

Meeting Minutes of the Design Review Board (DRB)
Tuesday, May 3, 2022 at 5:30 PM
City Council Chambers

The Design Review Board (DRB) met at City Hall Council Chambers on Tuesday, April 5, 2022 at 5:30pm. The following Board Members were in attendance: **Kevin DeMark, Lucy Lynch and Tori Wallace-Babcock**. Representing the City of Spartanburg's Planning Department was **Martin Livingston, Community Development Director; Tia Keitt, Planner II; and Nan Zhou, Planner I**. Also attending was **Craig Lewis, the City's Design Consultant**.

Meeting Called to Order:

Mr. DeMark: Good afternoon. My name's Kevin DeMark. I'm the Chairman of the City of Spartanburg Design Review Board. I'm going to call this meeting to order for May 3rd, 2022. Our first in-person meeting for, I think, almost two years. So thank you all for attending. Can I get a roll call of the attending members tonight.

Roll Call:

Lucy Lynch: Lucy Lynch.

Tori Wallace-Babcock: Tori Wallace-Babcock.

Mr. DeMark: Great. And per the Freedom of Information Act, public notification of the Design Review Board 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. Can I get an approval of the agenda as noted?

Approval of Agenda for tonight's meeting on Tuesday, April 5, 2022:

On a motion by Ms. Lynch and second by Ms. Wallace-Babcock, the agenda was approved by a vote of 3 to 0.

Approval of the Minutes from March 1, 2022:

On a motion by Ms. Lynch and seconded by Ms. Wallace-Babcock, the minutes of March 1, 2022, was approved by a vote of 3 to 0.

Approval of the Minutes from April 5, 2022:

On a motion by Ms. Lynch and seconded by Ms. Wallace-Babcock, the minutes of April 5, 2022, was approved by a vote of 3 to 0.

Mr. DeMark: Yes. Okay, great. So I'll sign those and get those into the public record. Seeing first we have old business, Martin, can you introduce the old business please?

The Design Review Board has received a request regarding Preliminary conceptual approval of the building's form, massing, and placement on the site for a proposed new mixed-use development, located in the DT-6 District at 127, 131, 143, 145, 147, 149, 153, 155, and 163 E. Main Street (Tax Map Sheet: 7-12-21, Lots 029.00, 030.00, 030.01, 030.02, 032.00, 033.00, 037.00, 038.00), from Applicant Mark Peters, M Peters Group.

Mr. DeMark: Great. Thank you.

Mr. DeMark: Can the applicant come up and introduce themselves and tell us where they live?

Dave Crabtree: I've seen you across the screen now for several months, and I know Craig, so we see each other on occasion. Martin, good to see you. My name's Dave Crabtree, I'm here representing Mark Peters and Peters Group and for our downtown Spartanburg development. And this is old business, but just giving you guys an update where we've tried to accommodate the previous comments, and I'm happy to walk you through everything if appropriate.

Mr. DeMark: Great.

Mr. Crabtree: It looks like here. Because this is redundant. Perfect. So, our vision and values is really continued to be around creating a texture and a scale and a local craft around the City of Spartanburg, pedestrian experience, comfortable density around community building and livable buildings, and really the human connection to the street and have a great place for people to really become part of downtown, but also tying into the comprehensive plan goals with assisting with startup businesses and things like that. So those are all really critical for us ultimately for this to be a transcendent and long lasting development. We build these things and they last.

Mr. Crabtree: Some of our prior studies of downtown, of the scale and the character that's there that we're really trying to build upon, particularly the alleyways and the corners and the open pedestrian throughways that we're reestablishing with this project. Historically, there were throughways this site. And then building around the character of rejuvenating downtown Spartanburg.

Mr. Crabtree: Our site here shown with the blue overlay. Main Street is closest to me, Broad Street is to the rear in this view. You see the Denny's building is an easy icon in this that always helps you figure out where you are. This is from Broad looking flying over top of the library. Again, freight yard, which isn't shown in here, these are older Google, it's the newest stuff you can get off of Google, but it doesn't show the freight yard.

Mr. Crabtree: Again, our site area and some of the preliminary zoning research that we've been doing. We're abiding by current conditions of streets that we're respecting, and some of the current where City Donut is there's current through

the Galleria there that we're bringing some of that character. And we also look to bring back some key tenants and continue to help local folks thrive.

Mr. Crabtree: We did inventories of all the storefronts existing, and so some are amazing, some are okay, and there's a couple that we are looking to replace that didn't have great historical qualities and those have been identified over our several committees we've gone through today. Those are further identified here in blue, where we would be adding back new facades to build upon the character of Main Street.

Mr. Crabtree: This is along Broad, and some of those facades, again, adding character, and particularly Broad Street has a great potential to become something that's a beautiful pedestrian street. I know it's hard to imagine today, because it's really treated as thoroughfare.

Mr. Crabtree: Some of the historical imagery. When you think about the Rex Theater that had an original open air gallery that you would walk through and interior retail and then a entry vibe, but also on the upper right, again, where some of the thoroughfares did actually come through the site in past years where the depots of the train rails came through.

Mr. Crabtree: And then also some of the scale. Actually the facades that you see today, much of their facades have been lowered. While the heights are still the same, the glass area is much lower than it was historically. It was probably 16 foot of glazed opening where now those have been lowered just over time historical innovation. So that was an interesting find.

Mr. Crabtree: Our basic diagram of how we're adding the residential buildings and then stepping them back and tearing the massing to bring some undulating character to the block, and the diagrams also on how we're allowing pedestrians to move through to connect between Main Street and Broad.

Mr. Crabtree: This is our conceptual site plan, and, again, some of our previously approved massing approach on how we would these buildings that we built upon. These were the case stories in similar scale of which, where people were adding in new, and so, again, we've been building off of this type of character, respecting old and new coming together.

Mr. Crabtree: Where we are today is really building around the idea of weaving old and new, and some of the characteristics of patinated and weathered materials that you would find in some of the old trestle bridges and find them out near Clifton Mills and other places throughout Spartanburg County area, and then also around the weaving history, some of the pattern making and things like that we're trying to include in how we design the facades has been very inspirational for us.

Mr. Crabtree: Being a total architect here, some of these diagrams of taking old weavings apart and learning how they put them together to then inspire how we design our facades. So it's very fun for us and hopefully inspiring for you guys.

Mr. Crabtree: Our current rendered views looking back towards the Giddings Building, we'll be back towards in the opposite direction along Main Street. And then here, this is where Venus currently was, freight yard just to our right. This is a case where we did, and I'll do camera one, camera two, it's something that was discussed is some of these may have some ability late at night to have closure. We don't have all those details worked out, but that was a comment we wanted to show what something like that could start to look like. So, camera one, camera two, open, close, and we've added scale to these facades, breaking down the and some of the character materials, the modern interpretation of the old plantation shutters and reclaimed materials that could be made of raw iron steel and things that feel familiar, but also look forward looking.

Mr. Crabtree: This is looking from the through our center block that's cutting through from Main Street to Broad. And again, this is now from Broad, that same throughway and see retail we would imagine. There's as small as 200 square foot pop up shops here. So again, there's an easy place for people to have a startup business that might not be able to afford a 2000 or 3000 square foot full service restaurant, and the size of spaces range from about 200 to about 25 to 3000 square foot.

Mr. Crabtree: The character we might have of an indoor/outdoor bar. Freight yard is just to our left in this picture, so again, this is one of those areas along the freight yard sideline. This is standing in front of the library looking on Broad, and again, you start to imagine how we could make that a very active street, get a place for the neighbors there, there's existing residential structures. Folks can come out, grab a cup of coffee, and there's a couple of places for some small scale retail along Broad as well.

Mr. Crabtree: This overlooks Main Street, and so this is a upper terrace second floor, which is currently... This will be the roof of our first floor because our two story buildings are really being treated as a single story so they can meet with current needs for retailers that need the 20 to 22 foot floor quad. So this is overlooking. You could imagine some of the residential amenities having access to this. We are looking into having... We have a potential anchor tenant that's still confidential that may have cool outdoor spaces there, and we're also looking at food and beverage folks that can help activate those.

Mr. Crabtree: Our goal is to make the ground floor and this floor feel like it's part of the city and this isn't a place where you walk through and it feels like this isn't for neighbors or pedestrians to walk through, it's really intended to feel accessible. And that is our goal too as a tenant strategy as well.

