

**Meeting Minutes of the Design Review Board (DRB)  
Tuesday, September 6, 2022 at 5:30 PM**

**City Council Chambers**

The Design Review Board (DRB) met at City Hall Council Chambers on Tuesday, September 6, 2022 at 5:30pm. The following Board Members were in attendance: **Kevin De Mark, Lucy Lynch, Lukas Hauser 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. De Mark: Good afternoon. My name's Kevin De Mark, and I'm here presiding over the City of Spartanburg Design Review Board Meeting for Tuesday, September 6th, 2022, 5:30, at the City Council Chambers at 145 Broad Street in Spartanburg. I now ask each of the board members to announce themselves, state their name so we can get it on the record.

**Roll Call:**

Lucy Lynch: Lucy Lynch.

Lukas Hauser: Lukas Hauser.

Tori Wallace Babcock: Tori Wallace Babcock.

Mr. De Mark: Great. For the Freedom of Information Act compliance, 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. Call this meeting to order.

Mr. Livingston: Mr. Chairman, can you ask Craig to introduce himself?

Mr. De Mark: Craig, can you introduce yourself as well, so we have it on the record?

Mr. Lewis: Craig Lewis, consultant to the Design Review Board.

Mr. De Mark: Great. Thank you. The agenda is approved as noted. We have two sets of meeting minutes from the May 3rd and May 25th meeting. Has everyone had a chance to review these? Those board members that work here during the time, you all approved them as noted. Can I get a motion?

**Approval of Agenda for tonight's meeting on Tuesday, May 3<sup>rd</sup> & May 25<sup>th</sup>, 2022:**

On a motion by Ms. Tori and second by Ms. Lucy Lynch, the agenda was approved by a vote of 3 to 0

**Old Business: None**

Mr. De Mark: Aye. Okay. They're approved and have been signed and will be provided to Mr. Livingston for disposition. There is no old business, but there is new business. And Mr. Livingston, can you introduce the first project, please?

**The Design Review Board, has received a request for regarding a preliminary conceptual approval of the buildings form, mass and placement on the site for proposed residential development, the Northside Townhomes, Phase II, located in the DT4 and DT5 districts on 43 parcels and portions of parcels located at Milan Street, Vernon Street, Ridge Street, and Magnolia Street. The applicants, the owner is Michael Williamson of Northside Development Group. The applicant is John Montgomery, Montgomery Development.**

Mr. De Mark: Great. Could the presenter approach and introduce themselves? State their name for the record.

Mr. Montgomery: Good evening. My name's John Montgomery with Montgomery Development Group. Sorry, what else was it?

Mr. De Mark: Just your name and who you're with. Yep.

Mr. Montgomery: Yep.

Mr. De Mark: We got it. Thanks.

Mr. Montgomery: So, thank you all for being here. We'd like to present phase two of Northside Townhomes. This is a continuation of the first phase that I've already been underway with and I'm wrapping up construction as we speak. The property's located in the Northside area of Spartanburg, very close to VCOM and corner of Milan Street, Vernon, Ridge Street. And the property that you see on the screen that's highlighted is the site, site. And then across the street that's outlined is where my phase one project is. These are pictures at the lower end. You can see the pictures of what's existing there. On the left-hand side of the screen you'll see my existing townhomes, three-story townhomes.

Across the street, this is Milan Street, looking east to west. You'll see on one side of the street, we have it completed on the opposite side of the street. This is where this project will be going. It's currently partially wooded. This is a former mill village. These properties were purchased by city and Northside Development Group over the last many years and the homes were demolished. Everything pretty much. This will be redevelopment of an area that was built a couple hundred years ago. So, you can see there are no existing on the Southern property and new sidewalks.

This is a landscape rendering of the project. As you will note, on the plan south is Milan Street. That's the street we were just looking at on the images, opposite Milan street of where existing townhomes are located. So, you'll see that these homes front on Milan Street. These homes are three-story structures. They mirror the structures across from Milan Street. They are slightly different architecture, but the same building materials. They'll be brick and hardie.

