the left corner of the home to provide a front porch feature. The new porch dimensions will be 6 feet by 13 feet. The shed roof of the stoop will be removed and replaced with a new truss roof that ties into the house to match the existing roof pitch. Materials for the new porch addition include:

Scope	Material
Foundation	Concrete block stem wall to match existing
Exterior Cladding	Stucco brick to match existing cladding in style and color
Handrail	Aluminum square tube railing, in white or black color
Columns/supports	Wood 4" X 4" posts with 1" X 6" composite trim

The site plan for the proposed addition shows building setbacks that comply with the Urban Form Standards in the Land Development Code.

APPLICABLE GUIDELINES:

The Secretary of Interior's Standards for Rehabilitation ("Standards") and the City of Lakeland's *Design Guidelines for Historic Properties* ("Design Guidelines") are the basis for review per the City of Lakeland Land Development Code, Article 11: Historic Preservation Standards.

The following *Standards* apply to this project*:*

Standard #9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new works will be differentiated from the old and will be compatible with the historic materials, features, size, scale, and proportion, and massing to protect the integrity of the property and its environment.

Standard #10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

The following *Design Guidelines* apply to this project:
Chapter 4: Historical Development Patterns and New Construction
Sub-Chapter 4.5: Additions

- Additions that are undertaken after a determination has been made that the existing structure cannot accommodate new space requirements and will not alter the character of the host structure.
- Additions that protect and maintain original architectural features during construction.
- Additions that minimize the loss of any architectural details or features.
- Additions that are subordinate to and compatible with the style and scale of the host structure.
- Side additions that are located behind the principal street-facing façade, or rear additions that are unnoticeable
- from the street.
- Additions that are designed with some distinction between the historic house and non-historic features.
- Porch additions on side or rear elevations that enhance the character of the host structure and do not diminish
- the established architectural integrity of the host structure.
- Additions that are differentiated from the host structure, e.g. by a recess in wall plane, lower roof height, or vertical trim piece.
- Not Acceptable:
    - Additions that are incompatible or detract from the architectural style of the host structure.
    - Additions that remove, damage, or destroy original architectural details or character-defining features.
    - Additions that project into the front yard area beyond the principal façade of the host structure.

ANALYSIS:

In evaluating the request with the Design Guidelines, the materials of the proposed front porch addition reflect the materials of the house and are compatible with the Guidelines. The design of the proposed addition introduces a new hip roof that is subordinate in scale with the main roof of the house. However, the new roof is not line with the existing roofline over the front door, which provides for an awkward transition between the existing and new structures. Additionally, while the porch columns and railing are designed in a simple manner, these features are out of character for a house in the modern masonry vernacular style. Finally, as this home may be considered contributing to the Lake Hunter Terrace Historic District in a future resurvey of this District, it is not appropriate to remove the existing stoop or build an addition that projects into the front yard area beyond the principal façade of the house according to the Design Guidelines.

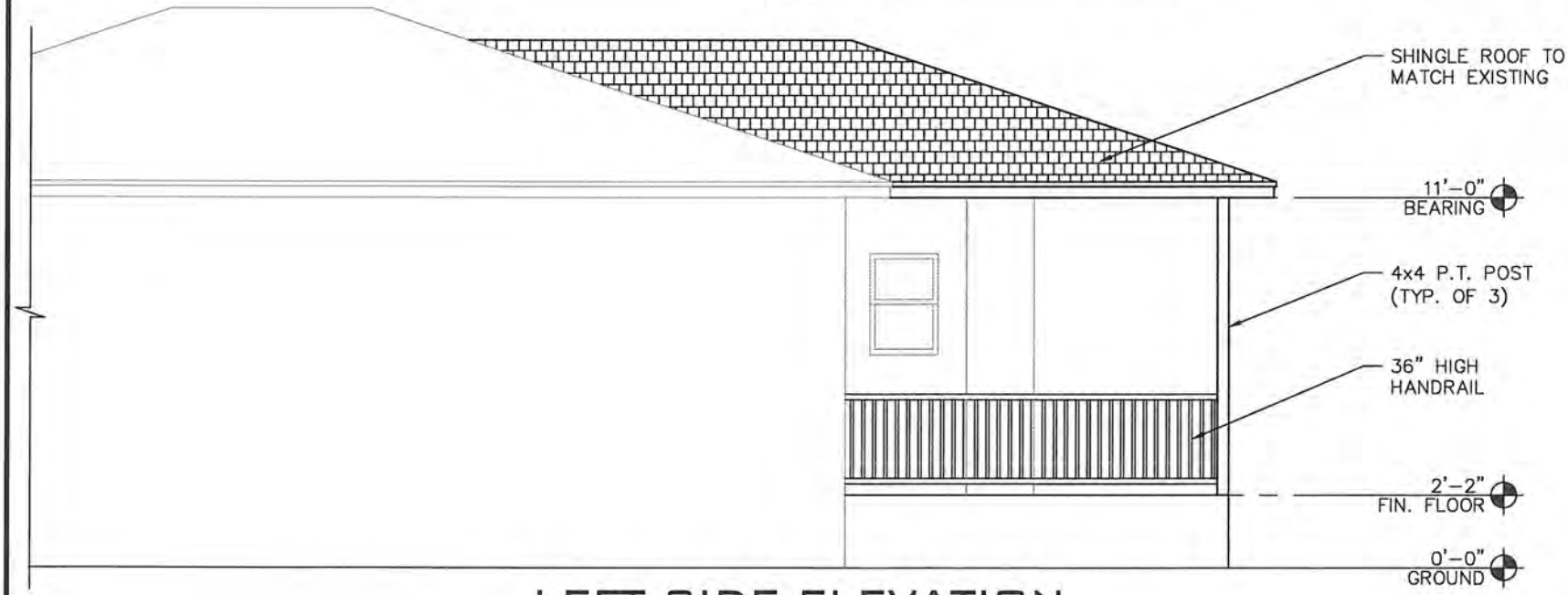
STAFF RECOMMENDATION:

As the request is not consistent with the Design Guidelines for Historic Properties, staff recommends denial of the request as submitted.

Report prepared by: Emily Foster, Senior Planner, Historic Preservation
Liaison to the Historic Preservation Board

FRONT ELEVATION

SCALE: 1/4"=1'-0"



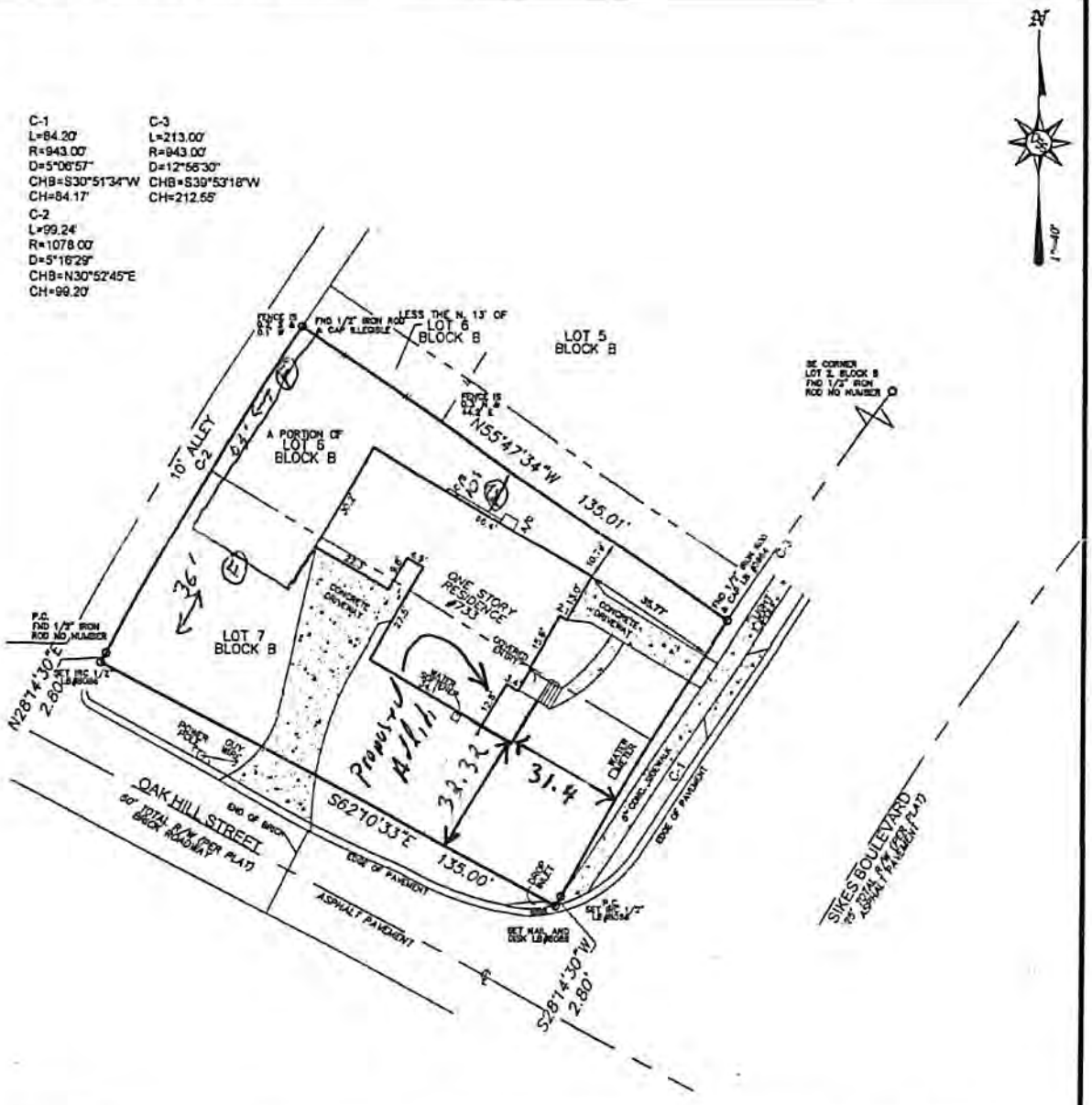
LEFT SIDE ELEVATION

SCALE: 1/4"=1'-0"

BOUNDARY SURVEY

Legal Description as furnished:

Lots 6 and 7, Block B, MAP OF LAKE HUNTER TERRACE, according to the plat thereof as recorded in Plat Book 5, Page 28, of the public records of Polk County, Florida, less the Northerly 13 feet of Lot 6.