Mr. Crabtree: These, imagine the residential buildings are above those. Blow all that stuff away and just to show you some of the thoroughfares and how you might move through Main Street getting closest to us and Broad being behind. And so it breaks the retail down to be a much smaller boutique size, and that's very manageable to lease as well. You can imagine a small restaurant only needs 1500 to 2000 square foot, and you really have about 19,000 square foot of retail. And when you take some of that and make it coworking, and you have some of that also as lobbies for the residential, it really turns out to be street.

Mr. Crabtree: This is a big project for Spartanburg, I don't want to diminish that, on the scale of retail it's not a whole lot. Still, we need to lease it, have a good strategy, but it's not a giant block of retail. And just some other. As you cut through, these would develop further as retailers come in and they would say, well, we might want to modify how we put our signage and so on and so forth, and that's something you'll notice on this submittal, per your request. There's just a note on here that says, we're not asking if you see signage anywhere, we're not saying, hey, this is approval for the signage. We can come back to you for a separate deal. It's just showing for scale and character at this point. And any one that was, I think, distracting, the group certainly.

Mr. Crabtree: Again, this is the site plan. This is a basement plan, so there is a little bit of subterranean parking. The parking is private. This is the ground floor plan. Main Street is plan north, Broad Street plan south. We've done our best to nestle the parking in there so that you don't see it and also minimize the number of spaces. It's just a couple of hundred spaces. We have ground floor trash needs and things like that that are also coming along here.

Mr. Crabtree: This is going to be upper levels, and so this would be the roof terrace. We are looking at a potential creative office user that would be here, utilizing both of these floor plates, residential amenities, food and beverage opportunity here, and potentially one here, smaller level roof terraces that overlook both the retail alleys, as well as over Main Street.

Mr. Crabtree: To the rear, we do have a potential for more roof terrace back there, would be more for the residences floor plates as you up into the residential buildings.

Mr. Crabtree: These are much more technical, just how we distribute the units, and it's not so much impacting anything on our zoning. And then the typical floor plans and how we're doing the unit distributions. The goal is really to give everybody many opportunities for balconies and particularly overlooking Broad and Main, celebrating the porch as a main architectural feature for the residences.

Mr. Crabtree: This gives you some of the detailed views of elevations and materiality that we would be using, weathered brick, tumbled brick with gray or whitewashed natural materials, reclaimed wood where possible, and then simulated stone materials as well. And that is it.

Mr. DeMark: Craig, can you give us your take on the project?

Mr. Lewis: I'll be happy to. At the last meeting that was for information only, given the complexities of this project, this was an opportunity for the Design Review Board to get familiar with all the details. There are more details in this project than probably every project that you've dealt with combined in the last six, eight months, so I think it was important to be able to do that.

Mr. Lewis: There were a couple of key things that you all took a look at. I think the facades along Main Street, so we'll start with that one and take a look particularly at the openings. And David, if you wouldn't mind just going back to one of the perspective that you have along there. I think one of the discussion that we had last time was the size of those openings and the graphics and the elements that went along with it. They have reduced those sizes and changed materials and done some different things.

Mr. Lewis: You maybe remember the one in the center was a green wall that's been converted more to a metal screen at this point. It's also been lowered a little bit. All of them have been lowered just a little bit as well, so they're not as imposing as the ones were before. So I think that there's definitely been some evolution as those. Thank you, David.

Mr. Lewis: The next item was the tower design and from a Design Review Board standpoint, you all expressed general satisfaction with the approach, and so there really weren't any comments related to that and so nothing's changed on that regard. The last item was on Broad Street, had some discussions about what Broad Street looks like, where the garage area is, and there were some louvred areas that had been removed to be more open air.

Mr. Lewis: Can you show one that is the more eastern part? Yeah, that area. That's been opened up a little bit from what it was before.

Mr. Lewis: Those are the three big items that the board gave to the applicant to take a look at. So there are a few other cleanup items that they did on this application. As I noted, there's some rooftop amenities that showed up on one drawing but not another, so there's some clarity around that. And then there's just a couple other items that are less design, but more just passing along some information. And we did have some discussion about that.

Mr. Lewis: Mr. Crabtree mentioned gating certain entries and how they're going to maintain security over time, and that's just obviously something for them to manage how they deal with that. That's certainly a final application issue. Nothing that has to be dealt with right now. There's some other interior retail space tenanting issues that are less design and more just market and how they want to attend to those issues more on their side.

Mr. Lewis: As long as you all are comfortable with the design, they've got everything they need for preliminary review, so we do recommend preliminary review at this time.

Mr. DeMark: Okay, great.

Mr. Lewis: The applicant's clients are here, if you have any questions. Just in time.

Mr. DeMark: Do y'all want to say anything? We've just introduced your project. Can you stand up and introduce yourself, please?

Mark Peters: I'm Mark Peters. I just wanted to say thank you for taking your time and reviewing this with us. Our objective is to deliver something really unique and cool for Spartanburg and that's what we're trying to do, so thank you.

Mr. DeMark: Okay, great. Thank you. Open it up for public comment. Anyone here to speak in favor of the project?

Mr. DeMark: If you could just restate the question so we can capture it.

Mr. Crabtree: I think the question was, when would demolition start. We don't have precise dates on that, we'll have about another year of design work, because these are pretty large, complex projects. So I wouldn't anticipate anything noticeable prior to that.

Mr. DeMark: Anyone else? Yes. You're welcome to come to the podium and introduce yourself.

Donna Holcombe Burdette: My name is Donna Holcombe Burdette, I'm an architect and land planner in 80's to start refocusing on downtown. It's been a very long haul. I am thrilled that the critical mass finally came, that nobody ever read the economic statement, things failed. And I'm excited that a project of this complexity has arrived.

Mr. Holcombe-Burdette: We haven't done this since the Denny's building, and before that it was the 1920s. So it's cool. I do have a few little design comments I made when I spoke with the design team earlier, but, yes, welcome. I meant to send Chris Story a Christmas card because I live downtown. But I was fussing about the traffic I thought, wait a minute, we've worked for this for 30 years. This is fine. Because when the team came and they brought the transportation specialists from Boston and the urban designers from San Francisco and they're writing things down, people complain about stuff and going, you can get from the east side to the west side, are you kidding me? It's all on the perspective, but thank you and you're welcome.

Mr. DeMark: Thank you. Anyone else for the project? Anyone to speak... I'm going to close the public hearing as for, is there anyone that would like to speak against the project? You're welcome to the podium.

Ms. Sylvelie Franke: My name is Sylvelie Frankie and I've been in Spartanburg for 25 years. I lived first downtown above what's now the and now I live in Hampton Heights. I really like my little town. I understand it must grow. I'm not against progress. I'm looking forward to more vibrant downtown. I love the pedestrian corridors that is going to be added. That makes me very happy. So I'm altogether for the project, but I'm standing here because I do not like at all the rendering. For me, these three massive buildings are very expensive when you look at the pictures. There is a setback, but to me, they swallow the soul of Main Street and all the historic buildings that they now sit on. And to me it looks a little like a lot of that has writing on it.

Ms. Franke: Also, I do not really like the gray and then all the steel. It doesn't represent Spartanburg at all. It almost called to me like a prison. I also don't really understand why the three buildings have to be exactly the same. I feel like it would make much more sense if it would not be exactly identical and it would be a little bit of play in the materials and the design that's been used so that it's not so massive and, again, overpowering in the lower section that is being saved.

Ms. Franke: Personally, I love modern. I love contemporary. I know that it can mix really well with historic structure, but it can also be warm. Modern doesn't have to be cold and antiseptic like what I'm seeing of the towers, the three towers themselves. That's what really scares me.

Ms. Franke: In the November meeting I was in the Zoom and I saw some of the examples that were presented, there was that Chophouse Row in Seattle. I was super impressed. I was looking forward to that. I do not see that at all. Again, on the upper part, the lower part is great. All the living space is wonderful. I'm talking about the three towers.

Ms. Franke: I'm here, I'm standing just to say, is there a chance that the architect could go back to the drawing board and rethink the three towers? Thank you.

Mr. DeMark: Thank you. Anyone else against the project? Seeing... Wait, one more. Introduce yourself, please.

Jenny Gilbert: Hello. I'm Jenny Gilbert.

