

**City of Spartanburg - Board of Architectural Design and Historic Review
Thursday, April 13th, 2023, at 5:30 PM**

City Hall Council Chambers

The City of Spartanburg Board of Architectural Design and Historic Review (HARB) met in the City Hall Council Chambers on Thursday, April 13th, 2023, at 5:30 PM

The following Board Members were in attendance: Dr. Melissa Walker; J. Brandon Gaffney; Sylvelie Franke; Dr. Glory Boozer; Mark Olencki; Meg Reid and Bill Michels. Representing the City of Spartanburg's Planning Department was Martin Livingston, Community Development Director; Nan Zhou, Planner I; Tia Keitt; Planner II.

Roll Call:

Dr. Walker: Good evening. Welcome to this April meeting of the Historic Architectural Review Board for the City of Spartanburg. Public notification of this meeting has been published, posted, and mailed, in compliance with the Freedom of Information act and the requirements of the City of Spartanburg Zoning Ordinance. First, I will ask all the members to identify themselves for the tape. Dr. Glory Boozer was delayed, but she will be here shortly. So we'll start with you.

Ms. Franke: Sylvelie Franke. I'm a board member.

Mr. Olencki: Mark Olencki, board member.

Dr. Walker: Melissa Walker, chair.

Ms. Reid: Meg Reid, vice chair.

Ms. Michels: Bill Michels, board member.

Mr. Gaffney: Brandon Gaffney, board member.

Dr. Walker: Thank you all very much. I have one amendment to the agenda under old business. I'm going to add an update to our HARB letter to city council. Are there any other additions or changes to the agenda? Then I'll entertain a motion to approve the agenda.

Approval of the Agenda:

On a motion by Mr. Olencki, seconded by Mr. Michels the agenda was approved by a vote of 6 to 0

Mr. Olencki: Then I'll entertain a motion to approve the agenda

Mr. Michels: Motion seconded.

Dr. Walker: Olencki and Michaels seconded. Okay. All in favor, say, "Aye".

Attendees: Aye.

Dr. Walker: Any opposed? Okay. Now approval of the minutes. I know that Ms. Holbrooks made the changes that we had submitted, and they have been incorporated. Are there any other corrections to the minutes? Do I hear a motion for approval of the minutes?

Approval of the minutes of March 9th, 2023:

On a motion by Mr. Olencki, seconded by Ms. Franke the minutes of March 9th, 2023, was approved by a vote of 7 to 0.

Mr. Olencki: I'll make a motion

Ms. Franke: Second

Dr. Walker: Olencki, and Ms. Frankie seconded. All those in favor, say, "Aye".

Attendees: Aye.

Dr. Walker: Any opposed? Okay. I will go ahead and just report that as you know, I sent you guys a copy of the letter we sent to city council asking them to consider some kind of a change in the ordinance that would require notification of the HARB for demolition of buildings that are 50 or more years old. I thank Sylvelie Franke for doing a lot of the heavy lifting on preparing that draft. I heard back from Jamie Fulmer, who thanked us for our letter and said he looked forward to discussing it. I have not heard from any other council member or from City Manager Story. If you guys see those folks, you might remind them that we're paying attention, so that they know that we haven't just put that out there and forgotten it. Any questions on that? Okay. Then we have the other item of old business, Mr. Livingston here.

Old Business:

Mr. Livingston: Chairman, at the last meeting of HARB, I requested that we begin the process of taking a look at several properties that on the National Register of Historic Places, to be designated on the pending list of the Spartanburg Historic Register. These properties are 115 East Main Street, 319 E. Main Street, and 186 West Main Street. Staff sent out notices within the 30 day requirement, notified property owners that the board will consider the property for listing Spartanburg Historic Register.

The property owners have been notified, certified letters by mail, as well as the properties have been posted. We have not heard back from the property owners yet, but we should expect to hear back from them prior to the meeting. At least 15 days before the meeting we'll be sending out notices to the other surrounding property owners, then we'll also be posting the property again. So we'll be doing that again sometime in late April. So this will come before May and I'll answer any questions you may have.

Dr. Walker: Any questions? Thank you. Okay. Now we move on to new business. First item is a Certificate of Appropriateness for Major Works at 266 North Irwin.

New Business:

Certificate of Appropriateness for Major Works – 266 N. Irwin Avenue (TMS# 7-16-02-012.00) in the Hampton Heights Historic District. Applicant is seeking approval of a Certificate of Appropriateness to install a handicap ramp. The property is located in the R-8/SFD (General Residential – Single-Family Residential District). Owner/Applicant: Ramona Wood.

Project Description and History

The project site is an approximately 10,000 square foot lot in the Hampton Heights Historic District. The site is located mid-block between Brookwood Terrace and W. Hampton Avenue in the Hampton Heights Historic District. The main structure is a wood framed bungalow measuring approximately 1,500 square feet and was built approximately in 1922. The structure is considered a non-contributing property to the National Register of the Historic District. The applicant is requesting to keep the existing handicap ramp due to an emergency need to access the property.

Analysis

Zoning Ordinance and Historic Design Manual Consistency

The project site is located in the Hampton Heights District which has design guidelines for development. These guidelines are outlined in the Design Manual for the City of Spartanburg Historic Districts and Landmarks. The purpose of the Manual is to provide property owners guidance for the preservation and protection of historic and architecturally valuable districts and sites in the City. The project is also subject to Section 510 of the City's Zoning Ordinance, Historic Preservation. This section allows the Board to review applications involving historic structures and districts and issue a Certificate of Appropriateness subject to the Standards listed in the Ordinance.

Findings

Certificate of Appropriateness, Section 510.6 (C)

1. The character and appropriateness of the design –

The applicant indicated that the handicap ramp is needed to be able to access the home safely with a wheelchair on the south side of the structure. Currently there are no standards for handicap ramps in the Hampton Heights Design guidelines. The handicap ramp was built on the southside of the structure to access the sidewalks. All other locations including the rear of the property are too steep to install a handicap ramp. A search of the Secretary of the Interior website for accessibility and historic structures resulted in the following guideline found in the

Illustrated Guidelines for Rehabilitating

Historic Buildings "...Although this work [Accessibility] is quite often an important aspect of rehabilitation projects, it is usually not a part of the overall process of protecting or repairing character defining features; rather, such work is assessed for its potential negative impact on the building's historic character. For this reason, particular care must be taken not to radically change, obscure, damage, or destroy character-defining materials or features in the process of undertaking work to meet various code requirements." Based on the above Secretary of the Interior's recommendations, any pickets and railings removed to install the handicap ramp should be preserved and protected so that it can be Page 2 of 8 reinstalled on the structure when the handicap ramp is no longer needed. The installation should be harmonious in design to the existing structure.

2. The scale of the buildings –

The scale of the building is not affected. The handicap ramp is an extension of the existing porch and access is necessary for medical reasons.