Legend:

	WOOD FENCE
	CHAIN LINK FENCE
	VINYL FENCE
	COVERED AREA
	CONCRETE
	ASPHALT
P	PLAT
M	MEASURED
D	DEEDED
C	CALCULATED
P.C.	POINT OF CURVATURE
P.C.C.	POINT OF COMPOUND CURVATURE
P.R.C.	POINT OF REVERSE CURVATURE
P.I.	POINT OF INTERSECTION
P.T.	POINT OF TANGENCY
C.M.	CONCRETE MONUMENT
P.C.P.	PERMANENT CONTROL POINT
P.O.B.	POINT OF BEGINNING
P.O.C.	POINT OF COMMENCEMENT
P.R.M.	PERMANENT REFERENCE MONUMENT
I.P.	IRON PIPE
I.R.	IRON ROD
N&D	NAIL AND DISK
℄	CENTER LINE
R/W	RIGHT OF WAY
R	RADIUS
L	ARC LENGTH
Δ	CENTRAL ANGLE
C.D.	CHORD DISTANCE
C.B.	CHORD BEARING
FND	FOUND
PG.	PAGES
P.B.	PLAT BOOK
D.U.E.	DRAINAGE AND UTILITY EASEMENT
D.E.	DRAINAGE EASEMENT
U.E.	UTILITY EASEMENT
A/C	AIR CONDITIONER
C/S	CONCRETE SLAB
CONC.	CONCRETE

Property Address:

733 Sikes Boulevard
Lakeland, Florida 33815

NOT VALID WITHOUT AN AUTHENTICATED ELECTRONIC SIGNATURE AND AUTHENTICATED ELECTRONIC SEAL AND/OR THIS MAP IS NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.

DEEP SOUTH SURVEYING

P.O. Box 90232 Lakeland, Fl. 33804-0232
(Cell) 863-595-8429 - (Fax) 863-213-4661
deepsouthsurveying@gmail.com

LB#8086

I HEREBY CERTIFY THAT THIS SURVEY IS A TRUE AND CORRECT

Certified to/ for the exclusive use of:

Samantha J. Baldwin and Paul A. Jorgensen, II
The Mortgage Firm, Inc.
Advantage Title Services, Inc.
First American Title Insurance Company

Surveyor's Notes:

1. The surveyor has not abstracted the land shown hereon for easements, right of way, or restrictions of record which may affect the title or use of the land. There may be additional easements and restrictions that are not shown on this survey, but may be found in the public records of this county.
2. No underground improvements have been located except as shown.
3. The property shown hereon appears to lie in "Zone X" an area outside of 100 year flooding, according to FIRM Map Number 12105C0315F, dated 12/20/2000. The surveyor makes no guarantees as to the above statement. Contact your local floodplain official or F.E.M.A. agent for verification.
4. The survey shown hereon was conducted without the benefit of a current title commitment.
5. This surveyor did not review the covenants and restrictions of the plat named in the legal description shown above.

THE FLOOD DATA PROVIDED IS FOR INFORMATIONAL PURPOSES ONLY. THE SURVEYOR MAKES NO GUARANTEES AS TO THE ACCURACY OF THE INFORMATION PROVIDED. THE LOCAL F.E.M.A. AGENCY SHOULD BE CONTACTED FOR VERIFICATION.

HISTORIC PRESERVATION BOARD
DESIGN REVIEW COMMITTEE
STAFF REPORT
June 23, 2022

Project #	**HPB22-103**
Address; Historic Name	**219 Riggins Street; "J. E. Ballenger House" (FMSF, SLM#1-19)**
Owner/Applicant	**Terry and Betty Hunter / Ms. Chelsie Gilbert, Henkelman Construction, Inc.**
Project Type	**Building Addition**
Historic District; FMSF#	**South Lake Morton Historic District; #SLM 1-19**
Zoning; Future Land Use; **Context District; SPI**	**RA-4; Residential Medium** **Urban Neighborhood; South Lake Morton SPI**
Existing Use	**Residential**
Adjacent Properties	**Residential**
Previous Approvals	**N/A**

REQUEST

The Applicant requests Final Approval to construct a small addition onto the east side elevation of the house.

SUMMARY OF BACKGROUND INFORMATION

The subject property is an interior lot of record (Cox & Johnsons Subdivision of Haines and Owens, Block 2, Lots 12 east ½ and 11 east ½ of 11) consisting of 0.14 acres. On this property is a one-story, single-family residence built circa 1925 in the Bungalow architectural style, which is a contributing building in the South Lake Morton Historic District. The Bungalow styling of this house is expressed by a double gable-front roof, triangular knee braces in the gable, and a front porch supported by tapered columns on brick plinths. The house also has wooden drop siding, corner boards, curved rafter tails, and double-hung sash windows with a one-over-one lite configuration. Alterations include the enclosure of the front porch, jalousie windows in some window openings, and a building addition on the east side elevation.

The Applicant's request proposes to construct a 2'-6" by 8' (20 square feet) addition on the east elevation of the home. The proposed addition will remove two existing jalousie windows, which will be replaced by new single-hung sash windows. The design and materials for the addition are intended to match the existing house, and include:

Scope	Material
Foundation	Raised foundation to match existing
Exterior Cladding	Wood lap siding to match historic drop lap profile
Windows	Vinyl single-hung sash windows with a one-over-one lite configuration
Roof	Architectural shingles to match existing; shed profile matching pitch
Fascia/Soffit	Wood fascia, exposed rafter tails to match existing on house, no soffit

The site plan for the proposed addition shows building setbacks that comply with the Urban Form Standards in the Land Development Code.

APPLICABLE GUIDELINES:

The Secretary of Interior's Standards for Rehabilitation ("Standards") and the City of Lakeland's *Design Guidelines for Historic Properties ("Design Guidelines")* are the basis for review per the City of Lakeland Land Development Code, Article 11: Historic Preservation Standards.

The following *Standards* apply to this project*:*

Standard #2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.

Standard #9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new works will be differentiated from the old and will be compatible with the historic materials, features, size, scale, and proportion, and massing to protect the integrity of the property and its environment.

Standard #10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

The following *Design Guidelines* apply to this project:
Chapter 4: Historical Development Patterns and New Construction
Sub-Chapter 4.5: Additions

- Ensure that Historic Buildings Remain the Central Focus. An addition should not damage or obscure architecturally important details and materials of the primary structure or other resources on the site. Additions should be distinguishable from the original structure without distracting from it.
- False Historicism/Conjectural History is Discouraged. Design additions should reflect their era of construction while respecting the historic context and architectural style of the original structure. Avoid using architectural details for additions that are more ornate than those found on the original structure or that are not characteristic of the original structure's architectural character.
- Additions that protect and maintain original architectural features during construction.
- Additions that minimize the loss of any architectural details or features.
- Additions that are subordinate to and compatible with the style and scale of the host structure.
- Side additions that are located behind the principal street-facing façade, or rear additions that are unnoticeable from the street.
- Additions that are designed with some distinction between the historic house and non-historic features.
- Additions that are differentiated from the host structure, e.g. by a recess in wall plane, lower roof height, or vertical trim piece.

ANALYSIS:

In evaluating the request with the Standards, staff finds the requested addition does not disturb the spatial relationships that characterize the neighborhood, and the essential form and integrity of the subject house is maintained.

In evaluating the request with the Design Guidelines, the materials of the proposed addition reflect the original materials of the house and are compatible with the Guidelines. The design of the proposed addition's windows, siding, exposed rafter tails, and roof pitch and form is consistent with the style of the subject house and Design Guidelines. Furthermore, the addition is appropriately placed on a secondary elevation of the house.

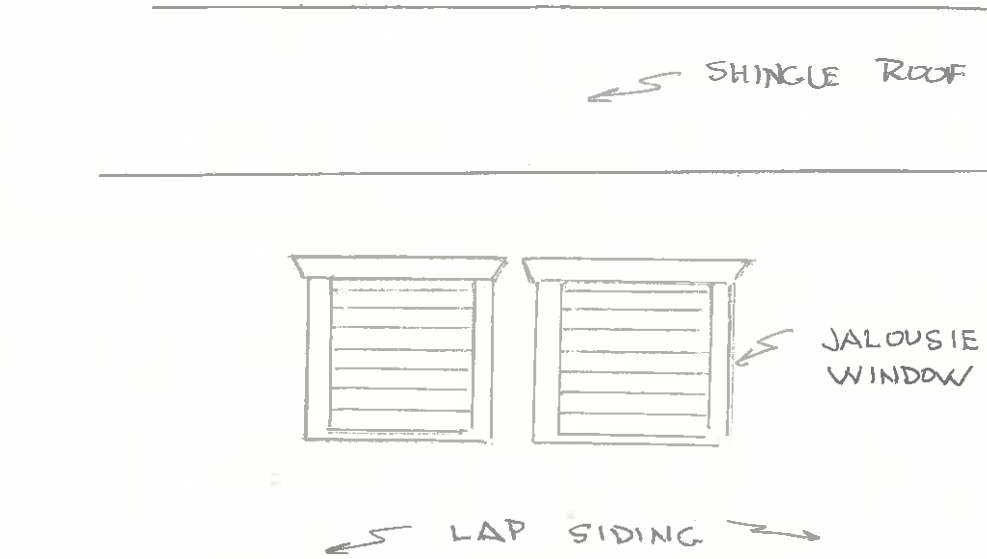
Finally, the building setbacks for the new addition meet the requirements of the Land Development Code's Urban Form Standards.

STAFF RECOMMENDATION:

Staff recommends Final Approval of the request as submitted.

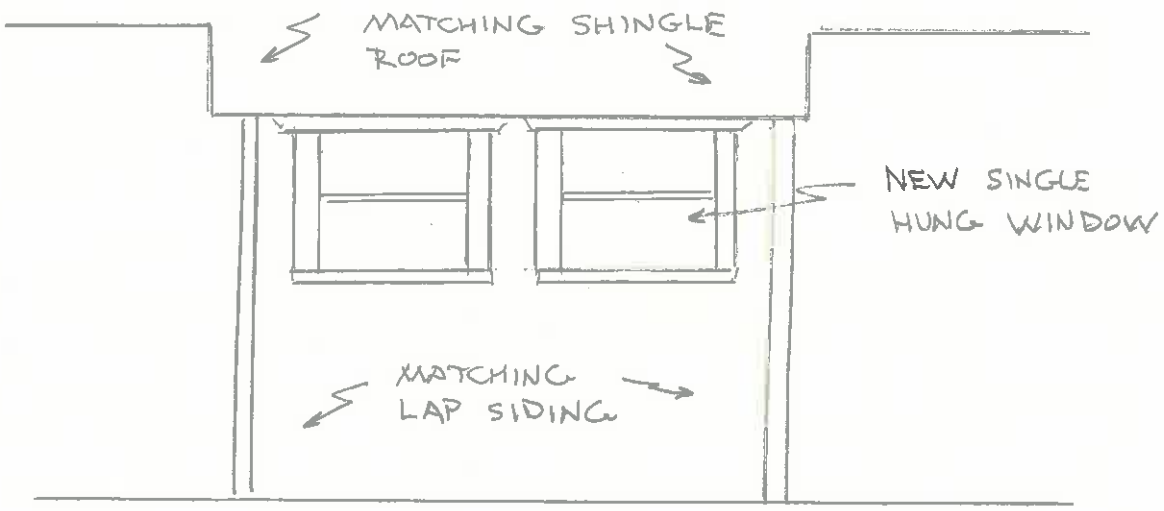
Report prepared by: Emily Foster, Senior Planner, Historic Preservation
Liaison to the Historic Preservation Board