And then on the left-hand side of the page, you'll see Vernon Street running north, as existing city street. I have two-story townhomes proposed there. They are rear-loaded, like the ones on Milan Street, so the homes front on Vernon with the sidewalk with landscaping, tree, with street lighting. And the homes will be loaded from the rear, much like phase one on Milan Street.

And on the north side of the page you'll see Ridge Street, the other city street, and a series of townhomes will be developed there that are also rear-loaded with a front Ridge street, which is a very narrow street. And we're going to have some future improvements to the sidewalks, get them better.

But all of the homes that face the public streets are rear-loaded, so very much like what you see at phase one. This is keeping exactly the same. What you'll also see, which is a little different, is the internal units

which are being fed by private alleys and streets. These are not public streets, these are newly constructed streets that are just to service the interior of this project.

And you'll see on the left-hand side of the Winchester units, which are front-loaded units. So, the driveways are all facing each other. Those, we are adding an architectural feature on the rear of those units so you'll have a covered porch which you step out of the kitchen window area off to the green space in the rear. And then following the plan around to right side, you have a series of Litchfield units, which all face each other, those are front-loading units and they will also have an architectural feature that faces out on to the public space, as well.

As I mentioned, these are private streets, these are alleys. These are not tended to the public streets. You'll also notice a street on the right-hand side that's an existing city street. That's Weldon. That is to be closed. That's a street that lies against the property now. It's just a bunch of empty lots. And the plan is to close that street, but still provide access for emergency and to connect that to another main street, as well. And there's potentially getting in through there to prevent.

So that's whole point of the property. Just to go into a little more detail of the different unit types, because do have several different unit types. Keep in mind, this is a multi-family project. This not a single-family, residential project. This is all being, just like phase one, developed and managed as a multi-family project. So, these are for-rent tenements. I'll be responsible for all the maintenance, all the landscaping, trash collection, everything along the site. So, it's completely contained within three public streets that surround it.

The Landon units, which are the ones that face Milan Street, these are three-story units. They are rear-loaded, as I mentioned already. Scroll down please. You can see what these look like from the street. Very attractive. Hardie, with metal awnings and shingle roofs with porches. Sidewalk, identical to the sidewalk on Milan Street, my phase one project. 12-foot wide sidewalk with tree wells and a we'll have street lights, as well. So very similar to what's already done in phase one. A series of units that you walk down this sidewalk and you walk straight into the front door and over here would be where the garages are. You won't see from the public street.

If you scroll down, I'm sorry, you can't quite see, but this just gives you some of the specifications on the types of materials we're using. The brick, which is the same brick we used in phase one. The James Murray siding, remember, there's no vinyl. Always products that's long-term, high-quality materials, metal roof, windows, the railings, architectural shingle roof, was that mentioned? Craftsman metal doors with glass, painted garage door with Craftsman, as well.

And this is an architectural rendering of what the front of these units will look. Very similar to the rendering you saw. And then on the rear of the units, you'll see a balcony on the second floor where the living area is and with a two-car garage. So, these are very spacious units. Well-designed. That's what you'll see from Milan Street, opposite the existing three-story units we have in phase one.

Here's the roof detail. And those are the interior. Second floor and then the third floor.

The next series of units would be the Winchester units. These make up the majority of the units within the project. And these are rear-loaded units, ones that front Ridge Street and Vernon Street, they are rear-loaded, as well as the ones that we have that back up the Winchester [inaudible] to make them all consistent.

We originally were looking at doing the Litchfield, but Craig Lewis asked that we tried out something different, so we switched them to the and Winchester units to that we had. So, the Winchester, if you can

scroll down, you'll see what these look like. They're two-story units, three bedroom, two-and-a-half bathroom units. Very similar design where you have the fronts of the buildings face the public streets, sidewalks, and brick and Hardie. Very similar materials that were using with Landon. Different façades, that we're putting in to break up the façades. And these are Hardie protective shingles.