3. The texture and materials –

The handicap ramp is made of wood and is un-painted and the pickets and railings on the ramp matches the existing structure. Pickets and railings removed to install the handicap ramp should

be preserved and protected so that it can be reinstalled on the structure when the handicap ramp is no longer needed.

4. *The relationship of such elements to similar features of structures in the immediate surroundings –*

Other structures on the street currently do not have handicap ramps.

5. *If the property is in a Historic District, the extent to which the alteration or construction would be harmonious with the Historic District –*

The alteration appears to be harmonious with the character of the Historic District and the structure. Pickets and railings removed to install the handicap ramp should be preserved and protected so that it can be reinstalled on the structure when the handicap ramp is no longer needed. The installation should be harmonious in design to the existing structure.

Mr. Livingston: Madame Chairman, members of the board. Staff received a request for a Certificate of Appropriateness for Major Works at 266 North Irwin Avenue to install a handicap ramp. This request came as an emergency request and went before the building official which reviewed and inspected the property and made sure that the selection was done according to the building inspections requirements. Staff requested that the Donnie Love be consulted to work with us to identify any challenges with this property, so went out and inspected it as well. This property's located at 266 North Irwin Avenue, North of West Hampton Drive and South of Brookwood. Here is the zoning R-8, Single Family District. These are the five characteristics that we review when determining whether the property should be approved for a Certificate of Appropriateness.

We did some additional research. We were trying to find out how handicap ramps fit into the Secretary of the Interior's requirements, and we found this in one of their illustrated guidelines for rehabilitating historic buildings. It plainly says that they haven't considered it, and it's typically not considered. However, if it considered that it should focus on making sure that there's not damage to the structure, that any items that are removed are retained or repaired so that the property can be put back into its original conditions.

One of the conditions that is on this request is that the railings that are removed on the left side of the house, that those be preserved to be replaced back onto the property when the handicap ramp is removed, so we've included that in the conditions of approval. This is a photo of the property at 266 North Irwin Avenue. You can see the pictures of the railings. Here are pictures of the railings for the handicap ramp. The handicap ramp extends out from the left side of the house. The applicant and family members can enter a car that will be parked in front of the property. The applicant could not put it rail the rear on the right side because of the steepness of the property. Here are photos of the surrounding street views, and I'll answer any questions that you may have.

Dr. Walker: Any questions for Mr. Livingston?

Mr. Livingston: Donnie Love provided opinion that said this was a well-built and well-designed handicap ramp that meets the requirements. The pickets and railings even match the existing house. I think the HARB and Mr. Love recommended painting, but the building official was concerned about the surface painting.

Mr. Michels: It was done very well. Perhaps we should send that to the Department of the Interior as an example to approve.

Mr. Olencki: I'll second that.

Dr. Walker: Okay. Thank you Mr. Livingston, Mr. Love. I think your recommendations on this one were pretty straight-forward. Do we have any questions for Mr. Love?

Mr. Love: I'll go ahead and get sworn in while I'm standing here. 608 Otis Blvd.

Dr. Walker: Yes.

Mr. Love: Yeah, I think this one's pretty straight-forward. Just to clarify one thing, I think we're not recommending painting the surface, but painting the picket and railings. But it blends in nicely with the house, and the times that we've done ramps and had them... It's always about trying to make it go with it as much as you can. You don't want it to stick out from the house. Just kind of fit in there and not be as noticeable.

Dr. Walker: Okay. Any questions for Mr. Love? Okay, thank you. Is the applicant here? Yes, ma'am. Would you like to speak or do you think we've said it all?

Ms. Wood: I think you've said it all.

Dr. Walker: Okay.

Dr. Boozer: I think you did a really great job.

Dr. Walker: You did. I want your contractor's name. Are there any public comments?

Ms. Reid: Beautiful job.

Dr. Walker: Thank you. Okay. Then we will close the public comments, hearing no comments, and open board deliberations.

Ms. Reid: Let the minutes show it's a really nice ramp.

Dr. Walker: It is a really nice ramp.

On a motion by Mr. Michels, seconded by Ms. Reid Certificate of Appropriateness was approved with condition that the pickets and railings be preserved and replaced when ramp is no longer needed by a vote of 7-0.

Mr. Michels: If there's no opposition, I'll make a motion to clear this one. I'll make a motion to approve it as written on the property and know that it was done very well.

Mr. Olencki: Motion.

Ms. Reid: I'll second that.

Mr. Olencki: Third.

Ms. Reid: Second the motion?

Dr. Walker: All right. Motion to approve. All those in favor, say, "Aye."

Attendees: Aye.

Dr. Walker: Any opposed? All right. Thank you all very much. Okay. Next item of new business, a Certificate of Appropriateness for Major Work at 420 Gentry Street.

Certificate of Appropriateness for Major Works – Applicant is seeking approval of a Certificate of Appropriateness to install pickets, railings, and replace floors on the front porch. The property is located at 420 Gentry St. in Beaumont Mill Village and is currently zoned as the R-6, General Residential District (TMS# 7-08-15-287.00).

Landowner/Applicant: Baker Jack & Angela Lee

Project Description and History

The project site is located on an approximately 5,768 square foot lot in the Beaumont Mill Village Historic District. The site is located on the south side of Gentry St. The site currently contains one single-family home that was constructed in 1930. This residential structure is a wood-framed bungalow with a block foundation. The structure has an open porch in the front. This residential structure has a gable roof with a comp shingle.

The property owner got a stop working order from the building department in violation of not having a building permit and a Certificate of Appropriateness to replace the front porch. The applicant is seeking approval from the Board of Architectural Design and Historical Review to install pickets, railings, and replace floors on the front porch.

Analysis

Zoning Ordinance and Historic Design Manual Consistency

The project site is located in the Beaumont Mill Village Historic District which has design guidelines for development. These guidelines are outlined in the Design Manual for the City of Spartanburg Historic Districts and Landmarks. The purpose of the Manual is to provide property owners guidance for the preservation and protection of historic and architecturally valuable districts and sites in the City. The project is also subject to Section 510 of the City's Zoning Ordinance, Historic Preservation. This section allows the Board to review applications involving historic structures and districts and issue a Certificate of Appropriateness subject to the Standards listed in the Ordinance.

The project site has a zoning designation of R-6, General Residential District, which allows for single family dwelling units. Section 510.6 of the City of Spartanburg Zoning Ordinance list standards for reviewing Certificate of Appropriateness. Specifically, Section 510.6 (C)(2) states that in reviewing applications for new construction or alteration, the board shall consider the U.S. Secretary of the Interior's Standards for Rehabilitation and the five criteria listed in the findings.

Findings

Certificate of Appropriateness, Section 510.6 (C)

1. The character and appropriateness of the design –

There is no further information provided by the applicant regarding the design of the pickets and railings on the front porch. The pickets and railings were not originally built on the front porch. However, the

applicant stated that she is willing to accept the appropriate design of the pickets and railings suggested by the Board as she noticed all surrounding houses have pickets and railings installed on their front porch.