219 RIGGINS STREET - TERRY & BETTY HUNTER



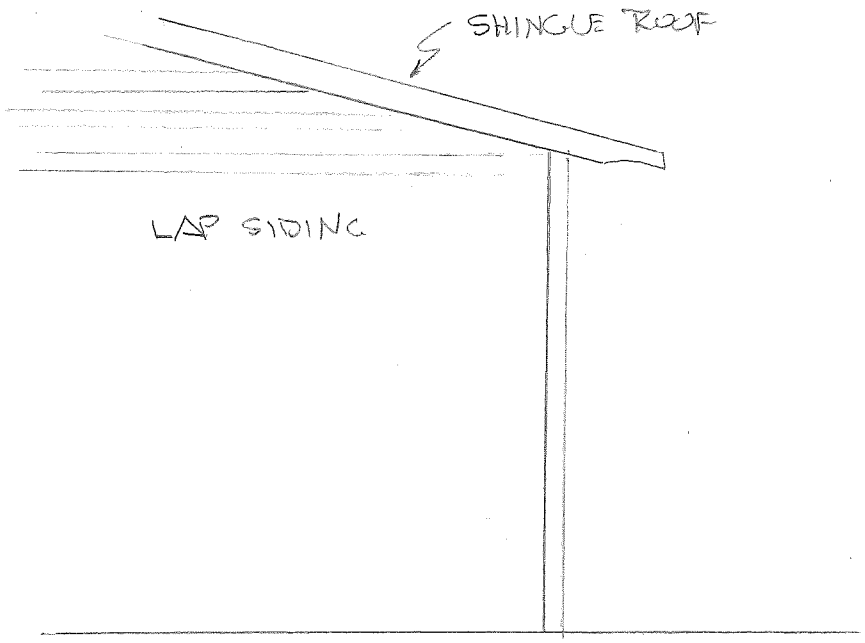
EXISTING EAST ELEVATION

* ALL TRIM & ELEMENTS TO MATCH EXISTING

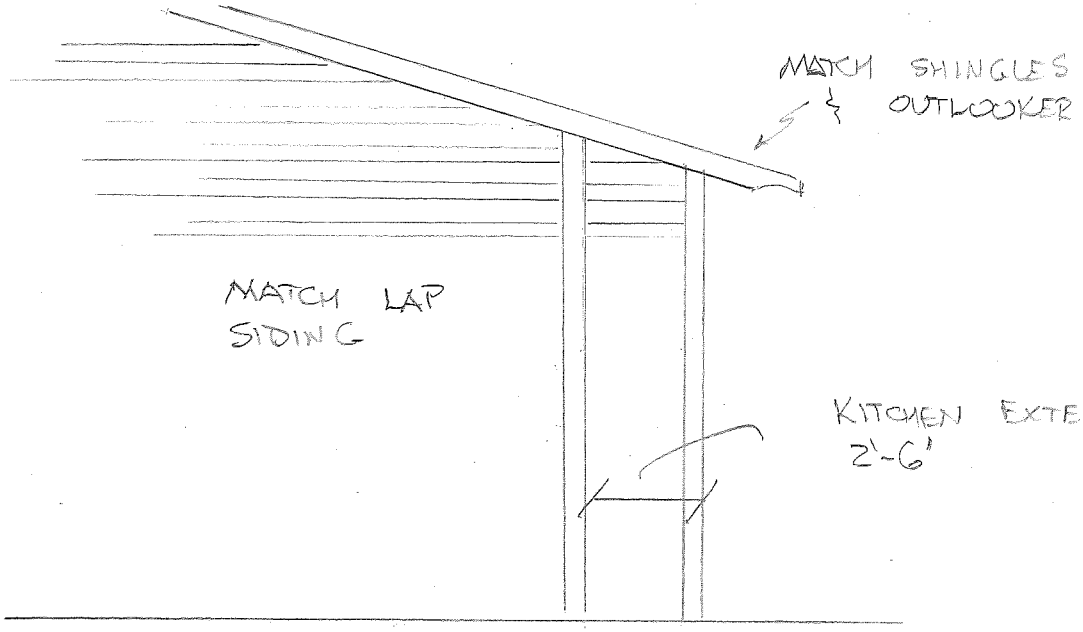


PROPOSED EAST ELEVATION
KITCHEN EXTENDS 8' x 2'

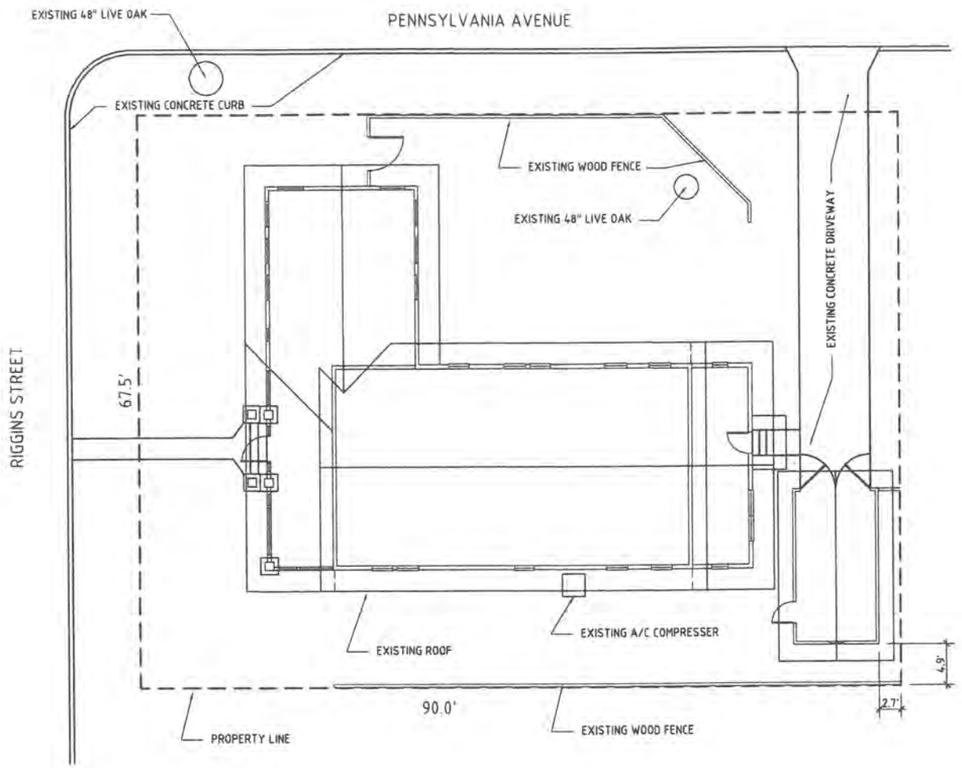
219 RIGGINS STREET - TERRY & BETTY HUNTER



EXISTING SOUTH ELEVATION



PROPOSED SOUTH ELEVATION



EXISTING SITE PLAN

SCALE: 1/8" = 1'-0"

NORTH

DESIGN CRITERIA

- FLORIDA BUILDING CODE, RESIDENTIAL, FIFTH EDITION 2014
- WIND SPEED: 140 MPH
- FULLY ENCLOSED BUILDING
- EXPOSURE B
- IMPORTANCE FACTOR- ONE (1)
- INTERNAL PRESSURE CO-EFFICIENT ±0.18
- COMPONENT AND CLADDING WIND PRESSURE ±47 PSF

LEGAL DESCRIPTION

EAST ½ OF LOT 11 & 12,BLOCK 2, PLAT OF COX & JOHNSONS' SUBDIVISION OF LOT 8 OF HAINES & OWENS ADDITION TO LAKELAND, FLORIDA AS RECORDED IN PLAT BOOK 2A, PAGE 14, PUBLIC RECORDS OF POLK COUNTY, FLORIDA

REVISIONS

TERRY A. HUNTER
ARCHITECT
P O.BOX 2657 LAKELAND, FLORIDA 33806
PHONE: 863-533-4933 thunter@phaarchitecture.com

ALTERATIONS TO
HUNTER RESIDENCE
219 RIGGINS STREET LAKELAND, FLORIDA

DRAWN	CHECK
TH	TAH

TERRY A. HUNTER
ARCHITECT, AR 0007392

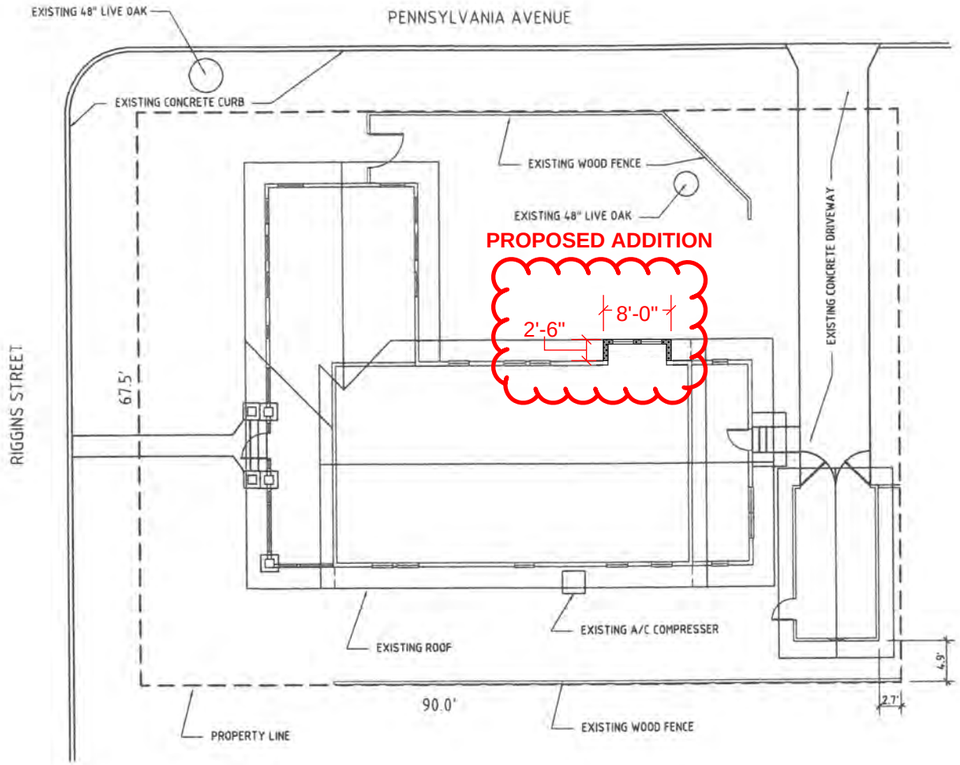
DATE 4-10-2016

JOB NO. 1602

SHEET A1.0

NUMBER 1 OF 5 SHEETS

PERMIT SET
CONSTRUCTION DOCUMENTS



PROPOSED SITE PLAN

SCALE: 1/8" = 1'-0"

NORTH

DESIGN CRITERIA

- FLORIDA BUILDING CODE, RESIDENTIAL, FIFTH EDITION 2014
- WIND SPEED: 140 MPH
- FULLY ENCLOSED BUILDING
- EXPOSURE B
- IMPORTANCE FACTOR- ONE (1)
- INTERNAL PRESSURE CO-EFFICIENT ±0.18
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REVISIONS

ALTERATIONS TO
HUNTER RESIDENCE
219 RIGGINS STREET LAKELAND, FLORIDA

DRAWN	CHECK
TH	TAH

TERRY A. HUNTER
ARCHITECT, AR 0007392

DATE 4-10-2016

JOB NO. 1602

SHEET A1.0

NUMBER 1 OF 5 SHEETS

PERMIT SET
CONSTRUCTION DOCUMENTS

HISTORIC PRESERVATION BOARD
DESIGN REVIEW COMMITTEE
STAFF REPORT
June 23, 2022

Project #	**HPB22-104**
Project Type	**Replacement Siding**
Property Address; Historic Name	**1134 Ruby Street; The Jesse and Lucille Connelly House (1934 Lakeland City Directory)**
Historic District; FMSF#	**Lake Hunter Terrace Historic District; #PO6293**
Owner/Applicant	**Isaac and Andrea Farias**
Future Land Use; Zoning; Context District; SPI	**Residential Medium; RA-3 Urban Neighborhood; N/A**
Existing Use	**Residential**
Adjacent Properties	**Residential**
Previous Approvals	**N/A**

REQUEST

The Applicant requests approval to replace all existing wood novelty siding with HardiePlank lap siding.