The details of the Winchester are pretty much identical to the Landon that we just went over. There's really no difference between the colors and the materials and the style. So, it'll stay the same. This is architectural front of the units. And then this a rear elevation. These have a one-car garage versus two-car garage, so this is what the interior portion of them and then what it'll be like when see if from the street. This is the rear five, and then these are the interior floor plans, living situation on the second floor.

We have two different types of Litchfield units. And I misspoke a moment ago. The Winchester is on the left. They face the public space. We modified the Litchfield. These units that are highlighted here, to add an architectural feature on the rear of this building to make it look more like a front. So, when the front of the Winchester's look out over the green space, you'll at a more front-looking, sorry, this is the Litchfield. Scroll down.

Again, then this is the front of the Litchfield. So, the Litchfields are front-loaded. So very traditional, typical-looking townhomes, where you have the garages on the front of each unit, versus the rear of units that face the public streets. These are interior units so these are front-loaded.

Special requirements do not allow us to in everything, so we kept them rear-loaded in opposite to the public streets. So, this is the fronts of these buildings, which are similar. All the same materials, Hardie, architectural shingles, metal roofs, craftsman-style doors. So, this is what you'll see from the internal alleys. The specifications on the Litchfield are the same as they are on the Winchester. So same brick, Hardie siding, roof, all the same materials, colors.

And so now you'll see some architectural design, as I mentioned, the Winchester, these particular ones we've added on porch off the rear of the building so you can see on the top left image, is the porch to make it look like the front. We've added some wood batten on the rear of the units to make it look like the front of the unit so that when you're facing the units across the way, the Winchesters they look like their fronts face each other.

Scroll down and you'll see the porch. And then, that's the porch feature that I reference on the rear of these Litchfield units. And then scrolling down, we have the more traditional Litchfield units next to these two sets of buildings with 12 units. These are a more traditional front-load. We then have some images that are very similar to the images I just showed you, except for they don't have the rear porch on that unit. Front-loaded, one-car garage, front door. We've chosen a few different side features to integrate into this to break up the façade. The exact same building materials and colors as we're proposing with the other units. The exact same specifications with same materials.

And this shows the same exterior features as shown in the other Litchfield. Same materials, identical, all hardie metal. And this is architecturally even on the front of the building and the rear of the building which has a door that leads out to the small sitting area.

This is the roof plan, very similar to what we saw previously. And then these are the floor plans of those units, which shows. And then this is just a recap. This is the landscape plan. We've shown we're going to certainly pay particular attention to the street scene in and around the perimeter of the property. The sidewalks, the sidewalks that connect to the interior units so the folks living in the interior of this project will be able to get onto the sidewalk that will lead out to public streets. And we're certainly going to have some green spaces.

Unfortunately, you can see, there's two outparcels on the northern part of the plan that I have not been able to acquire. That parcel, and that parcel. Unfortunately, I'm going to have to work around them. I am successful, I'm certain I'll be able to further improve the streetscape along Ridge Street. And we pulled the units back, per request from Craig Lewis. We pulled the Winchester units back off of Ridge Street for a future sitting project to improve Ridge Street. You have adequate room for street-parking and sidewalks. Ridge is a very narrow street. Milan Street is the only one that has significant width to it, and had wanted street parking on the south side of Milan Street part of phase one. But the other streets we're just having sidewalks put in. So that's just a landscape rendering to show property.

This just shows the different units and unit counts. You can see on the bottom the three buildings, there. That's phase one. So, this is merely just a continuation of phase one into phase two of the project. Something we've been working with the city on for several years. Obviously then the long-term goal is to provide affordable housing at a higher density than what's previously been here. It's a very complicated site. It's 40 feet of a fall across the top right to the lower left, so it's not flat, this property. It does require some regrading but has done a great job in working with Craig to make it all work. To give.