Mr. DeMark: Hi.

Jenny Gilbert: Hello, I'm Jenny Gilbert. I live in Hampton Heights and I just want to say that I'm also not opposed to the project either, but I am really

concerned on how it looks. I know that the developer said that he wanted to bring something unique to Spartanburg, but this is not unique at all. This screams Greenville, Charlotte, Atlanta. Every other city has already done this.

Jenny Gilbert: I just would love if we could look at some of the true character that makes Spartanburg, and maybe just give it a little more character. We've lost a lot of character with growth. All big cities have lost character with growth. And I think something that we all really love about Spartanburg is the character. I mean, we moved from Greenville to Spartanburg because it had so much character. That's why we wanted to live in an old neighborhood. So this was a little bit sad to see that it looks just like every other city. I mean, I think we could do better. I think it's great. I think we need it. But I think we can do better.

Mr. DeMark: Thank you.

Mr. DeMark: Anybody else?

Ms. Holcombe-Burdette: I just want to say we're all excited about it, but when you get to the street level, and I spoke to the design team earlier about it, we talked texture, this is the granite region. We talked scale and the charm of Main Street. And I understand the need for the volume for the two story spaces within the interiors, but at those large square panels, I mean it's right out of Las Vegas. It's like billboard. It's not a building facade with what Professor Morales used to call values. It's just on a street that is predominantly two story and has rhythm and a play of openings and finishes that was all of what item two of their vision was, but it's just not there yet.

Ms. Holcombe-Burdette: Don't misunderstand Sylvie, she loves grays and she loves whites. I'm the one that introduced color with four main houses in Hampton Heights, because everything was white and yellow and now it's multicolor, but it's just paint. But I don't know the development budget, but somehow these verticals that are two story and scale and large without being storefronts with glass, part of it. I get it, but it's just a little Cordon Bleu brutalist for me. Thank you.

Mr. DeMark: Thank you. Seeing no other folks opposed, I'm going to close the public hearing.

Mr. DeMark: I'm going to close the public hearing. Now, our board can ask questions and any comments. Lucy? Took lots of notes, so I'm expecting this whole something.

Ms. Lynch: No. Actually, I kind of agree with Miss Franke and Gilbert. I'm also so for the project, because this is such a great thing for Spartanburg. I agree about character. I think, and this might just be more of a general comment about the development that we're about to see in our downtown going forward, I think

the idea that we have to have all this modern architecture to attract young talent, is just not based on real information. And that's something that we've heard in this setting many times. I think young people are concerned with sustainability and the longevity of these buildings, and character is huge. So, I'm a little bit concerned about the character too, but I'm real excited about the project so I don't know if that's elusive.

Mr. DeMark: Tory, any thoughts?

Ms. Wallace-Babcock: I believe Lucy and I said this in the last meeting, it's kind of the same thing, is that the Towers are not my taste either by any means. And I appreciate the change and the fact that they are probably going to be the most modern thing on the block or in downtown, and I don't mind that. Because I don't want us to become Greenville, where we have the same apartment complex in three different spots in downtown. I don't want that. So it doesn't bother me quite that much. Even though it's not my taste, it's different than anything else we've seen and I like that part.

Mr. DeMark: Okay, so my thoughts. In general, I think I like the evolution that we've gotten to thus far. I think the downsizing of the scale of the signage and being able to close off some of those vias when we're not open, I think that's important. I want to take what the public is saying and encourage the design team to make sure that the Tower has some flair, that's the word I'm going to use, some flair, not just one stark color. I noticed in some of the renderings, it seems like there are balconies, but in the plans, it doesn't show balconies, so there's some disconnect there for me. Is there the ability for someone to get outside, or are they stuck in their fishbowl? I think you will find that opening up the window and going outside and enjoying Spartanburg is something that people like to do and to me, it's just a big glass box and that's really not what you've been talking about so I encourage you to show that more.

Mr. DeMark: The one question I had for Craig was, in the rendering it shows that the sidewalk along Broad seems wider, and is that something Broad is changing? No. So, that's incorrect in the rendering? The Broad Street sidewalk is five and a half maybe six feet, but they're showing it as a car's width or more?

Mr. Lewis: Yes. Some, and I think that there's some resolution that has to happen. Some of that area, the on street spaces go away. Not necessarily in this image, but as it gets closer to the garage openings, the on street spaces are going to go away for sight distance. But I think that image shows what it is out there today.

Mr. DeMark: Okay. That's a better image, that other image that we saw further back is deceiving a little, not deceiving, but doesn't show exactly right. I do like how we've toned down the garage. I think that looks a whole lot better. I worry a little bit about how modern the backside looks. Granted, it's more infill on the backside, but I just wonder if we take some of the look of some of those facades

that are on Main that we're not ... that we're taking away, and could be replicate those on the backside. I know that seems really strange from a historical perspective, but I just wonder if looks very, very modern on the back and almost like it doesn't meet the contexture of the rest of the rest of the neighborhood.

Ms. Lynch: I think it's the backs of the buildings, the other two units are really beautiful.

Mr. DeMark: The Montgomery Ward.

Ms. Lynch: Yeah.

Mr. DeMark: Yeah. I just worry that that side looks like, I was recently on Lincoln Road and Miami, and it looks like ... I don't know. It doesn't look like a good rendering of Broad. It looks more like Charlotte or one of those big cities. So I think if we could tone that down a little bit, I think that would really help and with the context of what's going on there.

Ms. Wallace-Babcock: Kevin, are you saying that Venus on the spec list?

Mr. DeMark: I'm not necessarily saying that. I'm just saying, is that the only one they're getting rid of?

Ms. Wallace-Babcock: No, it's not. As you were saying that, I was like, the color and the tile pattern would probably fit in with that modern look.

Mr. DeMark: No, but I'm just trying to say, I don't know, it just doesn't look like we've spent a whole lot of time on the Broad Street side, which we talked about early on. The Broad Street side is very important. We needed to make the connection from the front to the back, creating these vias, all that is important but also making sure that it's a walking street and it's an exciting walking street, I think is important. There's going to be apartments down the way. There's going to be apartments here. There's other apartments down that way. If we're really trying to make this a pedestrian path, we want it to be not just the back of a building.

Ms. Wallace-Babcock: I second that motion.

Mr. DeMark: Yeah, that's fine.

Ms. Wallace-Babcock: I'm a neighbor looking at that side of the street, so there's a whole lot of us that live over there, and look down.

Mr. DeMark: I'm okay with proceeding, if you all are. I think they met all the things we've asked them to do.

Ms. Lynch: Yes, they did.

Mr. DeMark: I encourage them in their final to address the back, and to address what the public is saying, which is very important, is can we tone it up or tone it down or add some flair a little bit? I think without breaking the bank, I think we can do that. I think as we get closer to the final true representation of the materials brought in person is very important. We've done that before. We're not picking colors here. That is not what we do. We don't pick colors. But we do

want to see the texture, the feel, the understanding that we're going to get a building that's going to look great for the next 100 years. And Spartanburg is a 200 year old, almost 250 year old city. We need to see something that's going to last, okay? Good. Can I get a motion to approve?

Ms. Wallace-Babcock: I make a motion to preliminarily approve this project.

Mr. DeMark: I second it. All in favor say aye.

Ms. Wallace-Babcock: Aye.

Ms. Lynch: Aye.

On a Motion by Ms. Wallace-Babcock, seconded by Ms. Lynch, the preliminary conceptual approval of the buildings form, massing, and placement on the site of the proposed development was approved.

Mr. DeMark: Aye. The ayes have it. The preliminary approval is approved. If Martin, you will issue the letter, that would be great.

Mr. Lewis: And Mr. Chairman, just for clarification, as you know, we have a two step process. So it'll be coming back for final approval. It sounds like based on my notes, for them to take another look at the Tower design and detailing of that, based on the comments that we heard from the public and what we heard from the board, and take one more look at the Broad Street elevation, particularly the garage side, I think that's across from the Library Lofts.

Mr. DeMark: Yes.

Mr. Lewis: Okay. All right. Got that?

Ms. Wallace-Babcock: I would one clarification, is the question about the curbs. It's showing at least the current curb lines, and in fairness to renderings, renderings can sometimes just distort based on that, so I don't want ... The current curb lines were just based off of what we found from the existing surveys and things like that.