SUMMARY OF BACKGROUND INFORMATION

The subject property is an interior lot of record (Keystone Addition, Block B, Lot 7) that is 0.16 acres in size. This property contains a one-story, single-family house built circa 1930, which is a contributing building in the Lake Hunter Terrace Historic District. The house on this lot features the Bungalow architectural style, which is expressed by its double front-gabled roof and porte cochere, full-width front porch, brick plinths, and double ogee novelty siding. The house exhibits several alterations, including the enclosure of both the porte cochere and front porch, replacement of all windows with vinyl windows, many of which do not match the original opening size, and the installation of vinyl siding on the rear elevation.

The Applicants request to replace the damaged novelty siding on the sides of the house, as well as mixed wood and fiber-cement siding within the porte cochere enclosure, with Hardieplank lap siding, which will have a 4-inch exposure and a wood grain texture.

APPLICABLE GUIDLINES:

The Secretary of Interior's Standards for Rehabilitation ("Standards") and the City of Lakeland's *Design Guidelines for Historic Properties* ("Design Guidelines") are the basis for review per the City of Lakeland Land Development Code ("LDC"), Article 11: Historic Preservation Standards.

The following *Standards* apply to this request*:*

Standard #2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.

Standard #5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.

Standard #6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.

Standard #9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new works will be differentiated from the old and will be compatible with the historic materials, features, size, scale, and proportion, and massing to protect the integrity of the property and its environment.

Standard #10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

The following *Design Guidelines* apply to this project*:*
Chapter 6 Exterior Architectural Features: Alteration and Maintenance
Sub-Chapter 6.5 Siding and Exterior Wall Cladding.

Wood Siding:

- Preserve and maintain original wood siding. Repair in-kind where needed.
- If siding is replaced, all trim board dimensions and joinery details should be maintained and kept visible.
- Use the same species of wood where possible.
- One alternative for wood is Fiber cement, a mixture of Portland cement, cellulose or wood fiber material, sand, and other components. It can be formed into a variety of siding patterns, have a smooth or embossed face, or be textured for a cedar look. These products may be used as a replacement material or for new construction.

ANALYSIS:

While the repair or replacement of small areas of siding may be reviewed and approved by staff, the wholesale replacement of all exterior wall cladding requires the review and approval of the Design Review Committee.

The original wood double ogee siding, which is a novelty siding with a narrow exposure, appears to be in repairable condition for the most part on the west side of the house. While Hardie siding can be an acceptable replacement for wood siding, the profile and dimension of the proposed Hardie siding will not match the original siding, and therefore its use as a replacement siding in place of the novelty siding cannot be supported by staff, consistent with the Standards and Design Guidelines. Staff recommends repairing the original wood siding and replacing in-kind, where the siding is too deteriorated to repair.

STAFF RECOMMENDATION:

Final approval of the request with the following conditions:

1. Repair the existing novelty siding or replace with new wood double ogee siding, matching the original siding in profile and dimension.
2. Installation of Hardieplank lap siding with an exposure of between four to six inches in the porte cochere enclosure only.

Report prepared by: Emily Foster, Senior Planner, Historic Preservation
Liaison to the Historic Preservation Board

1134

HOME DEFENSE
ORGANIC COMPOST

HISTORIC PRESERVATION BOARD
DESIGN REVIEW COMMITTEE
STAFF REPORT
June 23, 2022

Project #	**HPB22-105**
Requested Action	**Facade Renovation**
Owner/Applicant	**Direct Marketing Associates/Mr. Kevin Jones, Conner Exteriors & More**
Address; Historical Name	**731 S. Florida Avenue; N/A**
Historic District; FMSF#	**Dixieland Historic Distrct; N/A**
Zoning; Context District; Future Land Use; SPI; CRA	**C-2; Urban Corridor; Residential High; Dixieland SPI; Dixieland CRA Commercial Corridor**
Existing Use	**Office Commercial**
Adjacent Properties	**Office, Commercial, Residential**
Previous Approvals	**N/A**

REQUEST

The Applicant requests approval for the installation of new windows on the subject building.

SUMMARY OF BACKGROUND INFORMATION

The subject property is an interior lot of record (Drane's Second Addition, Block 1, Lot 8 south 40 feet and north 27 feet of Lot 9), which consists of 0.20 acres. The subject building is a two-story masonry vernacular commercial building with a flat parapet roof, which was constructed circa 1956 and renovated in 1998. Due to several alterations over its history, this building is a noncontributing structure within the Dixieland Historic District.

The Applicant's request proposes to replace the existing single-hung sash, white aluminum windows in the subject building, which are not historic windows. Except for three single windows on the rear elevation of the building, the existing windows are grouped in sets of two and four, and have a Colonial-style six-over-six simulated divided lite appearance (grids are sandwiched between glass). The proposed replacement windows will be white vinyl picture, or fixed, windows without a simulated divided lite appearance.

APPLICABLE GUIDELINES:

The Secretary of Interior's Standards for Rehabilitation ("Standards"), the City of Lakeland's *Design Guidelines for Historic Properties* ("Design Guidelines"), and the *Dixieland CRA Commercial Corridor Design Guidelines* ("CRA Guidelines") are the basis for review for the Dixieland CRA Commercial Corridor area of the Dixieland Historic District, per the City of Lakeland Land Development Code ("LDC"), Article 11: Historic Preservation Standards.

The following Standards apply to this project:

> #9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.
>
> #10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

The following *Design Guidelines* apply to this project*:*

Sub-Chapter 4.12.8 Windows and Details (Understanding Commercial Area Form)

- Retention and maintenance of all original windows and window details.
- Repair, rather than replace original wooden windows and details that are not deteriorated.
- Replacement of deteriorated windows and details with similar materials.

Not Acceptable:

- Covering up, altering or removal of original windows and details that are not deteriorated.
- Introduction of dissimilar windows and details that create contrasting conditions.

Sub-Chapter 6.4 Windows for Non-Contributing Buildings

- Use single-hung sash, double-hung sash, awning, horizontal slider, or casement windows where appropriate.
- Existing jalousie, awning, and metal and vinyl replacement windows may be replaced with windows that are typical for the architectural style of the building.
- New windows should be similar in shape and type to historical windows in the surrounding historic district.
- Grouping pattern of windows should mimic those of adjacent historic buildings. Historic windows were often installed in pairs or groupings of three especially on the front façade.
- If insulated glass is used, muntins should be included on the exterior with a significant depth and dimension to provide a suitable reveal.
- New and replacement windows shall be installed with a recess inside the casing of the window opening to produce a shadow line; flush installation is not permitted. Box or block frame windows are recommended as fin/flange windows does not produce an adequate recess. For large scale buildings, fin/flange windows may be used as long as the trim/casing surrounding the window has an adequate depth, dimension, and profile to produce a shadow line.

The following CRA Guidelines apply to this project:

Page 17, V. C. <u>Windows and Doors</u>

1. Fenestration and Transparancy

- The arrangement of windows and doors should be consistent with the neighboring buildings or the main street typical pattern of windows and doors.
- Windows and doors should be glazed in clear glass with no more than ten (10) percent daylight reduction for retail establishments, and fifty (50) percent for office and residential uses. The use of reflective glass and reflective film is prohibited on all buildings. Glass block is not considered transparent and is not permitted in storefront windows.
- Transparent materials on walls that are not parallel or approximately parallel to the public right-of-way and on doors shall not be counted toward the minimum transparency requirement.
- Glass shall be transparent, without color, except for stained or art glass; provided the stained or art glass is in character with the style of the building (churches, craftsman buildings, etc.).

ANALYSIS:

Staff finds that the request is consistent with the Standards, CRA Guidelines, and Design Guidelines in terms of replacement window material, as the proposed replacement windows will not destroy historic materials. However, the proposed replacement window design may adversely affect the character of historic buildings within the Dixieland Historic District and CRA Commercial Corridor. While the replacement windows will not have a

simulated divided lite appearance, which is a traditional feature of fenestration in the Dixieland Historic District, staff finds the use of a non-divided lite window acceptable as the existing windows do not have dimensional, exterior-mounted muntins.

Staff finds that the proposal is inconsistent with the Design Guidelines regarding window type (fixed versus single-hung sash) and grouping pattern. Currently, the building has 39 individual single-hung sash windows; the grouping pattern mainly consists of pairs of windows on the front, side, and rear elevation, and four openings with four windows in each opening on the front elevation. Each of these grouped windows has vertical mullions separating the window units. Because the grouping pattern and mullions will be lost with the replacement windows as proposed, staff is unable to support the request as submitted.

STAFF RECOMMENDATION:

Final approval of the request with the following condition, to be reviewed and approved by staff prior to permitting:

1. Use of single-hung sash replacement windows matching the dimensions, grouping pattern, and mullions of the existing windows in the building; replacement windows shall be adequately recessed to provide a shadow line and shall not be flush-mounted.