We're working with the city. The owner of this property, the city, has been very supportive of this project. More so than I thought. Has also been very involved because of Voyagers. We have their support to pursue this project. We are just excited to present it to you all tonight.

Mr. De Mark: Great. Thank you, John.

Mr. Lewis: Normally, I'd say, "With pleasure." This is a complicated project, a complicated site. And the challenge is trying to continue the success of the projects that are around there and build on the elements that are happening in the Northside. And a lot of what's been happening in the Northside and the things that pull it all together, are the public realm of the streets and quality of open spaces.

The trail, the new streets that are being improved, the new sidewalks, the street trees. Those all tie all the buildings together and it provides for a much more attractive and hopefully, over the long-term, a much more sustainable project than we had last time. What we certainly don't want is a suddenly higher-density version of what was there and then in 50 years, it declines. Overall in the Northside, that wasn't the intention.

And so, part of that is, again, a focus on quality public realm, and I think that's an important part of it. So, my comments are going to start on the big picture. Martin, you can just stay on this for a little bit. I try to organize my comments, normally, big picture issues, high level, and work into the building design. Right now, we're really focused on, at this level, we're talking about overall site plan and building massing. The next final will be much more details that come along with that.

There are a couple of things. First, when you look at this site overall, and actually Martin, there was an overall site, at the very beginning you had an in-context.

Mr. Lewis: So, it's an unusual site, if you've been out there. I hope you have. It's Vernon, Ridge, Milan. They really weren't much better than alleys or really long driveways, for a really long time. So, they are sub-standard in every way. They really weren't intended to be urban streets. If they were certainly doing a poor job at it, but they certainly aren't supporting much more urban development that's being proposed for this site or the other ones in that area, so Milan is another example of that.

And so, improving those streets is really an important criteria to fitting this in. So, one of the important components is making sure the streetscape gets done really well. Doesn't look like an afterthought, it

looks like it's very intentional, it's there, it's for the next 50-100 years. Not just trying to retrofit something quickly.

There's enough land to be able to add a planning strip to Vernon Street. To add that to Milan and to Ridge, as well. And so, I recommend that that be included as part of the overall development package so that it complies with the code. We're looking for a six-foot planning strip, and a six-foot sidewalk. Five- or six-foot sidewalk. So that's the starting point, all that.

As we work our way in, the site itself is treed. There are some trees that are on the site today that I wouldn't consider them to be worthy of preservation. The trees that will get planted hopefully will be better over time. But there are some significant trees in the center of the site that were probably in the backyards of homes, that with a little clean-up, they're important.

And in the Northside, everything's getting built very quickly. There's a lot of redevelopment that's happening. Some on sites that had been cleared previously. Some on sites that are being cleared. And I think some tree preservation would help to acclimate these buildings into a neighborhood setting, as opposed to another clear-cut site which is effectively what this site plan is indicating. There's going to be a very significant clearing of the site, some movement of dirt because of that 40-foot fall from one side to the other, so it's complicated.

So, if there's any chance to look at where some existing trees are and try to preserve some of those, I'd certainly recommend that here for the good of the overall neighborhood. Helps to age in a good way from the get-go.

So, we talked about streets and streetscape improvements and a need to do that. The common open space piece. So, Martin, if I can ask you to go back to that landscape plan again. Thank you. So, the code says that you can front on streets or common open spaces. And we talked about what a street means, I mentioned it earlier, and what we expect a street to have. We expect a street to have street trees and a normal sidewalk as part of that.

Common open spaces, we don't have as much guidance on that. That's part of what this board is here to interpret. But when we look at the center portion of the site where there's a couple of yellow trees, and some green trees, and some red trees, in the center of this, there's also a 10-foot fall from one side of the buildings to the other. So, the quality of this space is not particularly great. There's not a lot of it. The one side is looking in towards the second story of the neighbors' homes that are on the other side. The sidewalks that are in the back, that normally we would expect to have along a public open space like that, don't really seem to go anywhere. They loop around the buildings, and then essentially tie back to the alleys. They don't really pull out to the surrounding streets as well as they could in a quality way. You have to navigate around a detention area and so it's not the greatest of space, that's the bottom line.