Mr. DeMark: Could it be, and I don't mean to interrupt you, could it be that that building is slightly ajar on the site, giving it more width further down the street than it has?

Ms. Wallace-Babcock: What's interesting about Broad is the elevations are all in one point. There's about a four foot jog where some facades push back and some push forward. We'll continue to look at that.

Mr. DeMark: I think when you get a civil engineer involved and y'all figure all that technical detail out.

Mr. Crabtree: I just wanted to be sure we're using the best data we have to date. And the other question about balconies, they are at all levels. In fairness,

they're not accurately shown in the plans. What you see in the renderings is right here.

Mr. DeMark: That's okay.

Mr. Crabtree: Because they're at different places on different locations in the floor plans. The floor plans don't show every single balcony, so the renderings are accurate in terms of yes, there's a lot of balconies.

Mr. DeMark: Perfect. I just wanted to make sure I understood that, because when you look at the two, we got this packet before. I'm looking at it and I'm going, something is not ... In the past, we've looked at things that were mixed in the packet, we've approved it, and then they came back with, "Well, that's not what it was." So I wanted to make sure.

Mr. DeMark: Sure. Thank you very much. Martin, can you introduce the next project, sir?

The Design Review Board has received a request regarding Full and Final approval of a development on the site in the DT-6 zoning district for a proposed addition to the First Baptist Church of Spartanburg Hanger Gymnasium - Phase I located at Dunbar Street (Tax Map: 7-12-18-068.00); David Dennis, First Baptist Spartanburg – Applicant, Owner / Mitch Harding, HH Architects – Agent.

Mr. DeMark: Great.

Ms. Lee: Hi. My name is Yoosuk Lee with HH Architects. We are from Dallas, Texas, and we mostly do religious design.

Mr. DeMark: I'm sorry. Hold on one second. Martin, can we get some quiet outside, please? I'm sorry. I just want to make sure we're getting everything in the record. Thank you. I'm sorry.

Ms. Lee: We're happy to be here. This is my first time visiting Spartanburg, and this is a nice downtown, that I so great to present this project. This is First Baptist Spartanburg Hangar building, next to the existing gymnasium. Okay. This is the site plan. This is the existing church and this is the existing Hangar building. Across the gymnasium, there's a public bus station and over here is a public water system building, and that's Dunbar Street, that's Liberty Street.

Ms. Lee: So we are proposing a new gymnasium next to existing Hangar building on top of the existing parking lot, in line with Dunbar Street. So as you see, the dark blue is the existing building, and the light blue shows the new proposed building blueprint. It's about 50,000 square feet, about half of the existing building, and yeah, this is a first full plan. As you see, this is the

existing Hangar building with a four story education building on the bottom of the south side, and you have a large café with a plane hanging inside it. And we're suggesting a full size basketball court in the lobby space and some practical spaces, a shower restrooms on the left side. And that's showing the existing complex, that's the second story and that's the third floor existing building, and that's a new roof.

Ms. Lee: With the elevation, the building materials, we are using same standing metal seam roof where they have the curved roof. So we are adapting the same language of that, so that's the metal seam roof and also we're using the same panel that they have here. So we are using that material as an accent and we also have the windows bringing some light inside the gymnasium. And also, where we have practical spaces like the showers, we're using solid wall, same brick as what they have on site.

Ms. Lee: In light of the preliminary review, one of the comments was that facing Liberty Street, we are showing a brick solid wall, but one comment was it's too blank. So what we suggest here, we just have some other options but we finally propose that we wanted to have some murals with the lights on top. So murals, we can commission to local artists, so they can have some Spartanburg cityscape or history of Spartanburg, whatever. This mural can show the characters of Spartanburg, so the church can connect with the community and the church. So that's what we're suggesting for the Liberty Street facing.

Ms. Lee: So this is rendering. This is Dunbar Street and Liberty Street, the corner, that little bit of a mural showing as a placeholder. I think they will do a great job with the wall. So that's metal panel that are already in the site as existing Hangar building, so it will be same material and same metal fencing on new gymnasium. And that's the view from the plaza level, so that's new lobby space with a new gymnasium, and that's existing onto the left. That's existing education building, four story existing education building. So that's another view.

Ms. Lee: Yeah. This building section, we're using the same brick, solid wall. We already have a brick wall and windows, and we have a brick panel and curved roof. I think Chris will come up to talk about the landscape and civil plan.

Mr. DeMark: Okay. Great.

Mr. Sawhill: Chris Sawhill. All right. So what we're looking at is our render site plan. I'm just going to mostly talk from this. It has changed a little bit since the last time you guys saw it. The building has expanded north it's going to change a bit. What we're proposing is a one way drive off of Liberty Street, with ingress traffic coming in there, and then egressing onto Commerce Street. We're providing a drop off area right in front of the steps leading up to the plaza. And then with about seven on site parking spaces, and we're providing two bike racks, which can support up to four bicycles.

Mr. Sawhill: We're connecting to both public sidewalks, the one at Liberty Street, right here at the corner of the building, and the other one going towards Commerce Street. We're providing accessible paths from parking and the ramp where you can either choose to move left or continuing straight, taking a right and ending at the drop off area, where you can go up the switchback ramp, up to the plaza which is in the landscape channel. We are proposing several concrete walls here. There's already a wall, it's going to be 30 inches in height, with the tallest portion of the wall being about six feet, and that's where it attaches to the existing Hangar building over here near the sidewalk.

Mr. Sawhill: In regards to the landscape plan, we're proposing three street trees, two on Liberty Street, one on either side of the new curb cuts and one over here next to Commerce Street. We're buffering the parking lot from the roadway. That's required by code. And then providing some nice supplementary plantings around the building, and then what spaces remain between the building and the existing sidewalk, we're doing our best to emphasize the mural and highlight the best we can the space. This is the black and white site plan-

Mr. DeMark: I'm sorry. Just one second. Did you say that the building did push out further than it was before, or just planned north?

Mr. Sawhill: Planned north.

Mr. DeMark: Okay. Sorry.

Mr. Sawhill: Yeah. The Liberty side street is the same.

Mr. DeMark: Okay.

Mr. Sawhill: And this is impossible to see.

Mr. DeMark: We get the gist.

Mr. Sawhill: Okay. So this is the grading and utility plan. I have David here if you have any specific questions. We're not retaining a net less impervious surface than we were before. If you have any specific questions, David is available to answer questions.

Mr. Sawhill: And here's the black and white site plan, where you can see what we are talking about, you're seeing some of the plaza here. The plaza design, I'm not going to say it's final but this is our intent, and we're repeating the nature of the walls, which reflects some of the perpendicular elements in the building itself.

Mr. DeMark: Great. Thank you.

Mr. Sawhill: Yeah.

Mr. DeMark: Craig, can you ...

Mr. Lewis: Yeah. This is pretty straightforward as they mentioned. They did take a little bit extra land, before they had head in spaces on both sides, so

they've just got the angle on the one side now. That's really the biggest plan change. And then the accommodation for a mural on the Liberty Street side, which I think is going to be both impressive and important on that side. So this is their final approval and we recommend approval.

Mr. DeMark: Great. Public comments? Anyone want to speak in favor?

Mr. Figueroa: I'd like to make a comment.

Mr. DeMark: Sure. Can you come up and introduce yourself?

Mr. Figueroa: My name is Omar Figueroa. I'm a city of Spartanburg father, husband, grew up around here. The comment I just wanted to say is if we're trying to go towards coming out of the city towards bicycles, I know this is just church and it's a gym, why aren't we adding more spaces for bicycles? Is this a gym for the public, or is this a gym for the church?

Mr. DeMark: I think it's for the church but I don't want to speak out of turn.

Mr. Figueroa: I can see the City accommodating to that. If we're adding all these pathways for bicycles, it seems a little strange. Or maybe we have surrounding areas for plenty of that.

Mr. DeMark: Thank you very much. Can you sign in please, just so we have your name in the record?

Mr. DeMark: Anymore in favor? Seeing none, anyone opposed? Seeing none, I'm closing the public hearing. Any comments from the board?

Ms. Lynch: I think it's an extension of an existing building, it seems to really go with the existing building as well as in terms of looking at the original. I think that the mural along Liberty Street will be nice, and this gym will be an asset to the youth of First Baptist.