Report prepared by: Emily M. Foster, Senior Planner
Liaison to the Historic Preservation Board

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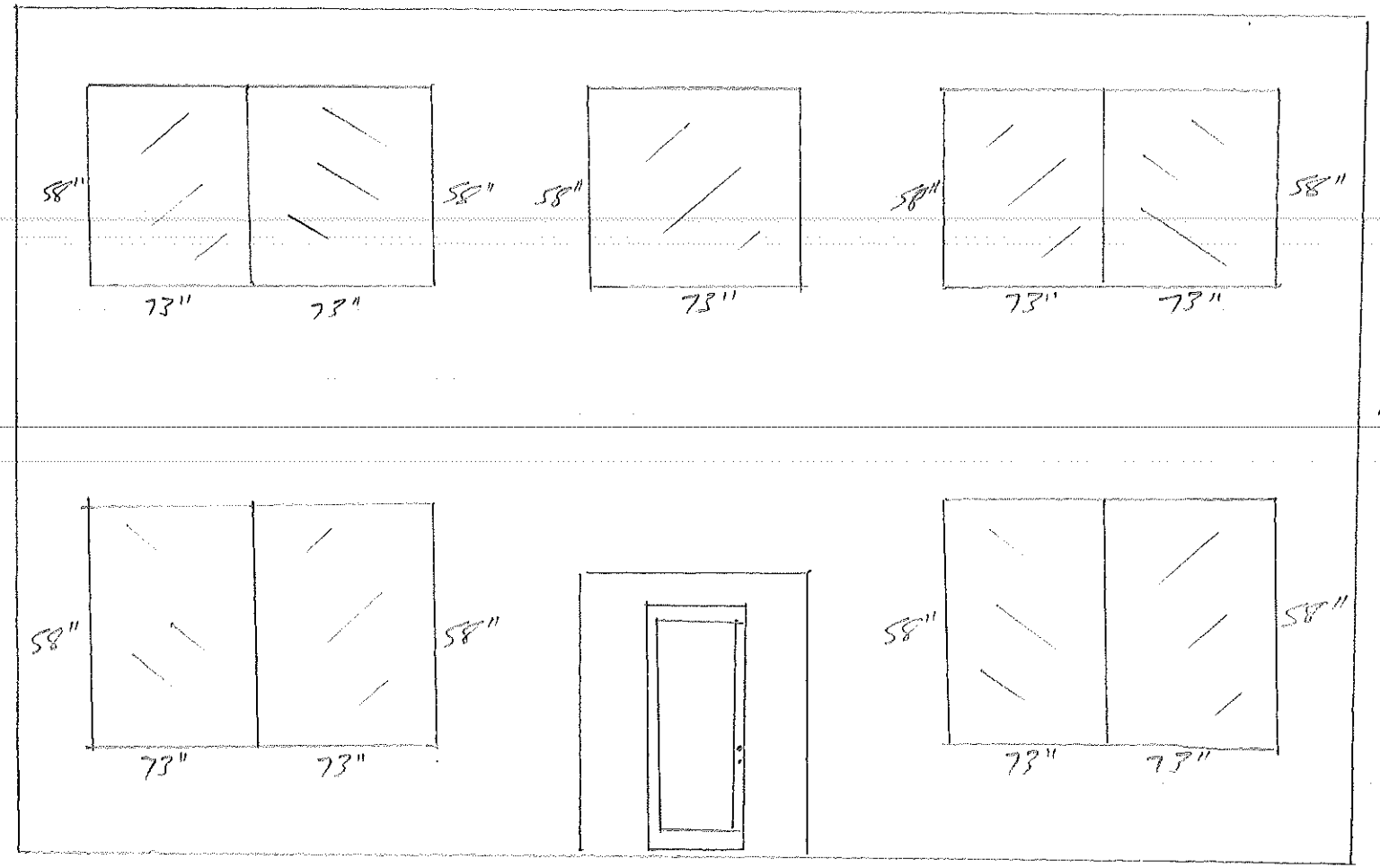
Bay Insurance
863-688-6659
Your Local Agency for
Florida Blue
Enrollment Center
731 SOUTH FLORIDA AVE.

DIRECT MARKETING ASSOC.

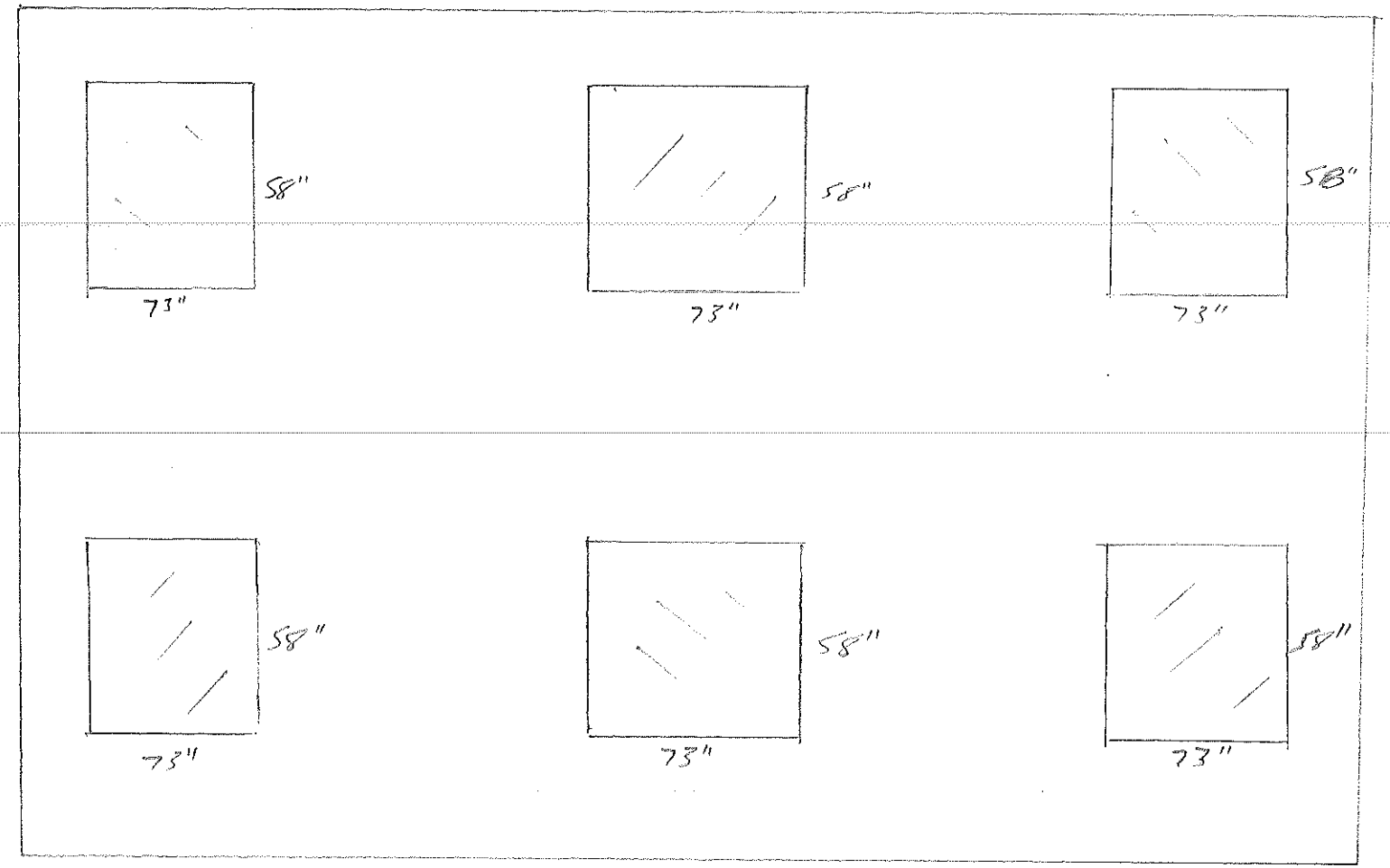
731 S. FLORIDA AVE



ALL PICTURE WINDOWS

EAST ELEVATION

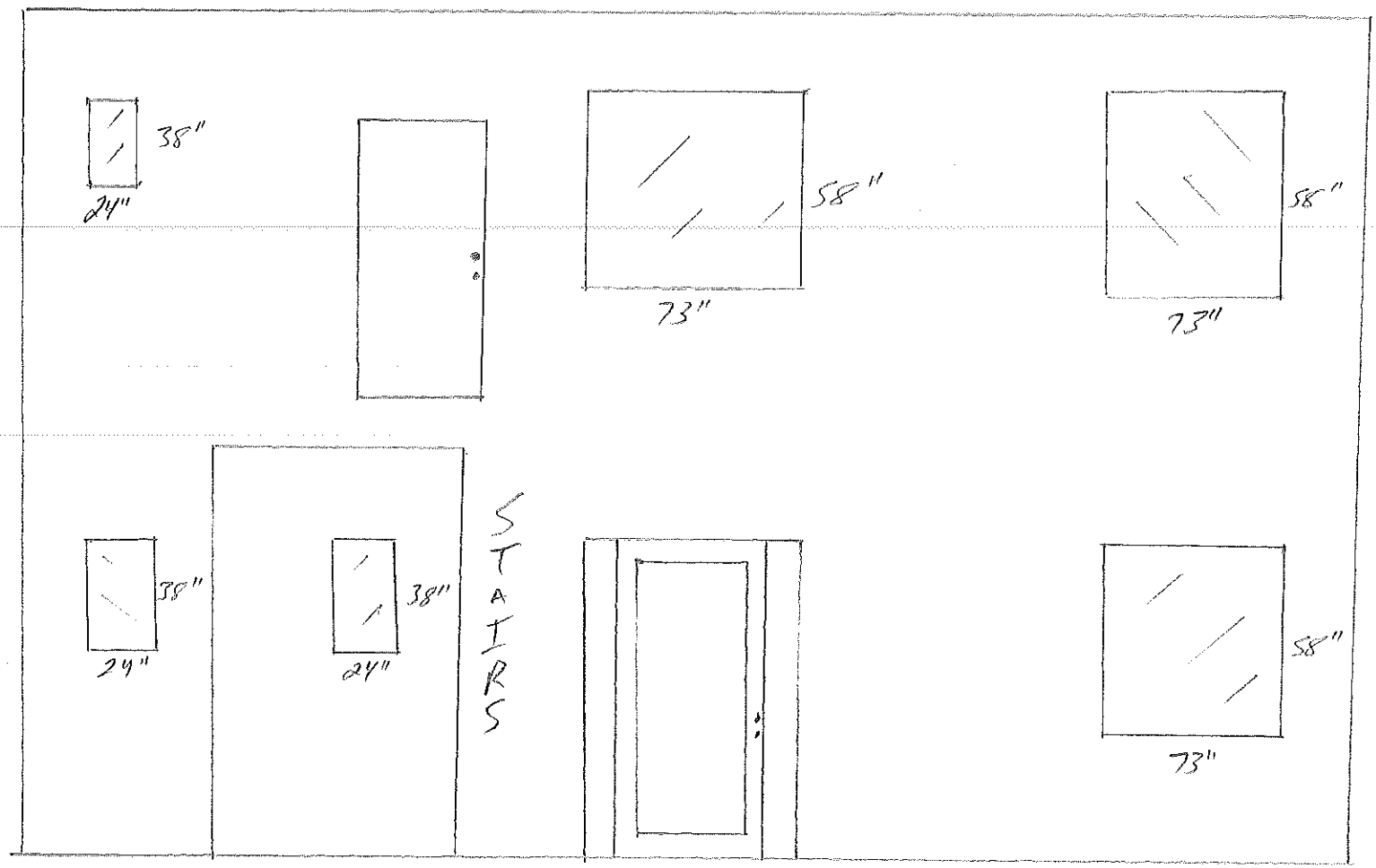
DIRECT MARKETING ASSOC
731 S. FLORIDA AVE



ALL PICTURE WINDOWS

SOUTH ELEVATION

DIRECT MARKETING ASSOC.
731 S. FLORIDA AVE



ALL PICTURE WINDOWS

WEST ELEVATION

HISTORIC PRESERVATION BOARD
DESIGN REVIEW COMMITTEE
STAFF REPORT
June 23, 2022

Project #	**HPB22-106**
Project Type	**New Driveway**
Property Address; Historic Name	**1130 W. Marjories Street; Not Applicable**
Historic District; FMSF#	**Lake Hunter Terrace Historic District; Not Applicable**
Owner/Applicant	**Merlin Properties of Central Florida, LLC**
Future Land Use; Zoning; Context District	**Residential Medium; RA-3; Urban Neighborhood**
Existing Use	**Residential**
Adjacent Properties	**Residential**
Previous Approvals	**New Construction of a Single Family House (HPB20-197), 12/17/2020**

REQUEST

The Applicant requests approval to construct a new concrete driveway in the front yard of the subject property.