2. The scale of the buildings –

The scale of the building will remain the same. Installing pickets and railings on the open front porch and replacing front porch floor with wood will not affect the scale of the building.

3. The texture and materials –

The front porch replacement material will be wood which will match the original material of the front porch. Pickets and railings will be made of wood.

4. The relationship of such elements to similar features of structures in the immediate surroundings –

Properties to the left and right side of the project site and properties directly across from the project site all have pickets and railings on the front porch.

5. If the property is in a Historic District, the extent to which the alteration or construction would be harmonious with the Historic District –

The alteration of the front porch by installing pickets and railings appears to be harmonious with the Beaumont Mill Village Historic District. Having pickets and railings on the front porch is a typical feature for majority of the houses alongside Gentry Street. Applicant stated that she is willing to accept and comply with the appropriate design of pickets and railings that will be harmonious with the Beaumont Mill Village Historic District. If the Board approves this major work request, the pickets and railings need to comply with the building code pertaining to the height of the railings. Installing pickets and railings will beautify the project site and make it look harmonious with the rest of the neighborhood.

Ms. Zhou: Good evening, board members. My name is Nan Zhou, and I work with the Planning Department. Tonight, we're looking at a major case request coming from 420 Gentry Street in Beaumont Mill Village Historic District. The request, coming from the property owner, is they want to install pickets in the railings and replace the front porch floor.

So this is the zoning of the property. It is currently zoned for R-6, General Residential District. This is the aerial photo. As you can see, the house is sitting at the South side of Gentry Street. This is Gentry Street. A little history of the house is the house was built in the 1930s, and it is currently a wood-framed bungalow with a block foundation. The rooftop is a gable roof with compact shingles.

Here we are looking at the same five criteria as we are looking at for all of the R-6 District. For the first one, the character of the improvement is of the design. There's no further information provided by the applicant of the design for the pickets and railings, because she does state that if the board approves that and then she is willing to set the design and for the ones we approved.

I do remember that last year we approved the 270 Hydrick Street, and Mr. Donnie Love does provide a design for the pickets and railings. I don't know whether or not he... Yes, so this is the

one that he provided. So if tonight, the board makes a decision about this is appropriate for that design and then I'm going to give this design to the owner, so they're going to make a similar one compiled with this one.

The scale of the building won't be changed, because adding pickets and railings won't change the scope of anything. Also, replacing the floor won't change the scale of the building. This is the original front porch material, as you read on Mr. Donnie Love's letter, and it is deteriorated. The third criteria is the types of material to the pickets and railings will be made of wood and the front porch, for replacement material, will also be wood. The applicant states that she is trying to find exactly the same width of the wood that would match the original width of it.

The next criteria is the relationship of such elements to similar features of structures in the immediate surroundings. So the houses surrounding the project site all have fixed the railings on the front porch, which I will show you pictures.

Then the last criteria is whether such extent to which the alteration or construction will be harmonious with the historic district. As I drove down the street, I did notice that having pickets in the railings are on the front porch. It's a very typical feature for the journey down houses alongside Gentry Street. As I stated earlier, the applicant stated that she's willing to set and comply with the appropriate design of fixing the railings that will be harmonious with Beaumont Mill Village Historic District.

Then let's look at some pictures. So this is the house to the right of the project site. As we can see, they have pickets in the railings. This is one that's to the left of the project site. I'm sorry. Too fast. So this is the one that's actually right across from the street. As my first conversation with the applicant, she did mention that she wants to have a similar design of this one. It looks like this one complies with the historic design about pickets in railings. As you further look down the street, it does seem like everyone has pickets in railings. Is there any questions for me?

Dr. Walker: No questions. Okay. Thank you.

Ms. Zhou: And I do have a question.

Dr. Walker: Yes.

Ms. Zhou: I want to ask, for the front porch replacement... We have internal discussion. We want to know whether that is a minor work or that is a major work if the replacement material is wood for wood is the same wood, will that be categorized as a minor? Because we received a lot of questions about the scope of the work. As you read, Mr. Donnie Love, in his letter, he says that this should be a minor, but I'd still like to confirm with the board.

Ms. Reid: Like for like with the wood. Minor work.

Dr. Walker: Like for like. That's how I've always interpreted it.

Dr. Walker: Okay. Thank you.

Dr. Walker: Okay. Mr. Love, would you like to come forward again?

Mr. Love: Thank you. I think the only issue that I had was the thought. I think Nan is correct that the houses do all have rails, but it appears to me, riding around, that most all of them are not original to the houses. So, I really felt like there should be some sort of documentation in terms of whether the house really had a railing or not, as to whether or not you would add that. I'm guessing that all of the ones with the metal rails were probably all added at some point either prior to the start of the HARB board, or done without a COA.

So, I think the board should at least consider whether or not that's important, whether or not it had a rail or not. I didn't measure it, so I don't know whether it would really be required or not. It didn't appear that it would really be required in terms of how high off the ground it is, so that is my only concern in terms of whether the pickets and rails should be added to the property that didn't originally have that. The replacement of the wood, I felt like, based on what I read in the guidelines, that was a minor works, so that's why I wasn't too concerned about that as long as it does match the material.

Dr. Walker: Okay. Would the design diagram that you developed for the Hydrick Street house... Do you think that would be appropriate if we were to rails and pickets?

Mr. Love: I think something pretty close to that. I think if you did approve it, I would like to at least make one pass around the neighborhood just to see if I felt like that there was any variation in that. I know the design that she showed, I think is really more of an older Hampton Heights design. So that's not to say that it wouldn't appropriate there, but I know that those houses are newer than the houses in Hampton Heights. So the rail could be a little bit different. I don't think it's going to be vastly different, but it still might be worth saying that we could look at it one more time and just make our final determinations as to whether or not that is really the right detail to use or whether we should tweak it a little bit to make it a little bit more compatible with the 1930s.

Dr. Walker: Okay.

Mr. Michels: I just want to ask, is that 24 inches per porch?

Mr. Love: It's 36 for- 30 off the ground.

Mr. Michels: No, I mean for the height off the ground.

Mr. Michels: 30 off the ground. When I was 25, I didn't think that was high, but now that I'm 62, I think 30 inches off the ground is pretty high. So, I guess my question is along the lines... I don't think this one's 30 inches high. It was maybe three block high, so maybe 24. To me, it's like the handicap ramp. I don't want to have someone not be safe and fall off the porch because we're not allowing it. I know if there wasn't one prior, it would be a change, but the leeway for a change for safety as long as it meets the requirements... Can we operate along those lines?

Mr. Michels: It seemed to not even have a railing, but a staircase. I think that was three steps, and for someone older, that can be a fall, and a fall from that height is a broken hip. I'm just curious along those lines. Because if they're building it like most of the other... I could tell over there, there's some that are 5 feet high, and some that are 10 inches off the ground that have railings. They were not there, but they seem to be harmonious.