Ms. Wallace-Babcock: My concern again is this Broad Street side. I think our last comments were that we were very concerned about the blank wall, and it seems to only have gotten longer. I know we're adding a mural but we've gotten longer and it's still... We have no trees between the front of the building and corner, because there's again no room. I do believe that there's some utilities on that back corner that would not permit trees in that location. But how far are we off the back of, what I assume was a five foot sidewalk?

Mr. Sawhill: Four to five feet.

Ms. Wallace-Babcock: And how tall is it, at that location?

Ms. Wallace-Babcock: ... feel like just walking down there, to me, would be kind of still imposing, even if it was bright and colorful on paint.

Mr. DeMark: So the concern is more the-

Ms. Wallace-Babcock: The concern is more of the feel on the sidewalk and the public right of way-

Mr. DeMark: The other side.

Ms. Wallace-Babcock: It is a big, blank wall. Has there been any, again with how close this is, have traffic triangles been placed on this to make sure that we can see appropriately down the streets?

Mr. Lewis: Can't answer that one.

Ms. Wallace-Babcock: Hm?

Mr. Lewis: Can't answer that one.

Ms. Wallace-Babcock: Can't answer that one. Okay. It seems very close. So-

Mr. Lewis: It's signalized at that intersection, so it's less of an issue.

Mr. DeMark: It's an existing signalized.

Ms. Wallace-Babcock: Yes, okay. So it is-

Ms. Lee: 18 to 20 feet, yeah.

Ms. Wallace-Babcock: 18 to 20 feet, over that side

Ms. Lee: On that side, on the Liberty side.

Ms. Wallace-Babcock: Over approximately nine feet between façade and the curb.

Ms. Lee: Yeah.

Ms. Wallace-Babcock: That's my concern.

Mr. DeMark: Can you go back to the elevation along Liberty?

Ms. Wallace-Babcock: Yeah, Liberty. Sorry. I apologize. I think I said Dunbar.

Mr. DeMark: Liberty is the back street.

Mr. Lewis: The challenge with this site is it's three back streets.

Mr. DeMark: Exactly.

Mr. Lewis: Liberty, I would say is the most redeeming of the three streets, only because it's across the street from the transit center, but that's also not a great façade. It's the sawtooth curb on there. And really, there's very little up and down that street.

Mr. DeMark: Right. I don't want to say this, but it's almost like an alley.

Mr. Lewis: It is. It's three alleys.

Mr. DeMark: That road that's between the Main Street block and the front of that, if you want to call that, that's really not their front, they consider it their back. But that's really a very utilitarian road.

Ms. Lynch: But, I think going forward, we probably don't want it to be that way, because it's going toward Barnet Park, the Dan trail is there, Chapman Center.

Mr. DeMark: But that façade though is jazzier. No, no. Not that one.

Ms. Wallace-Babcock: Yeah, the south.

Mr. DeMark: The south elevation-

Mr. DeMark: ... is definitely-

Ms. Wallace-Babcock: That one had less concern.
Mr. DeMark: ... feels-
Ms. Wallace-Babcock: Yeah, that one's less concern.
Mr. DeMark: ... better than the-
Ms. Wallace-Babcock: The brick.
Mr. DeMark: The brick. Right?
Ms. Wallace-Babcock: Yes.
Mr. DeMark: I mean-
Ms. Wallace-Babcock: That one, I would assume has some-
Mr. DeMark: I mean, it gives some excitement. There's some...
Ms. Wallace-Babcock: Even with emergency lighting there would always be some kind of light coming through there and get some kind of-
Mr. DeMark: Right.
Ms. Wallace-Babcock: ... element of safe feeling as you walk down that street.
Mr. DeMark: Right. Yeah.
Ms. Wallace-Babcock: So that one I'm not as concerned about. The south elevation. It is the west elevation. I apologize. I got my streets wrong that I'm concerned about.
Mr. DeMark: So where they're going to put the mural, did they come up with... What's the material?
Ms. Lee: Brick.
Ms. Lee: So, brick, so brick wall.
Mr. DeMark: But the green is what?
Ms. Lee: Oh, just a representation of the potential art. It depends on the local artist that it can be broken into panels.
Mr. DeMark: I got you.

Mr. DeMark: Are those light troffers up high, or what is that?
Ms. Lee: Up high. Those are light fixtures.
Mr. DeMark: Light fixtures that accentuate the mural.
Ms. Lee: The murals. Yes.

Mr. DeMark: And that's that. That's 20 feet high?
Ms. Lee: Yes.

Mr. DeMark: Is that what you were asking before?
Mr. DeMark: That's what we've got. But the base of the building is five feet or bigger? From the sidewalk to the start of the brick is how far?
Ms. Lee: It's about six... Oh, the distance or the height?
Mr. DeMark: The height.
Ms. Lee: Height is about five to six, yes.

Mr. DeMark: When they grow. And then the mural will be above.
Ms. Lee: I think that light is not issue because of all this light on top. It's going to shine down, so obviously, it will wash the mural, and at the same time, it gives the street some he light in that area.

Mr. Sawhill: We didn't specify the type of plants that will cover up the brick on the side, so that's just a blank face. So, there'll be more framing.

Mr. DeMark: Okay.

Mr. Sawhill: We just don't have details on exactly of the plants.

Mr. DeMark: That might be helpful to soften that a little bit and make it less...

We don't know that the mural's the entire width of that-

Ms. Wallace-Babcock: No, we don't.

Mr. DeMark: ... thing. Right? So-

Ms. Wallace-Babcock: And really, now we're talking... I guess we're now talking more about plants that could be up that... I mean, if you're talking about... I'm thinking about human scale, so if that brick doesn't start till six-foot then that's top of my head.

Ms. Wallace-Babcock: You won't see the mural.

Ms. Wallace-Babcock: You won't see the mural as you walk by, first of all, and so I guess then my next question is what is the vegetation? Because I had assumed that was pretty low vegetation in... But we didn't see any renders of it. We didn't see exactly... Couldn't tell what it was either, so I don't... I guess now I'm trying to figure out what the pedestrian view is.

Mr. DeMark: I don't think there is a pedestrian view. I could be wrong. Is there a lot of pedestrian traffic there though?

Ms. Wallace-Babcock: I mean, it is next to the bus station.

Mr. Lewis: A lot of parking lots. Not a lot, but there's a lot of housing that's going to go in one block right across from the other project we were just talking about a few block... George and all the housing that's there. So it's going to change in terms of, but the building forms are probably not going to change a whole lot. But the activity's going to change. The bikeway is the next block over on Converse, so in terms of the city's investment on the streetscape and just kind of focusing it's one block over to the east. But I think you make a lot of really good comments with regard to that sort of we'll say water table, extended water table height. Can that be brought down to something that feels more like a 32-inch water table height, as opposed to something that's... Which I think should be a relatively simple proposition, and that may help to address it.

Ms. Wallace-Babcock: Yes.

Mr. Lewis: Because that'll bring the mural down.

Mr. Lewis: It takes less pressure off of the landscaping so we don't have over-shrub it. And then you can think about lighting in that area.

Ms. Wallace-Babcock: I think I'd be more comfortable with that. Yes.

Ms. Wallace-Babcock: I mean, again, kind of just trying to think of human scale and walking down the street.

Mr. Lewis: Great comments.

Mr. DeMark: So, we still think though that we can give them approval pending those minor changes?

Ms. Wallace-Babcock: I think so.

Mr. DeMark: Okay. Can I get a motion to do that?

Ms. Wallace-Babcock: Aye.

Mr. DeMark: But you got to outline what it is you're saying.

Mr. Lewis: Yeah.

Mr. DeMark: And I'm going to let you do that.

Ms. Lynch: Okay. I'll try. I move that we give this project final approval with one condition, that they reconsider the water table height at the south... west elevation.

Mr. DeMark: The ayes have it, so it'll be approved tonight pending if you could just modify the water table. Shoot the final document to Martin and Craig so that we can see it. It doesn't have to come back in front of us. Just staff can approve it. We just want to make sure that that's part of the approval.

Ms. Lee: Thank you.

Mr. DeMark: Thank you.

Mr. Lewis: That's good. Very good.

On a motion by Ms. Lynch, seconded by Ms. Wallace-Babcock, Final approval of the development was granted subject to revisiting the water table height at the staff review level.

Mr. DeMark: Martin, can we go on to the next project, please? Thank you all for coming.