So, when you're fronting a building, or asking for a building to front on, I think it's important that space have some sense of quality, that when you walk out your front door, that that's a shared space that you want to do something with friends, family, the neighborhood that's in there. There really isn't much of that that's there. So definitely would ask that this open space, the design of that, be strongly considered.

When we look at the buildings that back up to, let's see here. We're kind of working around the sidewalk. So, the other piece, I'm sorry, if you could go back to the site plan one more time. So, the other piece is the internal streets part of it. Again, the code really gives a strong preference to having buildings built onto streets. As Mr. Montgomery mentioned, there's really an internal alley system. Alleys are designed to facilitate the collection of. Getting a car into a driveway, or into a garage. There not designed for places to walk or other more pedestrian-oriented activities that are in here. And I think there are some challenges

with the street alley that's on the eastern side, where all the units front into. What you get is, if you're driving down that street, essentially is an alley, from an aesthetic standpoint.

Mr. Lewis: Fully landscaped from an aesthetic standpoint. Because the driveways are so close, it makes it very challenging to plant trees in the front yard so there's no trees that are presented here. It's possible that trees could be planted and reduce some of the pavement that's there but there are no sidewalks so I think that's a challenge. Now, what I'll say is that I've been to and have designed streets that are very low speed, low volume streets that can serve as both places to drive and places to walk and sort of double as a sidewalk alley lane consideration. But there's other cues that that's a space that's worth being in. So, driveways aren't there so you normally wouldn't have that consistency of the driveways along the front yards. There would be some landscaping that's there. There's some other things that could help that to work.

The challenge for those particular units is the fact that they all have garages, and I don't think that every unit has to have a garage, every residential unit. It's a decision by the developer to provide a garage, but that presents the challenges that are at play here. So, if you take the garage away from the front, you eliminate the width of the garage, which dominates the frontage of the unit. You eliminate the driveway. You provide opportunity for front yard landscaping and you could provide parking on street in a parallel parking on-street configuration.

So, there are different ways to be able to treat it to still get all those units in. So, it's really just a sort of a determination of what units are appropriate, what units are not appropriate, to be able to provide something like that in there. So, there are some options. I met with the team a month or so ago. They had some pretty well-developed plans at that point. Unfortunately, we didn't have a chance to meet earlier. And made some of those suggestions. They made a few tweaks but no real significant changes. So, they have a desire to have these units and this particular that's in there.

So that is the bigger picture of what we're looking at. In my opinion, the interior space is a really substandard space. Phase one, those are terrific looking units. They are really well executed. They did a great job. I think that they're going to be a home run. All the other buildings around that area have come out of the ground, they really are a notch above. And I think that this area, the inside of these units, even though they're private streets, they are a substandard space for the people that are living there.

I think the current owner is beyond reproach when it comes to his ownership on it, but is there going to be a next owner and there inevitably will be? And that means that does maintenance decline and what does maintenance decline look like in the interior where it can't be monitored, policed? It's not exposed to people walking by and caring about that area, so it's something to consider over the long term. I think those are the key issues on the site itself.

The unit designs, as I mentioned, unit designs really are about the final design, what we look at. There are some questions that I have fundamentally about how you get into some of the units. I think it's the Winchester units. Let's see if I can. So, the Winchester units, I don't know if I'm visiting somebody in the Winchester unit, and they're the ones facing the open space, how do I get into their unit? I guess you can walk around the sidewalk and be able to sort of navigate around but it's not obvious. There's certainly not an obvious entrance from the rear as well. So again, it's an odd element.