Mr. Love: The other thing you may want to consider if you're leaning in that direction is that typically when you add something to a building that wasn't there before, you need to try to distinguish it from what it would have looked like if it had been there originally. So you might not want to put a rail there, so that it doesn't look like it was put there in the 30s. You may want to look at doing something a little bit more transparent, like the middle, so that it would feel more like an addition but yet it would still be the right height, and the spaces would be right on the pickets and things like that, but it wouldn't feel like it was an original feature. I think that's one of the things that the park service would tell you. If you're trying to add something that didn't belong there, then it needs to set itself apart in terms of what it looks like. So that may be a better way to do it if you think that adding the rail is necessary.

Ms. Reid: To your point, it may be the case that we're just cleared a little bit further on accessibility than some of the other organizations.

Mr. Michels: Yes, I think we are.

Ms. Reid: I think that that's something else to be considered.

Mr. Michels: I know you said metal. I'm thinking I hate metal railing.

Mr. Love: It doesn't have to be metal.

Mr. Michels: No.

Mr. Love: I'm thinking it could be a slightly different variation on the wooden design that didn't look like a wooden design from the 30s. I think you could still use something like that if the owner doesn't like metal. There are ways to get around it that work too. There's more ways to do it than metal. I don't think that glass or cable railing or anything like that would be appropriate for the neighborhood, but I think if you stay in the line of... If you think about it, a lot of rails from the 30s are an inch diameter metal pipe.

Dr. Boozer: Mr. Love.

Mr. Love: Yes, ma'am.

Dr. Boozer: After you make your next visit through the neighborhood, would you be in a better position to maybe say what kind would be appropriate?

Mr. Love: I think so. I think if the board would like, I could make a trip around and get some examples of things that I think would be appropriate for that house. I think it would be good for y'all to give me some guidance in terms of if you're okay with adding the rail. Then we maybe should think about looking at it nice, so that it looks not like an original, but something that would be compatible. Contemporary compatible, I think, is the right term for that. If that's what you mean, then I could probably come back with some photographs of something that I think would be you know. And if I don't see anything in the neighborhood, I can think of something to add.

Dr. Walker: If memory serves, we approved the Hydrick Street project with the instructions that Mr. Love would develop and design and give it to the homeowner and to staff. So we went ahead and approved it with that condition. We could do that in this instance. Okay. Anything else for Mr. Love? Thank you. Okay, is the applicant here?

Ms. Lloyd: Yes, I am.

Dr. Walker: Yes, ma'am. Would you like to speak? The way this works is you come forward and you sign in for the record. Then you'll tell us your name, and you can tell us anything you want us to know about this project, or you can just answer other questions.

Ms. Lloyd: My name is Angela Lloyd and I purchased the property from Jack Baker, and he actually signed the deed and everything on the 17th of March. I was under the impression that we didn't have to have approval for, so that's why I didn't go ahead and get approval for anything. I would like to get a design to me soon, because I've got ply board on my front porch right now, and it looks atrocious. All I wanted to do was replace the porch and be appropriate with the neighborhood. Just anything that we can do to expedite that, that would be great.

My pockets are not full. They're not deep pockets, and I would like to do it as economically as I can, so anything that y'all can help me with on that part of the project is... Does the HARB board handle the green way in front of the sidewalk for putting in trees, or is that something.

Mr. Love: That's city property.

Ms. Lloyd: Yeah, because Beaumont had said something about that, but I didn't know if y'all had anything about that. I do have some examples I wanted to show of what we were thinking about using for, as you said, for the railings. This is how far I've gone.

Mr. Love: I can't tell if it's... Tell me...

Ms. Lloyd: No. That's just for the pickets I was talking about. There's more-

Mr. Love: That's floor joist?

Ms. Lloyd: Yeah, floor joist. Then there's a big old...

Mr. Love: That's just a rectangular border for the whole deal. I think going back to what the guidelines say, that's the max, what's there. So what's there is the tongue and groove.

Ms. Lloyd: Tongue and groove, yeah. So we would have to put tongue and groove back on, yeah. Sorry, guys. Thank you.

Dr. Walker: One moment. Let's just see if the board has any questions for you.

Ms. Lloyd: Okay.

Mr. Michels: Just... Go ahead.

Ms. Lloyd: Go ahead.

Ms. Franke: I was going to ask you, are you also wanting to have the railing down the stairs?

Ms. Lloyd: Yes, ma'am, both sides. It's similar to the house that's directly across the street from me. We were going by that design as far as the pickets and railings, because I think the small inserts between there. They're squares.

Mr. Michels: You have sub-flooring on top of the original flooring right now, basically.

Ms. Lloyd: No, that's the original flooring that we took off.

Ms. Lloyd: That's what we took off.

Mr. Michels: That you took off of that.

Ms. Lloyd: That we took off. Because it was-

Mr. Michels: Then you put down-

Ms. Lloyd: We put plywood down.

Mr. Michels: Plywood. Okay.

Ms. Lloyd: It's just plywood.

Mr. Michels: Temporary plywood. Fine. Okay. All right.

Ms. Lloyd: Just so we could walk on it.

Mr. Michels: So this is going to be replacing it, then.

Ms. Lloyd: Yes.

Mr. Michels: Okay. That's what I need to know. Thank you.

Dr. Walker: Any other questions for the applicant? Okay, thank you. Mr. Love, what did you want to add?

Mr. Love: All I was going to do is clarify that if the board does approve the replacement of the porch floor, that really can run separately from the railing. I think that she could go ahead and get that out of the way and get the porch finished, and then you could come back and build the rail on top of that. Because those two things aren't necessarily connected.

Dr. Walker: All right. Is there anyone from the public who wishes to comment? Okay. Hearing none, I'll close public comment and open it to board deliberation.

Mr. Michels: Just on that posts and railing, but just for us to begin to separate the two items, the flooring, which could be easily approved as a minor work, like for like, approved by staff. Then we have to decide on the railings.

Ms. Reid: Yes. There is consensus that the floor is minor work. Staff can approve it. Change out like for like.

On a motion by Dr. Boozer, seconded by Mr. Gaffney Certificate of Appropriateness was approved with condition with Mr. Love to prepare a review of pickets and railings in the Beaumont Village neighborhood and provide recommendation for staff approval by a vote of 7-0.

Dr. Boozer: So if there is no more debate, I would like to move that we approve the minor work for the floor, and I'm hearing tongue and glue, like for like.

Dr. Walker: Do we need a motion for that? Okay. We don't need a motion for that. Okay. We'll move on to railings and pickets.

Dr. Boozer: Well I move that we ask Mr. Love to come up with a design and to share that with the homeowner, so approve that with those conditions. Okay. So we have a motion to approve the pickets and rails with the condition that Mr. Love develop and design and share with the homeowner. Is there a second to that motion?

Mr. Michels: Second.

Dr. Walker: Motion and a section.