SUMMARY OF BACKGROUND INFORMATION

The subject property is an interior lot of record (Hardin's First Addition, Block D, Lot 8) that is 0.15 acres in size. This property was previously vacant, but a new single-family house is currently under construction. The design and site plan for the new house was approved by Design Review Committee with conditions in December 2020. The subject property has an improved alley located at the rear of the lot; according to the Design Guidelines for new residential development, as well as the approved site plan, two parking spaces will be constructed at the rear of the subject property with alley access.

The request proposes to construct a driveway at the western side of the front yard of the subject property. The driveway is proposed to be concrete in material and the dimensions will be 10 feet wide by 25 feet long; the driveway will require a new curb cut at the street and a concrete apron with a maximum width of 16 feet, which includes apron flares of 3 feet each.

APPLICABLE GUIDLINES:

The Secretary of Interior's Standards for Rehabilitation ("Standards") and the City of Lakeland's *Design Guidelines for Historic Properties* ("Design Guidelines") are the basis for review per the City of Lakeland Land Development Code ("LDC"), Article 11: Historic Preservation Standards.

The following *Standards* apply to this request*:*

Standard #9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new works will be differentiated from the old and will be compatible with the historic materials, features, size, scale, and proportion, and massing to protect the integrity of the property and its environment.

Standard #10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

The following *Design Guidelines* apply to this project*:*
Chapter 4 New Residential Construction and Infill Development
Sub-Chapter 4.11.4 Sidewalks and Driveways and Sub-Chapter 4.11.5 Off-Street Parking.

- New site elements should complement, not detract from, historic site elements, the character of the structure they serve, and the surrounding district.
- Site elements that are not visible from the public right-of-way are less likely to detract from views of the historic structure or the overall character of the district.
- Use of compatible design configurations and consistent materials (concrete, brick, porous pavers) for sidewalks and driveways.
- Driveways to accommodate tandem parking along the side of the principal structure.
- Driveways no wider than 10 feet.
- Broad expanses of front-loaded parking is discouraged.

ANALYSIS:

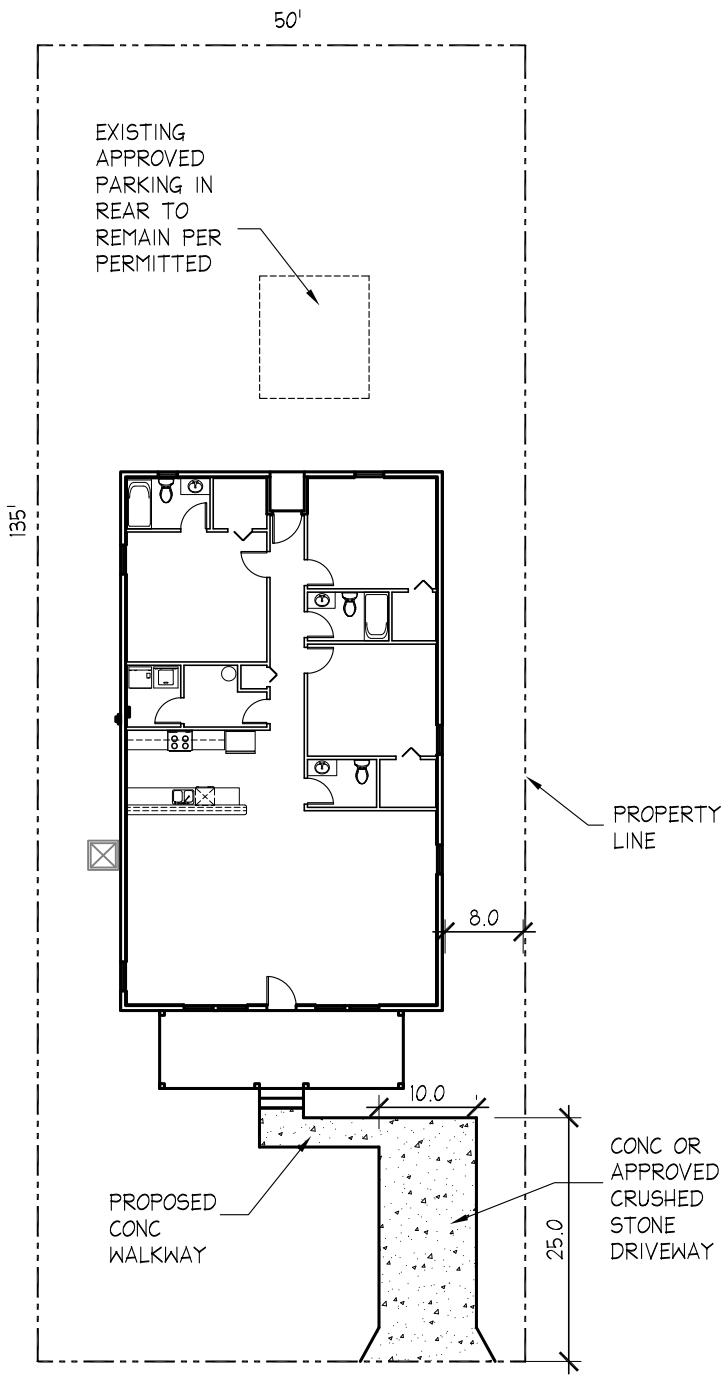
Narrow driveways are commonly found on historic residential properties, typically located on one side of the house and often connect to a detached garage at the rear of the lot, or to a porte cochere attached to the house. However, for single-family residential infill construction on a lot with access to an improved alley, it has been the practice of the Committee and staff to locate a new driveway and/or parking area at the rear of the lot, connecting to the alley, in order to provide the two off-street parking spaces necessary for this use as required by the City's Land Development Code ("LDC"). This is done to mitigate the need for an additional curb cut at the street, as well as to maintain the front yard setting of the lot. The intent of the LDC standards pertaining to off-street parking in the historic districts is to allow for only one driveway/parking area, not two or more, as well as to discourage parking in the front yard.

The subject property was designed and approved with a parking area at the rear of the lot, which is accessible from the improved alley, and therefore, staff finds that an additional driveway placed in the front yard is not necessary as a requirement of the subject property's single-family use. However, as single-car width driveways exist historically on properties adjacent to the subject property, staff finds that the requested driveway does not adversely affect the design character of the Lake Hunter Terrace Historic District. To reduce any visual impacts of the proposed new driveway, staff recommends the installation of a ribbon driveway instead of a solid concrete driveway, which meets the Design Guidelines for driveways for infill single-family residential construction.

STAFF RECOMMENDATION:

Final approval of the request with the condition that a ribbon driveway be installed, instead of a solid driveway.

Report prepared by: Emily Foster, Senior Planner, Historic Preservation
Liaison to the Historic Preservation Board



SCALE: 1"=20'

MARJORIE AVE

JOB #:		MERLINE PROPERTIES	REVISIONS:
PLAN:		1130 WEST MARJORIE AVE	1.
DATE: 5-31-22			2.
			SHEET C-1

HISTORIC PRESERVATION BOARD
DESIGN REVIEW COMMITTEE
STAFF REPORT
June 23, 2022

Project #	**HPB22-107**
Address; Historic Name	**820 Lexington Street; "Harvey M. Billingsley House" (FMSF, SLM#17-2)**
Owner/Applicant	**Mr. Rich Weiss/ Mr. Kevin Aldous, Green Construction Services**
Project Type	**Building Addition**
Historic District; FMSF#	**South Lake Morton Historic District; #SLM 17-2**
Zoning; Future Land Use; Context District; SPI	**RA-4; Residential Medium Urban Neighborhood; South Lake Morton SPI**
Existing Use	**Residential**
Adjacent Properties	**Residential**
Previous Approvals	**Porch Modification, 5/22/2014 (HPB14-087); Structural Roof Repairs, 2/4/2019;**

REQUEST

The Applicant requests Final Approval to construct an addition onto the rear elevation of the house.

SUMMARY OF BACKGROUND INFORMATION

The subject property is an interior lot of record (Park Hill, Block E, Lots 13 and 14 less east 45 feet) consisting of 0.19 acres. On this property is a one-story, single-family residence built circa 1925 in the Bungalow architectural style, which is a contributing building in the South Lake Morton Historic District. The Bungalow styling of this house is expressed by a gabled roof, and a front porch supported by tapered columns on brick plinths. The house also has a combination of fiber-cement lap siding and asbestos siding, corner boards, and double-hung sash windows with a nine-over-one lite configuration in the Prairie style. Alterations include sensitive modifications to the front porch, and enclosed eaves.

The Applicant's request proposes to construct a 16' by 14'-8" (approx. 235 square feet) addition on the rear elevation of the home. The proposed addition will remove three existing historical windows, which will be reused in the new addition. The design and materials for the addition are intended to match the existing house, and include:

Scope	**Material**
Foundation	Raised foundation to match existing
Exterior Cladding	Fiber-cement lap siding;
Windows	Reuse of original wood double-hung sash windows
Roof	Fiberglass shingles to match existing; gable profile matching pitch
Fascia/Soffit	Soffit and fascia to match existing

The site plan for the proposed addition shows building setbacks that comply with the Urban Form Standards in the Land Development Code.

APPLICABLE GUIDELINES:

The Secretary of Interior's Standards for Rehabilitation ("Standards") and the City of Lakeland's *Design Guidelines for Historic Properties* ("Design Guidelines") are the basis for review per the City of Lakeland Land Development Code, Article 11: Historic Preservation Standards.

The following *Standards* apply to this project*:*

Standard #2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.

Standard #9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new works will be differentiated from the old and will be compatible with the historic materials, features, size, scale, and proportion, and massing to protect the integrity of the property and its environment.