The Design Review Board has received a request regarding Preliminary conceptual approval of the building's form, massing, and placement on the site in the DT-5 zoning district for a proposed mixed-use development located at 300 Aden Street (Tax Map: 7-11-08-147.00); Simon Tuohy, Aden Bonded, LLC – Applicant, Owner / Kevin Davis, Johnston Design Group – Agent.

Mr. Davis: Good evening. I'm Kevin Davis with Johnston Design Group. I'm glad to be here.

Mr. Davis: And I'm excited to present this project. I'm glad we got so many so we'll get them involved in the conversation. Most of you are aware of the location of this project, but now I'm bringing this to your attention.

Mr. DeMark: If you could go over that. I visited the site today and was a little lost, so I got there, but I was... It was not easy. And what I looked at, I'm not

sure it was the right thing, so if you could just help us. And maybe, Martin, if you could pull up Google Earth maybe that might help.

Mr. DeMark: I'm not sure I knew which building it was. I saw the sign, but I wasn't sure because the sign's on a blank block.

Mr. Davis: Right. Yeah.

Mr. DeMark: So, sorry.

Mr. Davis: I think Google's the right answer. I mean, the base looks when you take an industrial warehouse building and revitalize it.

Mr. DeMark: Okay.

Mr. Davis: That's the plan. Now, if you visit the site that's probably the best way to really get a feel for this building. We've got some photos. It's a very large site. It's about 200,000 square feet of footprint. You can't really utilize the entire structure, so we would be... we're creating two different spaces with 95,000 square feet or so. The overall development is going for a new markets tax credit, and the historic tax credit as well. So, obviously, that's going to govern a lot of our options with the building. We are limited with what we can do cosmetically on the exterior.

Mr. Davis: It is quite industrial in nature. It's a concrete structure with actually with very interesting to an architectural nerd, a very interesting roof structure. It's woods beams that are about three feet deep that, unfortunately, they've all failed in some way, so we can't really save them. We will try and incorporate that structure, however, to be historical.

Ms. Lynch: Can you talk into the microphone?

Mr. Davis: Oh, I'm sorry. Yeah. Well, I'm having some trouble with my voice today too.

Mr. Davis: Yeah, the structure is primarily concrete with some clay walls, but we'll be restoring most of that to what we think is its original condition. And we'll have to replace most of the roof structure that was originally wood with mostly steel frame section of roof structure. The structural engineer still has to investigate thoroughly.

Mr. Davis: The building to the left of that is a church

Mr. DeMark: Yeah, so when I got here, that's the church, but that's not the building.

Mr. Davis: That's correct.

Mr. DeMark: Oh, it is the building?

Mr. Davis: Well, the church remains, and that's not the project. The project kind of goes around the church. It's what you see in the background there.

Mr. DeMark: Okay.

Mr. Davis: Across the parking lot.

Mr. DeMark: Okay.

Mr. Davis: That's actually the warehouse.

Mr. DeMark: I drove over there, and I looked and there's a big water tower-looking thing that says Aden Bonded Warehouse, or something on it?

Mr. Davis: To the right of that's the water tower.

Mr. DeMark: Yeah, yeah, yeah.

Mr. Davis: That'll remain in place.

Mr. DeMark: Okay.

Mr. Davis: And all of this low structure you see here, which it's about 20 feet tall. The interior space is around 19 feet here.

Mr. Davis: There's two exceptions. The water tower, obviously, and there's a little building right there that's hard to see through the vegetation. That's a smaller building.

Mr. DeMark: I'm sorry. Could you speak up a little bit?

Mr. Davis: I'm sorry. Yeah.

Mr. DeMark: Okay. Sorry.

Mr. Davis: We were looking... Just imagine here's the church. Here's the water tower, and then building in the background. So these areas are about 50 feet wide and about 200 feet long. This is the open bay area, which is just covered with a steel canopy, and then the interior space continues this direction, so it's a very, very large facility. This is just the existing condition here and the new plan is here.

Mr. Scardo: Hi. I'm Eric Scardo. I was the primary land planner from Seamon-Whiteside to work on this project, and I'm super excited about this project. I think it has the opportunity to really bring a nice flow to this area of town. Essentially, what you're getting here is a very straightforward site plan. This, I believe it says on there, is DT5, so what we're trying to do if you look at Preston Street is to incorporate a streetscape. 12-foot streetscape zone there that is in DT5. I'm trying to increase that walkability to and from downtown area and adjacent areas and provide angled parking so that we can maximize parking along the street and kind of provide an urban feel to the site.

Mr. Scardo: We have two access points off that drive. Both are ingress and egress, which primarily open up to areas for parking. And these areas have been maximized to benefit the tenant upfits that are necessary for this site, so we're pretty much utilizing all that vacant space now, trying to utilize it as parking so that we can provide for the tenants. If you look over to the bottom on the side, you'll see back area and loading zone with some additional parking back there. That is also going to double as fire access.

Mr. Scardo: We move on over to the entry board, which is that white rectangle right there before that drive kind of turns, and that is a drop-off area.

Mr. DeMark: Can you use the mouse? I'm sorry. I'm not sure I...

Mr. Scardo: So, right here we're posing a drop-off area to provide unload and load, that kind of thing.

Mr. DeMark: So, when you drop off, are you driving through that space or just-

Mr. Scardo: That is a... Yeah, so there's actually an awning. That white area right there. This is actually an awning, and right now we're proposing on keeping that awning and actually driving through it. It'll be a fairly unique experience because as you come in you kind of have that unique feel of being under the structure. That is going to be a drop-off area, which opens to the plaza. You'll see all this in the other plans as well.

Mr. Scardo: But essentially, we have a nice parking lot there to accommodate easy walkability for commuters, and then kind of weave your way around this way. This is the back parking lot that is going to be incorporated inside the existing shell of the building. Just walking through with some potential for some dumpster enclosures and stuff like that.

Mr. DeMark: So, does the structure stay or does that get demoed?

Mr. Scardo: I believe the walls would stay, and Kevin can kind of speak to that.

Mr. Davis: Yeah, I can show you on the floor plan.

Mr. DeMark: Okay.

Mr. Davis: Basically, the walls stay. Some of the roof remains. Some roof gets replaced. But some roof gets removed to create basically exterior space, but the concrete walls will remain around that space.

Mr. DeMark: Okay.

Mr. Davis: So, that's what happens with the parking lot that you see there.

Mr. DeMark: Is that the intent that the drive-through goes from the plan west to the plan east, or that's not the case?

Mr. Scardo: The case is really for it to come to be... really mostly to be flexible, honestly.

Mr. DeMark: Okay.

Mr. Scardo: But ideally, because of which way the drive-through opens up, traffic dropping off most likely will be coming from the northeast side.

Mr. DeMark: Okay. Keep going because I think I'm a little lost, but keep going and maybe I'll figure it out.

Mr. Scardo: Yeah, and for reference, because I think I'm zoomed in way here, this is the future TK Gregg fields.

Mr. DeMark: Okay.

Mr. Scardo: I believe Ted Nygard is helping with this project, and he's proposed soccer fields here, and we're working with him to tying them to the community center so we're on the same page when people are out there. So, our parking up there reflects a relation to his plan-

Mr. DeMark: Gotcha.

Mr. Scardo: ... so it's seamless integration.

Mr. DeMark: I'm a little lost but keep going. Keep going and maybe I'll catch on.

Mr. Scardo: Please let us know if you have any question on the site plan. But essentially the bottom line is we're maximizing the space here to accommodate tenants and the use of this space. And then we're also going to provide streetscaping along Preston Street.

Mr. Davis: And some of the meters around the side of the site are to get fire access.

Mr. DeMark: Right.

Mr. Scardo: Yes. So, over here, this is... We need this for fire access.

Mr. DeMark: Okay.

Ms. Wallace-Babcock: Is that short enough for a fire truck to turn around?

Mr. Scardo: Yeah, so we've ran the auto turn, which is a program we use. We've run all the truck lengths to confirm that.

Ms. Wallace-Babcock: Okay.

Mr. Scardo: And we've been in talk with Budding Bush as well, the building codes to confirm this as well.

Mr. Davis: When you look at this drawing, the scale of the building, it's hard to grasp. It kind of throws you off a little bit. It's a huge building.