Ms. Zhou: If he designs and then... So it doesn't need to come back to him.

Dr. Walker: That's right.

Mr. Michels: If it goes to staff.

Dr. Walker: If it goes to staff, yes. Okay. All those in favor, say, "Aye."

Attendees: Aye.

Dr. Walker Any opposed? Motion carries. Thank you very much. Good luck. All right. We have a COA for Appropriateness, or COA for Major Works at 526 South Irwin.

Certificate of Appropriateness for Major Works – 526 S . Irwin A venue (TMS# 7 -16-02-096.00) in the Hampton Heights Historic District. Applicant is seeking approval of a Certificate of Appropriateness to replace the existing two strip driveway with a fully paved drive way. The property is located in the R-8/SFD General Residential / Single-Family Zoning District. Owner/Applicant: Audrey Sperry & Eric Kocher.

Project Description and History

The owners are seeking to resurface their driveway to mitigate the impact of stormwater and mud that accumulates during rain. Also, the owners want to install a flat / even concrete surface that will allow their daughter a safe space to learn to ride a bike and roller skate. The property owners reached out to a contractor for ideas on how to upgrade their driveway. The existing driveway is defined as having “driveway tracks” or driving lanes according to the *Design Manual*, where the “use of driving lanes” exist to “facilitate only the car’s wheels”. The owner / contractor submitted two options, with a preference towards Option A, paving the entire length and wide of the driveway. The total length is 50 feet, and 10 feet wide.

Analysis

Zoning Ordinance & Historic Design Manual Consistency

The project is subject to Section 510 of the City’s Zoning Ordinance, Historic Preservation. This section enables the Board to review applications involving historic structures and districts and issue a Certificate of Appropriateness subject to the Standards listed in the Ordinance.

The project site is located in the Hampton Heights Historic District which has design guidelines for development. These guidelines are outlined in the Design Manual for the City of Spartanburg Historic Districts and Landmarks. The purpose of the Manual is to provide property owners guidance for the preservation and protection of historic and architecturally valuable districts and sites in the City. Staff utilizes Section 10.2.3 Walks & Drives of the *Design Manual for the City of Spartanburg: Historic Districts & Landmarks* as a guide.

Findings

Certificate of Appropriateness, Section 510.6 (C)

The character and appropriateness of the design –

The owner / applicant has submitted two options, with a preference towards option A. Option A requests the full length and width of the driveway to be paved. This option is not a characteristic design listed in the *Design Manual for Historic Districts*.

The second request, Option B is a combination that includes cemented strips / ribbon design, with stones laid out between the two strips . Option B would also include a concrete pad (10’ x 15’) to be installed right next to the porch and home. This option continues the look of a two strip driveway, but adds stones between two strips.

The scale of the buildings –

The scale of the home will not be physically impacted by the installation of an approved driveway.

The texture and materials –

There are a variety of texture and materials used for driveways throughout Hampton Heights, including asphalt, gravel, concrete slabs, or dirt / grass to define a home’s driveway. The owners state the driveway would include cement and/or stones.

Section 10.2.3 Walks & Drives: Recommendation –

The established pattern of walks and drives within the district should be continued. Existing paving materials of concrete, asphalt, and brick should be repaired, where feasible. New surfaces should be compatible with these predominate materials. The use of driving lanes, designed to facilitate only the car's wheels, is a historic treatment which is encouraged to retain porous surfaces. Pg.117 The relationship of such elements to similar features of structures in the immediate surroundings – While there are a small percentage of homes with a fully paved driveway, staff recognized the typical ribbon style driveways connected to several properties throughout the district. The texture & materials to define the driveway varies, but the strip design is a defining feature for similar structures in the immediate surroundings.

If the property is in a Historic District, the extent to which the alteration or construction would be harmonious with the Historic District. The construction of Option A will be a modern installation to a home and community with several ribbon style driveways. Option B will satisfy the owner's request to have a paved driveway, but with a connection to a historical design that is distinguishable throughout the district.

CONDITIONS OF APPROVAL FOR THE PROJECT ON PROPERTY LOCATED AT:
526 S. Irwin Avenue (TMS# 7-16-02-096.00) in the Hampton Heights Historic District.

Should the Board approve any modifications to the driveway, the Planning Department submits the following Conditions of Approval for Major Work. Applicant is seeking approval to replace the existing two strip driveway with a fully paved drive way. The property is located in the R-8/SFD General Residential / Single-Family Zoning District. Owner/Applicant: Audrey Sperry & Eric Kocher.

1. If one or more of the following conditions is not met with respect to all its terms, then this approval may be revoked.
2. Design must meet the Hampton Heights Historic District residential design guidelines.
3. All plans for future construction which are not covered by this review shall be submitted to the City Planning Department for review and approval.
4. Major modifications to plans or exceptions to completion may be granted only by the City authority which approved the project.
5. This permit shall be exercised within six months of the date of final approval or it shall become null and void. Extensions may be granted with permission of the Board.
6. A building permit shall be obtained from the Building Department prior to commencement of work.
7. The development of the site shall be in substantial accordance with the approved plans submitted and on file in the Spartanburg City Planning Department.

Ms. Keitt: Hello.

Dr. Walker: Hello.

Ms. Keitt: To the board. Good evening. Tia Keitt, Planner with the City of Spartanburg. Before us tonight, we have 526 South Irwin Avenue, and it is a certificate of appropriateness application to replace the existing two strip driveway with a fully paved driveway. So this is located in the Hampton Heights Historic District. Right here's South Irwin. Of course, this is the zoning, R-8, Single Family, historic overlay. These are the standards for renovations in historic districts.

This is the current status of the driveway. The property owners reached out to a contractor to give them an estimate for a fully paved driveway and... Well, two options, fully paved and cement. But the owners have a preference towards option A. One of the concerns is the water that accumulates after rain. I asked the property owners to submit pictures. So this is from the property owner here. They also too have just started a family, and they want to create a safe space on concrete so the child can learn to learn to ride a bike and skate safely.

So number one, character and appropriateness of the design. So make it two options. Leaning towards the option A, they would fully pave the length of the driveway, which is 50 feet long and 10 feet wide. The scale of the building would not be impacted, and the texture would be cement.

The extent to which the alterations or destruction would be harmonious in a historic district. There are some design guidelines in the Spartanburg's design guidelines, which is section 10.2.3. It specifies or highlights for a two strip driveway. So whether the relationship of other elements in similar pictures. I just loved Hampton Heights. Who does not love Hampton Heights?

The two strip driveway is really a distinguishing feature, but you do see driveways that are older that are pretty solid or maybe just one strip or just the same size, a few blocks of it seems like the same size. Of course, you have the brick, and you have the brick with the rocks here. I really wonder if this was approved by us, but it is very much a flat surface.

So this is their neighbor. This isn't paved, but another flat surface, flat surface, and... So you have a variety of driveways and different heights, but the owners are at least trying to manager the storm water and create a safe space for their child.