Standard #10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

The following *Design Guidelines* apply to this project:
Chapter 4: Historical Development Patterns and New Construction
Sub-Chapter 4.5: Additions

- Ensure that Historic Buildings Remain the Central Focus. An addition should not damage or obscure architecturally important details and materials of the primary structure or other resources on the site. Additions should be distinguishable from the original structure without distracting from it.
- False Historicism/Conjectural History is Discouraged. Design additions should reflect their era of construction while respecting the historic context and architectural style of the original structure. Avoid using architectural details for additions that are more ornate than those found on the original structure or that are not characteristic of the original structure's architectural character.
- Additions that protect and maintain original architectural features during construction.
- Additions that minimize the loss of any architectural details or features.
- Additions that are subordinate to and compatible with the style and scale of the host structure.
- Side additions that are located behind the principal street-facing façade, or rear additions that are unnoticeable from the street.
- Additions that are designed with some distinction between the historic house and non-historic features.
- Additions that are differentiated from the host structure, e.g. by a recess in wall plane, lower roof height, or vertical trim piece.

ANALYSIS:

In evaluating the request with the Standards, staff finds the requested addition does not disturb the spatial relationships that characterize the neighborhood, and the essential form and integrity of the subject house is maintained.

In evaluating the request with the Design Guidelines, the materials of the proposed addition reflect the original materials of the house and are compatible with the Guidelines. The design of the proposed addition's windows, siding, enclosed soffit, and roof pitch and form is consistent with the style of the subject house and Design Guidelines. Furthermore, the addition is appropriately placed on the rear elevation of the house.

Finally, the building setbacks for the new addition meet the requirements of the Land Development Code's Urban Form Standards.

STAFF RECOMMENDATION:

Staff recommends Final Approval of the request, with the following conditions:

1. Use gable cladding with a frieze board that is similar to the existing rear gables.
2. Use corner boards on the addition that are similar to the existing corner boards on the house.
3. Use trim and casing on windows in the addition that matches the trim and casing of the original windows on the house.

Report prepared by: Emily Foster, Senior Planner, Historic Preservation
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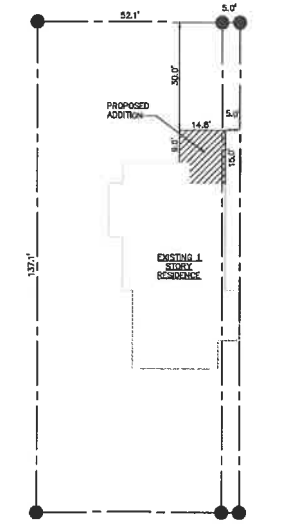
ABBREVIATIONS

A.B.	ANCHOR BOLT	ELEV.	ELEVATION
ACT	ACOUSTICAL CEILING TILE	EMER	EMERGENCY
A.F.F.	ABOVE FINISHED FLOOR	ENCL.	ENCLOSURE
AGGR.	AGGREGATE	EQ.	EQUAL
AL.	ALUMINUM	EQUIP.	EQUIPMENT
ALT.	ALTERNATE	E.W.	EACH WAY
APPROX.	APPROXIMATE	E.W.C.	ELECTRIC WATER COOLER
ARCH.	ARCHITECTURAL	EXP.	EXPANSION
		EXT.	EXTERIOR
BD.	BOARD		
BLDG.	BUILDING	F.A.	FIRE ALARM
BLK	BLOCK	F.D.	FLOOR DRAIN
BLK'G.	BLOCKING	F.D.C.	FIRE DEPARTMENT CONNECTION
BM.	BEAM	FDN.	FOUNDATION
BOT.	BOTTOM	F.E.	FIRE EXTINGUISHER
BTWN.	BETWEEN	F.E.C.	FIRE EXTINGUISHER CABINET
B.U.R.	BUILT UP ROOFING	F.F.	FINISH FLOOR
B.W.	BOTH WAYS	F.H.C.	FIRE HOSE CABINET
		FIN.	FINISH
C.J.	CONTROL JT.	F.L.	FLOW LINE
CLG.	CEILING	FLR.	FLOOR
CLKG.	CAULKING	FLUOR.	FLUORESCENT
CLR.	CLEAR	FND.	FOUNDATION
C.M.U.	CONCRETE MASONRY UNIT	F.O.B.	FACE OF BRICK
COL.	COLUMN	F.O.C.	FACE OF CONCRETE
CONC.	CONCRETE	F.S.	FULL SIZE
CONN.	CONNECTION	FT.	FOOT OR FEET
CONSTR.	CONSTRUCTION	FTG.	FOOTING
CONT.	CONTINUOUS	FURR.	FURRING
C.T.	CERAMIC TILE		
		GA.	GAUGE
DEG.	DEGREE	GALV.	GALVANIZED
DET./DTL.	DETAIL	G.C.	GENERAL CONTRACTOR
D.F.	DRINKING FOUNTAIN	GL.	GLASS
DIAG.	DIAGONAL	GR.	GRADE
DIA.~	DIAMETER	GYP.	GYPSUM
DN.	DOWN	GYP. BD.	GYPSUM BOARD
DS.	DOWNSPOUT		
DWG.	DRAWING	H.B.	HOSE BIBB
		H.C.	HOLLOW CORE
E	EAST	H/C	HANDICAPPED
(E)	EXISTING	HDWD.	HARDWOOD
EA.	EACH	HDWE.	HARDWARE
E.J.	EXPANSION JOINT	H.M.	HOLLOW METAL
E.I.F.S.	EXTERIOR INSULATION AND FINISH SYSTEM	HR.	HOUR
		HT.	HEIGHT
EL. ELEV.	ELEVATION	HVAC	HEATING, VENTILATION AND AIR CONDITIONING
ELEC.	ELECTRICAL		
I.D.	INSIDE DIAMETER	R.	RISER
INSUL.	INSULATION	R.D.	ROOF DRAIN
INT.	INTERIOR	REF.	REFER TO ...
		REFR.	REFRIGERATOR
JAN.	JANITOR	REINF.	REINFORCED
JNT.	JOINT	REQ'D.	REQUIRED
JST.	JOIST	RM	ROOM
		R.O.	ROUGH OPENING
KIT.	KITCHEN		
		S	SOUTH
LAB.	LABORATORY	S.C.	SOLID CORE
LAM.	LAMINATE	SCHED.	SCHEDULE
LAV.	LAVATORY	SECT.	SECTION
LT.	LIGHT	S.F.	SQUARE FOOT
		SHT.	SHEET
MAX.	MAXIMUM	SIM.	SIMILAR
MECH.	MECHANICAL	SPEC.	SPECIFICATION
MEMB.	MEMBRANE	SQ. OR '	SQUARE
MFR.	MANUFACTURER	S.S.	STAINLESS STEEL
M.H.	MANHOLE	STAGG.	STAGGERED
MIN.	MINIMUM	STD.	STANDARD
MISC.	MISCELLANEOUS	STIFF	STIFFENER
M.O.	MASONRY OPENING	STL.	STEEL
MTL.	METAL	STRUC.	STRUCTURAL
MUL.	MULLION	SUSP.	SUSPENDED
N	NORTH	TR	TREAD
N.I.C.	NOT IN CONTRACT	T & B	TOP AND BOTTOM
NO.	NUMBER	TER.	TERRAZZO
NOM.	NOMINAL	T & G	TONGUE & GROOVE
N.T.S.	NOT TO SCALE	THK.	THICK
		T/	TOP OF
O.C.	ON CENTER	TYP.	TYPICAL
O.D.	OUTSIDE DIAMETER		
		U.O.N.	UNLESS OTHERWISE NOTED

SYMBOLS LEGEND

- NUMBER / SHEET NUMBER WHERE SECTION APPEARS
- NUMBER / SHEET NUMBER WHERE DETAIL APPEARS
- ELEV. NUMBER / SHEET NUMBER
- REVISION
- CENTER LINE
- ELEVATION MARKER
- CONCRETE
- EARTH FILL

ADDITION AT 820 LEXINGTON ST, LAKELAND, FL. 33801



SITE PLAN
SCALE: 1"=16'-0"

DRAWING INDEX	
SHEET	DESCRIPTION
C1	COVER SHEET, SITE PLAN
A1	EXISTING/DEMO ,FOUNDATION, FLOOR & ROOF PLAN
A2	ELEVATIONS & DETAILS
A3	SECTIONS & DETAILS
E1	ELECTRICAL PLAN

STRUCTURAL NOTES

GENERAL:

1. All work to be in strict accordance with the Florida Building Code Residential 2020, 7th edition.
2. Only written changes approved by the Engineer shall be permitted.
3. General Contractor shall coordinate structural drawings with all others disciplines. Where there are conflicts in information presented in the drawings or if the drawings are unclear or insufficient in any manner that may inhibit the contractor's understanding of the project, such conflicts shall be brought to the Engineers' attention prior to bidding and the necessary adjustments shall be made per his instructions.
4. Provide hurricane clips or anchors at all connections.
5. All wood framing shall be designed, detailed, and fabricated in accordance with design specification for wood construction.
6. For structural lumber provide the following grade and species: (or equivalent). Southern Pine grade # 1 dense with Fb=1,300psi min.
7. All bolts used for construction shall be a min. of 1/2" diam. (ASTM A-370)
8. Provide framing members of sizes and of spacing shown, or if not shown, comply with the "Manual for House Framing" of the National Forest Products Association. Do not splice between supports.

CONCRETE:

1. All work to be in strict accordance with the ACI 318
2. MIX DESIGN CRITERIA: Refer to the specifications.
   All concrete Type I Portland Cement. (ASTM C 150), 3000 psi compressive strength @ 28 days. (U.O.N.) W/C ratio less or equal to 0.58
   Slump — Slab on grade: 5"
   Other: 3"
   Water — Potable
   Chloride — None
3. Provide normal weight aggregates in compliance with the requirements of ASTM C 33.
4. Reinforcing steel shall conform to ASTM A-615, GRADE 60
5. All concrete reinforcement shall be detailed, fabricated, labeled, supported and spaced in forms and secured in place in accordance with the procedures outlined in the latest edition of the "Building Code Requirements for Reinforced Concrete" ACI 318-95 and the "Manuals of Standard Practice for Detailing Reinforced Concrete Structure", ACI 315 latest edition.
6. All bar splices and dowels shall lap as per requirements of ACI 318-95.

MASONRY:

1. Design, material and workmanship shall be in accordance with the ACI Standard Building Code requirements for concrete masonry structures: ACI 530/ACI 530.1
2. CMU cells indicated in plan or notes as filled cells shall be grouted with 3000 psi concrete. (8" to 10" slump)
3. Provide HORIZONTAL JOINT REINFORCING at 24" o.c. vertical in all CMU walls.
4. CMU concrete blocks shall conform to ASTM C-90 (28 days strength 2000 psi) (f'm=1500 psi), laid in running bond.
5. Mortar shall be type S or N.
6. Provide vertical reinforcing in CMU walls of (1)#5 at 4'-0" max. O.C. (Typical U.O.N.)

FOUNDATIONS:

1. Footing design based on minimum allowable soil bearing pressure of 2000 psf.
2. If footing elevation occurs in disturbed, unstable or unsuitable soil, the Engineer shall be notified and necessary adjustments shall be made per his instructions.
3. Caution shall be used when operating vibratory compaction equipment near existing structures to avoid the risk of damaging the existing structure.

VERIFICATION OF FIELD CONDITIONS:

1. Contractor shall verify all field conditions and dimensions relative to same. Where there are conflicts between actual field conditions and data presented in the drawings, such conditions shall be called to the Engineer's attention and necessary adjustments made per their instructions.