Mr. Lewis:: If you could keep it here just for the board. The neighbor to the north, which is planned left on this one, it's an existing facility. There's truck service that gets there, and they've been sort of using the driveway to get through, so they're sort of reinforcing it so they can continue to use it, which is why that... the driveway apron and the radius gets a little bit bigger when you get over there. It's sort of an important thing to note that there's going to be a little bit of truck traffic through that site because historically there has been and they're keeping that open.

Mr. Davis: Well, that neighbor has estimated about five trucks a day is what he's told us.

Mr. Lewis: They don't access it from plan south because that's a railroad track, right? There's not a road across?

Mr. Davis: That's right. Yeah.

Mr. Davis: There's kind of a roadblock down there.

Mr. Scardo: I'll go ahead and walk you through. So, Franklin Street's right here. The trucks, they come here, and they back into this loading dock here. And they pull through and they turn around in this parking lot.

Mr. Davis: And go back the way they came.

Mr. Scardo: Which if you ever been to this site and you try to go back here, if there's a truck back there trying to pulling around you pretty much can't. It's kind of can's.

Mr. DeMark: I went at lunch. I got to the gate. There's a gate there now, so you can't really get back there, right? I couldn't figure out how to get from the other side because there was trucks. Maybe that's why I was afraid to go down there.

Mr. Scardo: I was leaving, I think it was a couple months ago. I almost got hit by a truck when I was trying to go down Franklin because really this is pretty narrow right here.

Mr. DeMark: Yeah. Keep going. Keep going. I'll figure it out.

Mr. Scardo: Yeah, this is pretty much the site plan. If you have any questions about the site plan let me know.

Mr. DeMark: Okay. Maybe the plan will help me understand it.

Mr. Scardo: Yeah.

Mr. Davis: Now, let's talk about the building a little bit more, and I'll try to speak up. Sorry. It's hard to get a feel for the building looking at the small figures, but... Excuse me, get a feel for what the condition of the building is. The walls, in general, are fairly sound except for some areas where they did have some flooding. But most of the concrete's in good shape and most of the steel structure is in good shape too.

Mr. DeMark: So the drive-through goes all the way through the building? Yes?

Mr. Davis: There are two elements where the drive intersects the building. The first one is the drop-off, which is in the parking lot here.

Mr. DeMark: Right.

Mr. Davis: And it comes right over the corner of that canopy and it goes off this direction.

Mr. DeMark: Okay.

Mr. Davis: It goes underneath the canopy. The other parking lot on the rear side of the building is there's no roof structure. We have to remove this roof structure so you'll have the loading-bearing walls, which are these bold lines.

Mr. DeMark: Okay.

Mr. Davis: Concrete walls that are about 18, 20 feet tall will be in place, and then you have the parking that kind of snakes through there.

Mr. DeMark: So, the eight squares that are in the center of that drawing, that's not a drive aisle?

Ms. Wallace-Babcock: Six.

Mr. DeMark: Six.

Ms. Wallace-Babcock: Six squares.

Mr. DeMark: Yes, I'm sorry. The six squares in the center of the... Not those. The ones plan north.

Mr. Davis: Oh, here.

Mr. DeMark: Plan north.

Mr. DeMark: Those.

Ms. Wallace-Babcock: There.

Mr. DeMark: That's not a drive aisle?

Mr. Davis: There will be vehicle traffic only at the end here to get you in and out of the area

Mr. DeMark: But you can pedestrian walk straight through there?

Mr. Davis: Yeah, this is all pedestrian space.

Mr. DeMark: Okay. That's what I meant. When he said drive-through I thought it went all the way through to the other side. My mistake.

Mr. Davis: As in all the way through this way?

Mr. DeMark: Yes, sir.

Mr. Davis: Well, we actually talked about that for fire access, but it turned out that we didn't really need that.

Mr. DeMark: Okay.

Mr. Davis: So, we forfeited that. I'd rather keep that traffic away from the pedestrians as much as I can.

Mr. DeMark: Yes, I understand. I'm up to speed now. I'm good.

Mr. Davis: Okay. I don't want you to be lost.

Mr. DeMark: No, I'm not lost anymore. I got it now.

Mr. Davis: Just, in general, the gray areas you see here are the areas that we intend for interior square footage. A couple of these we've already discussed with some potential tenants, and it looks like right now this is potential office use on the right side. I don't think we have any commitments here. We're hoping this will be at least one restaurant space that they can have seating areas be along these walls and semi-covered spaces.

Mr. Davis: The developer that's doing this project has also done Hampton Station in Greenville, so we're trying to get the same activity here. I think we have a good shot. The left end of the building, the structure's already in much better condition and we actually going to be using these spaces as exterior space, so that's what we're choosing to do. There's a lot more interior space. This part of the building will really be access to a majority of the tenants. We'll have a specific place for them, so we're working on getting access. I think we can even satisfy the historic folks on the exterior.

Mr. Davis: This is the structure. Our current strategy is to try to create for common space.

Mr. DeMark: So the H that's created, that's all exteriors facing. That's all connected with the exception of that... It dies right there at the dash line, because that's a wall that can't be moved?

Mr. DeMark: And when you say exterior space, does that mean that the roof gets removed in that area?

Mr. Davis: That's not a simple answer. With a lot of these bays, yes, we're trying remove the roof completely. They do want us to move the west side of what was there originally on the building, but it's also difficult to do that so there'll be a combination of options. This is the steel structure that's in better shape than a majority of the other areas and these lighter grays are some version of either wood structure going back in the original wood or a steel structure but obviously a few small areas toward the big squares are skylights.

Mr. DeMark: We can't really rule on that anyway, so can just keep going. Rule, that's a bad word. I don't mean rule. We can't really approve into your space.

Mr. Davis: Yeah, the elevation is... Again, the building's so large, it's... We'll blow these up, obviously it's a very horizontal experience and there's not a lot of articulation in the elevations to look at.

Mr. DeMark: And it's historic, so you can't really change it.

Mr. DeMark: Craig, just a question. With the nature of the historic architect that's involved in this project, and what he can and can't do, is that something that we really need to see what the historic architect will approve first?

Mr. Lewis: The reason why this is before you this evening has actually nothing to do with the building, and it's really all about the parking that's being added. Otherwise, it's actually an exempted building from what you would normally see, because they're simply reoccupying an existing building. They're not expanding it at all. The triggering mechanism for it to be here is that parking area, and it's actually... That's it. That's the big thing. The rest of it's just to provide context for what's happening. So yeah.

Mr. DeMark: And you can stop.

Mr. DeMark: Okay.

Mr. DeMark: There's no changes to that, and then we can't do anything with the architecture review or the historic preservation.

Mr. Lewis: Yeah. It's only if they need some kind of exception from you all at this point, that they're doing something that it's going to trigger.

Mr. DeMark: Can we go back to the parking? Can we get that slide back? No offense, Kevin.

Mr. DeMark: The only question I think I have is, when you go into the building, obviously you're going to have to cut a hole through that wall to do that, and is that going to be like a cased opening, or is it smaller than that? Because the building's not but 15 feet tall. You know what I'm saying? So is it a true cut of the building, and you no longer have that facade in that section?

Mr. Lewis: Yeah. Again, it's outside the purview. If they want, then they can put them in.

Mr. DeMark: Yeah. And then, as long as it has sufficient ADA spaces, I think we're good to go on that too.

Mr. Davis: Yeah. We don't get any exceptions as far as vegetation goes, we're also quite limited because of the historic perspective and vegetation.

Mr. DeMark: Okay. Good to know. Any question? Let me ask if there's any public comment for, any public comment against. Seeing no comments. The board, any comments?

Ms. Lynch: Our concern is of the parking.

Mr. DeMark: Approve it?

Martin: Just for clarification. Is this full and final, or is this preliminary approval?

Mr. Lewis: Preliminary.

Mr. DeMark: Preliminary, I think. I guess it could be full and final, because we can't control much of the development. It's an existing building. They're not changing anything. The only thing they're potentially changing is how they're parking inside the building.

Mr. Lewis: Which wouldn't be your purview. If there's anything that would trigger them coming back, they'd have to come back.

Mr. DeMark: Could we issue a final approval, and if there's anything that comes back to staff, staff level approval would be required.

Mr. Lewis: Yes.

Mr. DeMark: ... that staff gets concerned about, they could then call us back into question. Are y'all okay with the full and final approval?