Again, it's what makes these units odd to face open space like that. Those types of considerations are usually part of the unit design itself. And then the other units, as I mentioned, that are across the park, there's a lot of sort of odd. The Lichfield units. There's some odd details. We can talk about those at final review. I've identified a few of those. They're complicated, but if the developer wants to build complicated, that's his money on that side of it. There's some odd features, porches and sort of really

shallow porches and some odd columns that are next to each other. They look like they're mistakes from a design standpoint, but it's a consideration on that. Again, more for final review. This review really is about the overall construct of the neighborhood.

When you look at the larger site, you look at this larger block, I want to put another north south street in there because the block is so wide, we want a way to access from both sides, from Ridge all the way down to Milan. And I still would recommend some way to be able to access that. If I'm a pedestrian and I want to go out to Ridge Street and walk over to the new restaurants that are going to be opening up, actually right across from Ridge Street, I actually have to walk all around the site to be able to get up there. So, it's something to consider, as a pedestrian, what's the easiest path?

So, I just think that there's a lot of complications for this site. I don't think the site's been resolved yet and it's unfortunate that it's being brought to you with a lot of final elements about it when there's still a lot of what I would consider some basic components to the site that could use some significant improvement. I'd be happy to answer any questions.

Mr. De Mark: Thanks, Craig. Does anyone want to speak in favor? This is not a final. I don't have to do that, do I? Oh, well see, there you go. I'm jumping ahead. I'm reading your memo. Let's open it up to comments from the board. Any thoughts?

Mr. De Mark: Questions for Craig? Craig, when you said you're concerned about the center and the plantings, is there a tree study that exists? Maybe I need to ask the developer this. Is there a tree study that exists? Is there any capability of saving any of the trees that are in the center?

Mr. Montgomery: Not with the current plan that we have just because of the topography and the cuts we have to make. These are all new trees.

Mr. De Mark: New plantings, okay.

Mr. Montgomery: I will note that most of the trees that are out there, they're oaks, very similar to oaks that are in some sites that have so we're planning on cutting back new but the amount of cut we're having to do, they really must best plan to keep the trees.

Mr. De Mark: Is the and Craig help me with this, is one of those driveways a dead end? Is that alley that goes to the back, is that a dead end?

Mr. Lewis: Northeast of the site?

Mr. De Mark: On the north, planned north to the east?

Mr. Lewis: Yeah.

Mr. De Mark: Is that a dead end?

Mr. Lewis: It is.

Ms. Lynch: Right where the?

Mr. De Mark: Does that dead end into a house?

Mr. Montgomery: No, I'm sorry. So, the boundary line is what we've agreed to acquire from the city and from the Northside developer. That backs up to an undeveloped piece of property that, I believe, the Northside developer is working on. A different developer on a totally different project, so that little dead end serves the rear of those Winchester units but it's all new streets so it's not like we're not connecting it to. We don't have any say in what happens on their property.

Mr. De Mark: I gotcha. So, there is the potential that there could be a road there or connection there.

Mr. Lewis: They could extend the alley, but because these are private streets, the extension of the alley has complications cross access easements and things like that. So, if these were public alleys, then we would recommend that that be extended to the property line and be open and available for the neighboring property.

Ms. Lynch: So, there's no on-street parking around the site.

Mr. Montgomery: There is on-street parking on Milan Street. We have parallel spaces on the south side of Milan Street that we've already built. Unfortunately, Milan's current width doesn't allow for on-street on both sides of Milan.

Mr. Montgomery: It's on the south side. Those were built as part of phase one. Vernon Street and Ridge Street, they are very narrow streets. Two cars can barely pass. It would be great for the city to undertake a project to improve those, to have width for on-street parking and potentially what happens is and the other side of Vernon Street could have that. We have provided for some visitor parking inside the property at three different locations, parking areas inside the site, but there's literally, just like on phase one on Raindrop, we were willing to add one street because the city would not allow for one lane on the street so there isn't enough room.

Mr. De Mark: Is it all one way, once you're on your internal streets?

Mr. Montgomery: No.

Mr. De Mark: They're two way?

Mr. Montgomery: They are. They're 20 feet wide just like in phase one.