WIND DESIGN DATA:

1. ULTIMATE DESIGN WIND SPEED: 140 MPH
   NOMINAL DESIGN WIND SPEED: 108 MPH
2. RISK CATEGORY: II
3. EXPOSURE CATEGORY: B
4. ENCLOSURE CLASSIFICATION & INTERNAL PRESSURE COEFF.: ENCLOSED (±0.18)
5. COMPONENTS & CLADDING:
   - ROOF : (+16.1/−30.3) PSF
   - WALLS : (+33.7/−36.7) PSF

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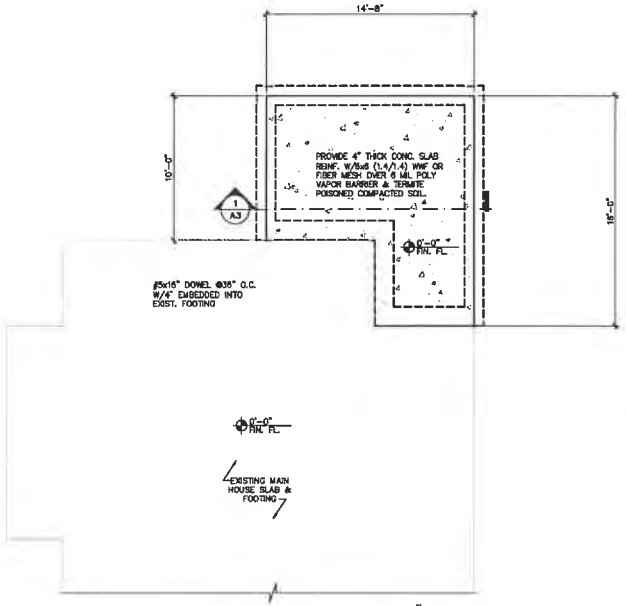
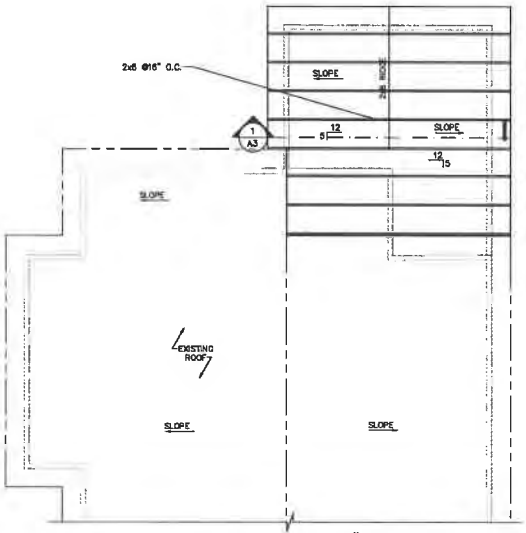
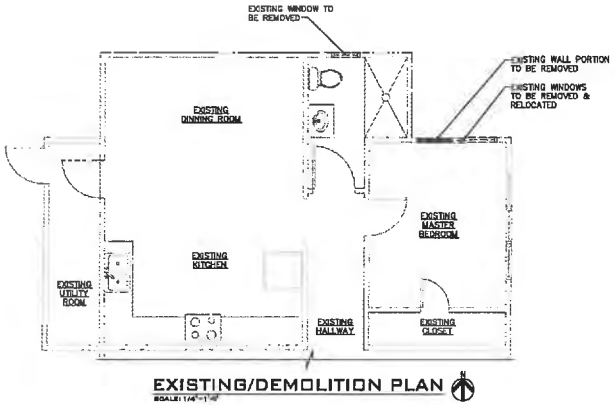


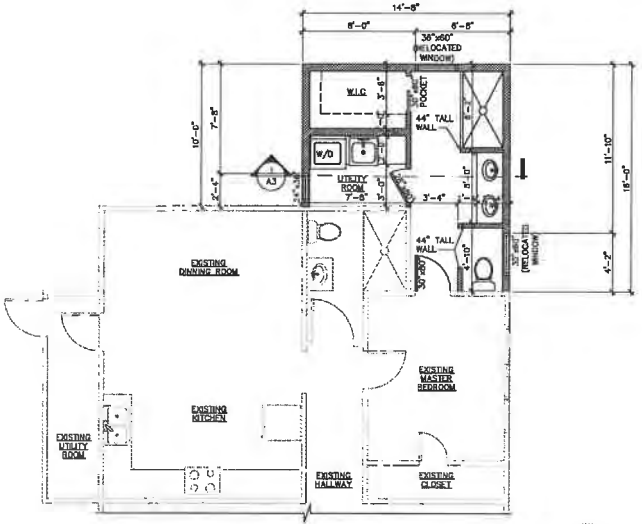
FOUNDATION PLAN



ROOF PLAN



EXISTING/DEMOLITION PLAN



FLOOR PLAN

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ADDITION AT
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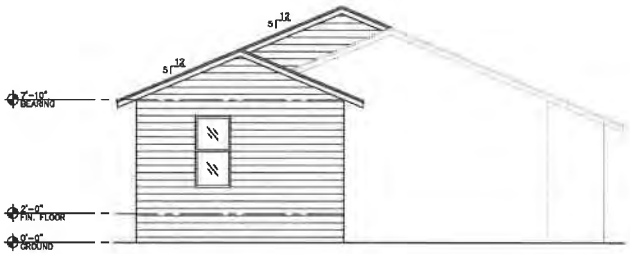
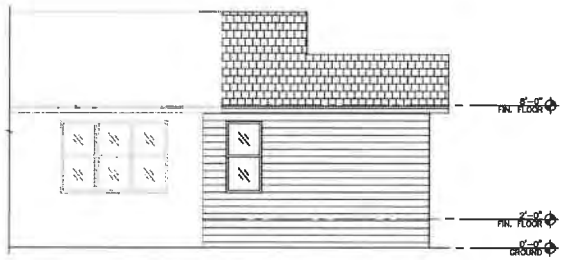
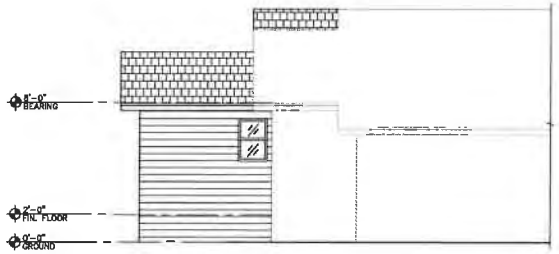


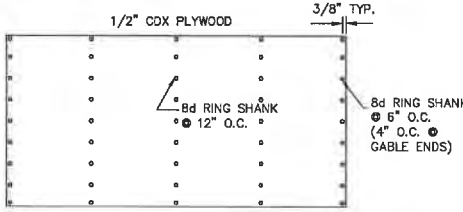
REAR ELEVATION



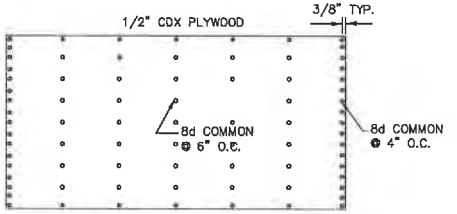
RIGHT SIDE ELEVATION



LEFT SIDE ELEVATION



NAILING SCHEDULE FOR ROOF SHEATHING



NAILING SCHEDULE FOR GABLE/WALL SHEATHING

SCALE: NTS

UNDERLAYMENT

UNLESS OTHERWISE NOTED, REQUIRED UNDERLAYMENT SHALL CONFORM WITH ASTM D 226, TYPE I OR TYPE II; ASTM D 4869, TYPE I OR TYPE II. SELF-ADHEARING POLYMER MODIFIED BITUMEN SHEET SHALL COMPLY WITH ASTM D 1970.

LOW SLOPE ROOFS:
FOR ROOF SLOPES FROM 2:12 UP TO 4:12, UNDERLAYMENT SHALL BE A MINIMUM OF TWO LAYERS APPLIED AS FOLLOWS:
1. STARTING AT THE EAVE, A 19-INCH (483 MM) STRIP OF UNDERLAYMENT SHALL BE APPLIED PARALLEL WITH THE EAVE AND FASTENED SUFFICIENTLY TO HOLD IN PLACE.

2. STARTING AT THE EAVE, 36-INCH-WIDE (914 MM) STRIPS OF UNDERLAYMENT FELT SHALL BE APPLIED OVERLAPPING SUCCESSIVE SHEETS 19 INCHES AND FASTENED SUFFICIENTLY TO STAY IN PLACE.

HIGH SLOPE ROOFS:
FOR ROOF SLOPES OF 4:12 OR GREATER, UNDERLAYMENT SHALL BE A MINIMUM OF ONE LAYER OF UNDERLAYMENT FELT APPLIED AS FOLLOWS: STARTING AT THE EAVE, UNDERLAYMENT SHALL BE APPLIED SHINGLE FASHION, PARALLEL TO THE EAVE, LAPPED 2 INCHES (51 MM) AND FASTENED SUFFICIENTLY TO HOLD IN PLACE.

HIGH WIND:
UNDERLAYMENT APPLIED IN AREAS SUBJECT TO HIGH WINDS GREATER THAN 110 MPH SHALL BE APPLIED WITH CORROSION FASTENERS IN ACCORDANCE WITH MANUFACTURE'S INSTALLATION INSTRUCTIONS. FASTENER'S ARE TO BE APPLIED ALONG THE OVERLAP NOT FARTHER APART THAN 36" O.C.

FLASHINGS:
FLASHINGS SHALL BE PLACED AROUND OPENINGS AND EXTENSIONS OF MECHANICAL APPLIANCES OR EQUIPMENT THROUGH THE ROOF. INSTALLED IN SUCH A MANNER AS TO PREVENT MOISTURE ENTERING THE WALL THROUGH THE JOINTS IN THE COPING, THROUGH MOISTURE PERMEABLE MATERIAL, AT INTERSECTIONS WITH THE ROOF PLANE OR AT PARAPET WALL PENETRATIONS.

FLASHINGS SHALL BE INSTALLED AT (1) WALL AND ROOF INTERSECTIONS, (2) AT GUTTERS, (3) WHEREVER THERE IS A CHANGE IN ROOF SLOPE OR DIRECTION, AND (4) AROUND ROOF OPENINGS. WHERE FLASHING IS OF METAL, THE METAL SHALL BE CORROSION-RESISTANT WITH A THICKNESS OF NOT LESS THAN 0.019 INCH (26 GAGE (0.551 MM) GALVANIZED SHEET).

WRITTEN DIMENSIONS SHALL HAVE PRECEDENCE OVER SCALE DIMENSIONS. CONTRACTOR SHALL VERIFY AND BE RESPONSIBLE FOR DIMENSIONS AND CONDITIONS OF JOB AND ORB ENGINEERING, INC. MUST BE NOTIFIED IN WRITING OF ANY VARIATION FROM THE DIMENSIONS, CONDITIONS AND SPECIFICATIONS APPEARING ON THESE PLANS.

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