Mr. DeMark: I'm not going to argue with that at all.

Mr. DeMark: Okay. I raise a motion for full and final approval. Can I get a second?

Ms. Lynch: Second.

Mr. DeMark: All in favor, say aye.

Mr. DeMark: Aye. The ayes have it. You're approved.

Mr. DeMark: Thank you.

On a motion by Mr. DeMark, seconded by Ms. Lynch, a full and final approval of the development was approved for the site.

Mr. DeMark: Thank you. Martin, do we have another one?

Mr. Lewis: Yeah, one more.

Martin: We have one more, Mr. Chairman.

Mr. DeMark: Feel bad for this person with the sign. They're not here. Okay. Good.

The Design Review Board has received a request regarding Full and Final approval of the installation of a monument sign on the site in the DT-5 zoning district located at 233 N. Church Street (Tax Map: 7-12-10-044.01); Central United Methodist Church – Owner / Kevin Bagwell, Garfield Signs and Graphics – Applicant.

Mr. DeMark: I'm trying to drive this. Is there an existing sign, or there is not an existing sign?

Martin: There is an existing sign on the site.

Mr. DeMark: They're just changing the existing sign to this new sign? Is that fair?

Martin: That's correct.

Mr. Lewis: It's a little bit taller.

Mr. DeMark: Is it a little taller? They're adding the lifelong learning at Walker College portion? Is that fair?

Mr. Lewis: The copy is changing, and it's a little... The frame is a little bit bigger.

Mr. DeMark: And we are only seeing this because it's in the zone.

Mr. Lewis: Yes, because... You're seeing it because we don't allow for monument signs unless the building itself is set back 30 feet.

Mr. DeMark: Yeah, but this is...

Mr. DeMark: I gotcha.

Mr. DeMark: Okay. It's definitely changing from that, isn't it? It's going to be illuminated, isn't it?

Martin: Is it going to be illuminated?

Mr. DeMark: Internally illuminated?

Martin: Yes.

Mr. DeMark: Is there a memo on this? Did I miss it? Oh, there is a memo. Okay.

Mr. DeMark: We have to make an exception, don't we?

Mr. Lewis: Yeah. Again, the only exception is because the building isn't set back 30 feet, so that's really what you're asking to do. It's not an illuminated sign. There's nothing else about it. It's otherwise conforming according to your standards.

Mr. DeMark: Do you consider the church the building that's not set back 30 feet?

Mr. Lewis: It's the... Yeah, it's that adjacent...

Ms. Wallace-Babcock: The church has a sign across the driveway. Is that what I just noticed?

Mr. DeMark: Yeah. That's the church sign, but I think this is a different.

Mr. DeMark: There's another something going on in the back, I think.

Mr. DeMark: To draw people to the back?

Mr. DeMark: I gotcha.

Ms. Wallace-Babcock: So this is a tenant that's more than 30 feet back.

Mr. DeMark: Yes.

Ms. Wallace-Babcock: I would assume more than 30 feet back. I don't know if that's... It's in a building that's not-

Mr. Lewis: Tenants. Yeah, it's a building issue, not the tenant issue.

Mr. DeMark: I'm okay with it. Are you okay with it, Craig? I know you hate me approving things like this, but I'm not approving them unanimously.

Mr. Lewis: I'm decidedly indifferent to this one. I think it's up to you. The only real issue is making sure that it's outside of the sight distance, so that people can see. I don't think it's a problem where it's located.

Mr. DeMark: It's so far off the road. You have to come right up on top of it to see it, don't you think?

Mr. Lewis: Yeah.

Mr. DeMark: It's not in the tree well. It's actually...

Mr. Lewis: It's about where that current sign is sitting today, so it's back behind the sidewalk.

Mr. DeMark: And it's definitely bigger than that current sign.

Mr. Lewis: It's definitely bigger.

Mr. DeMark: Any public comment for? Any public comment against? Seeing no public comment, closing public comments. Any thoughts from the board?

Ms. Wallace-Babcock: I'm trying to think of the justification for the specific location.

Mr. DeMark: They're not here to say for or against.

Mr. DeMark: Not real happy that they're not here. Someone should have been here, I think, personally.

Ms. Keitt: The sign company did call.

Mr. DeMark: Did they?

Mr. DeMark: Yeah. I know. I know. I'm with you, because the sign company's the one that submitted, right? Not the church. Is this for full and final approval?

Mr. Lewis: Yes.

Martin: Full and final.

Mr. DeMark: Okay. Do I get a motion for anyone who wants to approve this? If the answer's no, that's fine too. Just know that we already said something no to

some other church about the bridge, so... Well, you said that, not me. I wasn't here that night. Do you have a comment?

I have a comment just as a citizen, the fact that we don't know... or it doesn't seem like full understanding prefer what's happening. To grant approval to that seems very concerning to me.

Mr. DeMark: It's not the church. It's the Wofford people.

Mr. DeMark: They have certainly come here before us before to get something else approved, so I think they could come again.

Martin: Are there any modifications or questions that you'd like answered?

Mr. DeMark: I would like the full package submitted for the board to see, and they can resubmit.

Mr. DeMark: I would like them to appear.

Mr. DeMark: They submitted the full package, but in order for us to understand the project, I want someone to explain it in person.

Mr. DeMark: Now, Martin, just a note of... If there are still people that are concerned about meeting in person, could we do video visits? Is that possible?

Martin: With this system, no. What we have here, no. We'd have to set up something simple.

Mr. DeMark: Okay. Just thought I would ask.

Mr. Lewis: And I don't think that's an issue for this particular one. Now, one, we are still permitted under South Carolina law to do virtual meetings, so one option is rather than waiting an entire month, you can try to reconvene in, say, two weeks. That gives them opportunity for Martin to provide proper notification and just have a special call meeting for that.

Mr. DeMark: Yeah. We can do that. If you want to throw that to them, I'm okay with that. I have a question about the next meeting.

Mr. Lewis: ... by not granting a motion, it simply stays on the agenda for the next meeting.

Martin: Thank you.

The Board tabled this item for the next meeting.

Mr. DeMark: Let me mention real quick, Spartanburg comprehensive planning process. Have you all had a chance to look at it? I have. I even went to the virtual meeting.

Martin: If you'd like copies, we have copies here of the documents.

Mr. DeMark: And how about, has everyone taken their new board member orientation training and the other training, ongoing training? You're up to date? Okay, good.

Mr. Lewis: Yeah. The only thing I have on my agenda, and maybe tonight wasn't the best example of that, but just as a... We have, or we set a new set of standards for preliminary and final. Everything used to be final, and we inserted

the preliminary into the process. And I think for some projects, that certainly makes a lot of sense. I think for other projects, we could perhaps provide a pathway to a final, and that's the last time that they have to come before... Ultimately, you can make the decision at the meeting, but we want to make sure they have the right materials when they make that application.

Mr. DeMark: I'm okay with that, if you think... You're doing the review and making sure that it's complete. I think if it's as simple as... And I missed this, and shame on me for missing this, but I missed the fact that all we were looking at was parking on the last one. And shame on me for asking any other question. I wasted an hour of our time.

Mr. Lewis: It wasn't an hour.

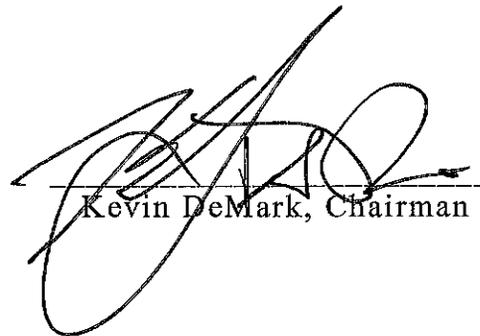
Mr. DeMark: But I think just if you could highlight those... Kevin, all you got to worry about is this thing. I was trying to understand why it looked like they were driving through the building, and they weren't driving through the building.

Mr. DeMark: Martin, the meeting is hereby closed. Can I get a second?

Ms. Lynch: Second.

Mr. DeMark: Second and I'll sign these. It was great seeing you all in person and meeting you in person, and I hope we can continue to do this in person. I think the pandemic is over. I want to say that. All I know is I've traveled on an airplane without a mask, and the case numbers have not gone up.

Meeting adjourned at 7:17 PM.



Kevin DeMark, Chairman