Dr. Walker: Could you tell us about option B?

Ms. Keitt: So option B, which was in the application and in the staff report, but the property owner did reach out and say that they would not even really consider option B, but they are here to speak more about that. But option B was two strips held by pavers in between. So that's the end of my situation.

Dr. Walker: Okay. Any questions for Ms. Keitt? Okay, thank you. Mr. Love, I know you took a look at this.

Mr. Love: I did. I felt like this one was pretty straight-forward, too. I have seen that in the photos it was very helpful, because the day that I went over there was not raining. But when you look at the photos and you see the water puddling up, it's clear that there's a problem. I do think it's a problem, though, that can be simply fixed with re-grading and re-pouring the strips, so not pouring it as a solid driveway, which I think is discouraged by the guidelines. So that was really the basis for my opinion on this one. I think everybody agrees that it needs to drain better, but if you're doing it from scratch and still would want to go back to just the same two strips that we know were there... To me, it always goes back to what you know was there and what you don't know was there. In this case, we know the strips are there, so it makes it a lot harder to do something different when you can see what you live in.

Dr. Walker: I did have one question. You said something about keeping them in the current width, the current distance apart. But as the applicant pointed out, cars today are wider and that

won't fit, so they'll be back to having some of the same problems with wearing down and making mud if they're not widened.

Mr. Love: Right. I think that is up for y'all's discussion. If you wanted to do the strips, you could still approve that they be widened a little bit to be more compatible with the modern vehicle and still not go into a paved driveway. But again, like Tia said earlier about pavers in between the strips, I've seen that done a lot too. But it still is a variation of what... I think the real intent is to go back to what's there. Anything beyond that is y'all's call as to whether it's allowed to widen or put pavement between. I've seen little small pea gravel in between the strips, but the strips are always maintained, and should at least be always maintained strips, even though it still reads as strips and then whether you put something between them. That's where you have to make a judgment.

Dr. Walker: Okay. Any other questions for Mr. Love?

Mr. Gaffney: Two quick questions. Is there a required type of concrete it has to be? There are varying types of concrete.

Mr. Love: I don't know of any of the concrete requirement. Even that concrete, it's been paved. I've seen some old concrete that is tan, but that old stuff, it's still better. The only reason it looks like it has more dated in it is probably because the surface soaks more instead of unattached to the structure of the home.

Mr. Michels: There is typically a thickness it has to be.

Mr. Love: Well, the thickness needs to be thick enough to be to park a vehicle, so it's going to be at least 6. I think anything less than about 6 inches is going to crack open over time. It's probably going to make it look better.

Dr. Walker: Any other questions for Mr. Love? Thank you. I see that the applicant. Mr. Kocher, would you come forward? If you'll sign in and state your name for the record.

Mr. Kocher: Hi. I'm Kocher. I can't...

Ms. Reid: I get it. No one that comes up can write their name and speak. It's the first test.

Mr. Kocher: I actually put the wrong name. Thanks, Tia and I see the staff. I appreciate it. I don't have a ton to add. I guess I just want to re-iterate a couple of points. I think when we were pursuing this, we didn't realize that this was going to be considered major works, because there's so many paved driveways on our street. We've had quite a few new ones added to the neighborhood over the last few years.

Our primary thinking is how this thing is not in great shape and could use some love, and we're very happy to continue to invest in our home and this neighborhood. But our primary concern is the quality of life and safety of our daughter. South Irwin is one of the few through streets, so it's pretty... I mean, all streets in the neighborhood have a traffic problem. Cars come through pretty quick, even though there's speed bumps there, and the sidewalks aren't always in great shape for a small kid to be riding a bike on.

I'm sorry that this is now on the record twice. Just me and my wife reading the mags here and... Okay. It's too many. Yeah, so the full driveway solves quite a few problems for us that a ribbon doesn't in the sense that adding stones in the middle doesn't solve the child problem. Also, yeah, the adding layers of bricks in... So just doing the ribbon is the same cost as doing a full, so then adding in the middle is a significantly more expensive thing, and while I'd love to preserve the original design, it's maybe a bit cost prohibitive for us, too. We're placements, and also advocates.

Dr. Walker: Any questions for the applicant?

Mr. Michels: Have you considered any other... I live in the neighborhood. I've seen other ones. I've seen braids. I've seen gravel. I've seen river stone. There's somebody down on high that has... They put monkey grass between it, which breaks it best, because then you can have a smooth surface, but... Those are the different things that are out there. I know the tracks are different now than they used to be, and I know Rusty. He probably knows you would end up with a sight different track, even with two strips, because the tracks have spread out a little bit. That's why you have that spot on one side.

Mr. Kocher: Our car is just wider than the normal strips.

Mr. Michels: I think the standard track now is 5 feet, and they have actually spread those out a little bit so it makes 24.

Mr. Kocher: If the ribbons were to solve all the problems, we'd be happy to do it. If the pavers, which are the only option that solve all our problems, weren't quite a bit more expensive, we'd be very open to that. But the river stones, gravel, all those things don't really solve the problem, and the environmentalist in me is trying to get as much grass right there as we can. So that's made us more safe.

Dr. Walker: Okay. Any other questions for Mr. Kocher? Okay, thank you very much.

Mr. Kocher: Yeah. Thank you very much. I appreciate it.

Dr. Walker: Okay. Is there anyone from the public who would like to comment on this? Mr. Cooksey. If you'll state your name and sign in please. No, you don't have to multi-task. One thing at a time is enough. Unless you can do both. That's impressive.

Mr. Cooksey: Hopefully it didn't seem like it took forever for you guys.

Dr. Walker: Would you state your name?

Mr. Cooksey: Sorry. My name is Randy Cooksey. I live at 539 South Irwin Avenue, diagonally across the street from Mr. Kocher. I drive, walk, and ride my bike by his house several times a day, and I... First of all, I'm here to ask that you approve the application for the COA. I've lived in the neighborhood 20ish years, and I've done a fair amount of research on historic properties and what we try to do from time to time with our property.

My understanding is the strip driveways generally were created as a cost-cutting measure, even in 1930, to just save money on materials. It would not have been inappropriate to have a fully

paved driveway in 1930. There are some houses in Hampton Heights. Obviously, the concrete has deteriorated over the years, but there are houses in Hampton Heights that probably have concrete driveways that are of similar age.

My point is, a fully concrete driveway would not be inappropriate, even though this house may not have originally been built with a concrete driveway. To my understanding, the idea is we're trying to maintain what would be appropriate for the neighborhood, not necessarily what would be appropriate for that individual house. But I'm not on the board, so that's just my opinion, and that's what I'm here for. I think that's all I have.

Dr. Walker: Thank you.

Mr. Cooksey: Thank you.

Dr. Walker: Anyone else from the public like to comment? Okay. Hearing none, I will close public comment and open the floor to board deliberations.

Ms. Reid: I just want to put out there that I've lived in the neighborhood for a few more weeks, and I will say I think the horse is out of the barn in terms of driveways in this neighborhood. I think there's just too much of a hodgepodge to be saying that anything's... It's too much of a mixture now. I know it's not the literalist reading of it, but I do think that looking around that there's plenty of tracks, plenty of paved driveways. So I'm moving away from where I might have been a few years ago on this one. Just wanted to put that out there.

Ms. Olencki: If we did look at putting in new strips, how much wider would they be, and how close would they then be to...

Ms. Reid: Good question.

Ms. Reid: How much grass are we talking about at a certain point?

Mr. Olencki: How much grass are we saying in the middle and what size do we base it on?

Mr. Michels: The new standard is the strip is 3 feet wide. We're talking most cars, have a 5 foot track. So when you add the tires on the end of the track that's 5 feet wide, it ends up being 6 feet wide with 6 inch tires on both sides. So the standard is 3 feet wide grass, then 2 foot wide strips of concrete. So that would be your track. 2 feet of concrete, 3 feet of grass, or whatever you put in, and then 2 more feet of concrete. That's the standard for cars today.

Dr. Walker: So the middle would look about like that, but each strip would be wider.

Mr. Michels: Yeah, but the middle, that might be a little more than 3 feet.

Mr. Olencki: Accommodate the bigger vehicles.

Mr. Michels: Even though they would not help, you want to do for today's cars. I think they're a foot wider now than they were 40 years ago, maybe. In World War II, they were about that. There is a couple houses in the neighborhood if you ride around where the strips, they're 12 inches wide. Very, very different strips.

Mr. Olencki: I have to agree with you as far as the hodgepodge. The driveways in the neighborhood. I've been in there since '78, and I think overall a full driveway, even though it's more contemporary, would probably look better. I know it would probably maintain it better, and it would just look better for the neighborhood, and definitely upkeep for the family. So I'm leaning against really not good having to go back with the old strips.

Ms. Reid: Right now it just feels like, looking at the driveway, which property you buy, you're locked into a historic element that other people don't have to have. We have gravel driveways. We have lots of different kids on these going on. So it doesn't feel like there's any reason to make them keep that anymore.

Mr. Michels: I have a concrete driveway.

Ms. Reid: You sure do, because I asked you about it.

Mr. Michels: I had concrete. It was there when I bought it. It was sold. I have no idea what was there before. I have no idea what was anywhere before I bought that house. Looking back on it now and looking at other full driveways I've seen in our neighborhood, had I done it again, I would have at least broken it up. That's something you can ask the homeowner, if we're going to allow something that's really not meeting the standard, if it is broken up by a brick strip every 10 feet or something so you would have concrete and a brick strip. You see it as a neighborhood. It's a brick strip every 10 feet or so.

Mr. Michels: Yeah. Like I said, mine's solid concrete. It's wide. It goes far. It's behind my house and on the side. It's not in the front of my house. But concrete, just a slab of concrete, 10 feet wide or 9 and a half feet wide and 50 feet long is just a slab of white concrete. I've seen that in numerous houses, we're just breaking it with a line of bricks across every 10 feet. It breaks it up so much you don't notice. It becomes part of... It looks like it's more historically accurate to the house.

Dr. Walker: Having priced one of those for my own house, I know that probably that's going to make it cost prohibitive.

Mr. Michels: To do that?

Ms. Walker: To do that. Based on what Mr. Kocher said about even putting pavers in between.

Mr. Michels: Is that even more so? Yeah, because you have to break it up. Labor.

Ms. Reid: It's the labor, and the materials.

Mr. Olencki: Yeah.

Dr. Walker: Mr. Love, I think you wanted to...

Mr. Love: Yeah, I had something to add. The thing I think to counter what y'all said. I agree with you that you do have a hodgepodge, and I think that's true in most every historic district. But to me, that's the whole point of having the guidelines is that if you say, "Well, what's one more house? We'll get rid of these strips and pour it solid." Next guy comes up, two years from now he

does his, and eventually you don't have any more. If you think about almost every one of those houses and in Converse Heights, too, they all have a garage, an attached garage, and as they've deteriorated, a lot of them people don't want to fix them and pulled them down. There aren't very many of them anymore. That's the reason. There's nothing in place to protect them at the time.

Obviously, to me, a detached garage provides a more important character design than to fix your driveway. But it's the same principle. If you continue to let the historic character of the neighborhood erode, then you lose it. That's the whole reason the guidelines are there and the standards are there, so that doesn't happen. Once the buildings are protected, they're protected. I don't disagree with what y'all are saying in terms of the way that it is, but I think that's the counter.

Mr. Olencki: How many strip driveways are in Hampton Heights? Do we know?

Mr. Michels: I would say there's more strip or unpaved than there are paved, grass and strip. A lot of those that you see that are paved, they have round or have nothing. If you look close, you can see they had strip, and it was 80 years old, and basically Tom installed the concrete. Things fall off of it and it just broke away. That's what they have now, especially the distinctive ones where it's deep in dirt rock, and then they have the grasses higher in the middle. It's just broken down, 89 years or more. I would say more than half are either strips or gravel or, at one time, were strips that turned to gravel.

Dr. Walker: This case troubles me, basically for the reasons Mr. Love mentions, the slippery slope. It's clear from some of the photos Ms. Keitt had that there is at least one driveway that she provided a photo of that was done without a COA and sneaked in somehow. Nobody reported it.

Mr. Michels: But can we address this necessarily?

Dr. Walker: It can. I'm worried that approving something different sends a message to all the homeowners that oh, now I can just pave my driveway, or I can apply for a COA to pave my driveway. It does leave the staff in a difficult position in trying to provide guidance to homeowners. That said, I understand the reason that the homeowner wants the paved driveway and why it makes sense for practical reasons and lifestyle reasons. So I'm really torn on this one.

Dr. Boozer: When we have guidelines and we deviate from the guidelines that we have, we got to make sure that whatever we do, we can maintain the integrity of this board. Because there may be somebody else who comes with a similar concern and we have to decide at that time how are we going to consistently enforce what we do. For the integrity of the board and for the historic preservation of the area are the two things that we have to think of.

Dr. Walker: Some of the difficult cases we've had recently have come down to these same sets of issues.

Dr. Boozer: While we're sensitive to the homeowners, it's integrity of the board. When we have guidelines. If they weren't here, then I think we would have more flexibility.

Mr. Michels: Going back on that after continued discussion. You could brick down the middle, I guess. Someone could put pavers between. That's an aggregate. It could be between the strips. It could be put in by a homeowner or contractor, could be laid out when the strips are done. But

that would be not even... That's just an aggregate between strips, right? That'd be minor work, not even minor work. Just a minor work, yeah.

Dr. Boozer: That would be an option of having something solid versus the grass.

Dr. Walker: I believe that was option B, which you said is cost prohibitive, really.

Mr. Kocher: Well, a river center or gravel wouldn't necessarily be... But it is defeating the purpose of what we're trying to do, which are the best in my mind. I think our option B would be leave the driveway as is.

Dr. Walker: Live with it.

Mr. Kocher: Yeah. Which I feel like is not... It's already deteriorating anyways.

Dr. Boozer: And the water concern.

Mr. Kocher: Right.

Ms. Franke: So you would not consider re-grading and then putting the two line of cement and adding the full pave? You would not even consider that?

Mr. Kocher: I'm sorry?

Ms. Franke: Did you say that you would actually not even consider option B anymore? Your option B would be to not do anything?

Mr. Kocher: Yeah. Adding in the stones, which I think is in our budget, defeats the purpose of why we wanted to originally do this project. Adding in the pavers or bricks is extraordinarily more expensive, so we probably just think of other ways to invest that money.

Ms. Franke: I'm just referring to the original problem of the water and then the width to fit the car. If you were to not put the expensive stones but leave the grass for example and again re-grade and put the correct width for your car right and still have the pull pad exactly the way you have it on option B, would that not fix all your goals? Would that not reach all your goals?

Mr. Kocher: So leave the grass.

Ms. Franke: Or stones. Just having a re-grade and put the cement in the correct width so that you would not have the water problem.

Mr. Kocher: Yeah, so it's both the water problem and just having a place for our daughter and her friends to play in a safe paved area that's not that close to the street. That would fix just the drainage problem. It would not solve the other problem. We'd spend a lot of money to be in a very similar position so.

Mr. Olencki: Basically, you're goal is two-fold, not just to fix the drains but to give you more options with having a child be able to play in the driveway.

Mr. Kocher: Absolutely, yes.

Mr. Gaffney: If that's the case, then I move that we deny it.

On a motion by Mr. Gaffney, seconded by Ms. Michels a Certificate of Appropriateness was denied by a vote of 5-2.

Mr. Michels: I'll second.

Dr. Walker: Okay. We have a motion to deny and a second. All those in favor of denial, say, "Aye".

Attendees: Aye.

Dr. Walker: Any opposed?

Ms. Franke: Me.

Dr. Walker: One opposed.

Mr. Olencki: Two.

Dr. Walker: Two opposed. Sorry. Did you get those people, Mark? Okay. Thank you, Mr. Kocher. All right, I think now we have a report update on the minor COAs.

Mr. Livingston: You should have that in your packets. I'll answer any questions you may have for everyone.

Dr. Walker: How many items do we have?

Mr. Love: One item.

Ms. Reid: Mark and I have a question for the... I missed last month's meeting. I was reading the minutes. I'm not the business owner of the Masonic temple, but I am the primary VC, so I need to break from any discussions of it, probably, because I do stand to financially benefit from it. Because I didn't think because I'm the lessee... I haven't been verified. It's on the door. But the mason's on the whole thing. But they functionally don't do anything.

Mr. Livingston: That's correct, you have a financial interest.

Ms. Reid: Of the financial interest. So I just wanted to alert that I would be recusing myself for that portion of it. I can talk about the other buildings, probably, just not that one.

Dr. Walker: Okay. No questions about the minor work? Staff updates.

Mr. Livingston: A couple items. We have scheduled orientation for board members on June 29th. The board will probably two new members and one will be appointment that can attend that June 29th orientation. The orientation will be conducted by the Appalachian Council of Governments. We've scheduled an orientation and a continuing education. The board members that will continue after June 30th will be able to attend the CE credits in continuing education on August 24th. Both events will be at the Dr. T. K. Gregg Community Center. We'll provide a meal at both of those events.

If you're interesting in taking the orientation again, certainly we can take a look at that, but it's primarily for new board members. But the continuing education is still required annually, so we

recommend that you do sign up for that. We'll have our registration information sometime in May or June for those.

Mr. Michels: I'm sure most people wants to be able to go to the August. I will not, because I will be at Notre Dame. But with that said, does she still send you stuff for the other continuing education?

Mr. Livingston: Yes. We'll be sending those out to you as soon as we get them. I think she had one more this month that was late notice. But we'll send out any additional continuing education throughout the year.

Mr. Michels: Thanks.

Mr. Livingston: Couple other things, when we receive the schedule for those. We had three violations of the historic ordinances. Actually three in Beaumont, however, one came before you tonight. The other two are handicap ramps, so you'll probably hear more about those at next month's meeting.

Ms. Zhou: I also want to comment on the house. We may need to make an accommodation, because one of the ladies, she really had a really, really difficult taking the stairs up from the ground. She doesn't have a laptop. She doesn't have a iPhone or a Go- Phone she has. I talked to Juan and I talked to Paul Holder, so we may need to call her out here. She may need to speak from the phone.

Mr. Livingston: We'll provide you with additional information when we get more on each of the cases. One was in Hampton Heights. We made a call to the owner and they completed the minor COA requirements, so they completed that quickly. I'll answer any questions you may have.

Mr. Michels: I do have a question. On the preservation of the buildings we're looking at, refresh my memory. We had three, I think. We were going to knock out three. When they're knocked out, we'll pick another three and just continue that. Do the process for three, continue the whole process. Is there a tremendous amount of research involved for our staff in doing that?

Mr. Livingston: Not really. These first three are on the state website at the national register. So we can pull that information and put that in the staff report.

Dr. Walker: Oh, boy.

Mr. Livingston: We should be working on those, I think two handicap ramps and a couple other cases, plus the three concerning historic register.

Mr. Livingston: One request that the board made at the last meeting was to send notices out to all the property owners in Hampton Heights and Beaumont. Staff is working on that. We have to print additional brochures, but there were, I think, 360 each neighborhood that we will send out. Brochures will be sent out to the properties.

Mr. Love: I was just going to add if anybody was interested in attending a conference, it's at the end of this month. You can e-mail me, or it's on the center website. There's usually at least one or two presentations that are pertinent to people that sit on boards, so if that's something that y'all

are interested in.. It's usually pretty good, even if it's not about boards and the people. But it could be something interesting.

Ms. Franke: Is it in Columbia?

Mr. Love: It's in Columbia.

Ms. Franke: Yeah.

Dr. Walker: I believe in the past, there are board members who've gotten CE credit for that, so you could go if you're trying that.

Mr. Livingston: You would need the certificate provided to keep track.

Dr. Boozer: Could we get the information?

Mr. Livingston: If Mr. Love could send it to me, I'll send it out.

Dr. Walker: Thank you.

Dr. Walker: Thank you. Any other questions for...

Mr. Michels: Thank you. Appreciate it.

Dr. Walker: Thank you. Okay, do I hear a motion to adjourn?

Dr. Boozer: I move that we adjourn at 6:44.

Dr. Walker: Thank you very much. All right, now on to the next meeting.

The meeting was adjourned at 6:44 PM



Dr. Melissa Walker, Chairperson



5-11-2023