Mr. Lewis: Wide.

Mr. De Mark: I'm sorry?

Mr. Lewis: They're wide.

Mr. De Mark: They're wide?

Mr. Lewis: They're alleys.

Mr. Montgomery: They're just wide enough for two cars to pass.

Ms. Lynch: But the spaces...

Mr. Montgomery: And that's the minimum requirement for fire protection, for the fire trucks. Sorry.

Mr. De Mark: Any other questions for Craig?

Mr. Montgomery: And I'm sorry. One thing, I'm sorry. Vernon Street. We are improving Vernon Street and widening it to 20 feet because currently it's not so we are making some improvements on the south of Vernon.

Ms. Lynch: I mean, the way Craig is describing the internal space, I think he's seeing it as a substandard space and there's this 10-foot kind of hill and the back way in and the front way in, and how you get to the front of some of these units. How do you see it? I mean, that's not what you're envisioning. I think y'all are kind of seeing it two different ways.

Mr. Lewis: Well, I'm envisioning a multifamily project of. I'm sorry.

Mr. Montgomery: So, I think the major disconnect is this is like phase one where this is a multifamily project. I'm not selling these as single-family homes. While I hope that there are families living here, this is like an apartment project. It's zoned for that allowed use. We are making it a town home community. We're looking at the internal spaces as. We're trying to improve them. We are adding some greenery. I think there could potentially be some additional improvements to that interior space, but this is not a neighborhood. We don't see this as a traditional neighborhood development like Craig sees it.

We see this as a multifamily project where we are providing affordable housing for the people of the Northside and we are providing parking for each unit, we're providing garages because that's what our market study tells us that the market would like to see. We're providing sidewalks that connect to the units. We can certainly add a sidewalk to connect to Ridge Street. That's an easy add. But at the end of the day, the Lichfield units on the far right, maybe there's a sidewalk we can have on the back of it so people can connect out to Ridge.

I know it's hard to envision. This is looking like a multifamily project, but when you go to some of the multifamily projects in the downtown, you have parking lots and you have situations where people have to walk across a parking lot to get to a public street. This is not a traditional neighborhood development. That's the fundamental difference.

Ms. Lynch: When you say it's affordable, is there something attached to that or is it just-

Mr. Montgomery: Yeah, no, I've entered into an MOU with the Northside Development Group to provide affordable households here so I'm contractually bound to provide housing to people making below a certain income level.

Ms. Lynch: For all the units or?

Mr. Montgomery: For a percentage of the units, 25% of the units.

Mr. Montgomery: 25%.

Mr. Montgomery: That's right, and so I have to keep that in mind when I'm building it.

Ms. Lynch: That it's 25% affordable.

Mr. Montgomery: Well, that I have to keep this price affordable so I can make it make financial sense for myself and for the community. And the plans that I showed you, they are from a national home builder, Dan Ryan Builders. They build thousands of these. There might be an architectural flaw. I doubt it

because they build these every day, but we added a porch feature on the rear of Litchfield to make them look more like the fronts, per Craig's request.

The original Winchester units on the interior, we had proposed to do Litchfield, to do more front load which would make it a little bit easier in a sense to access, but that was not the feedback we got so we changed the Litchfield to the Winchesters to accommodate the request.

Ms. Babcock: Is there any plan for a sidewalk on Ridge or is there a sidewalk across the street on Ridge?

Mr. Lewis: The code requires streetscape upgrades with every project on substandard streets so they would be required to install that on their side.

Mr. Montgomery: We can certainly add it on the property we are buying and own, but we have no control over the properties that we don't own. And so, we pulled the homes. Originally, they were closer to Ridge. We pulled them away from Ridge in hopes that there will be some improvements to Ridge at some point that will allow for on-street parking, for sidewalks, curb and gutter, things like that.

Mr. De Mark: Ridge is north? I'm sorry.

Mr. Montgomery: The problem is Ridge is very narrow. We don't control all of Ridge Street.

Mr. De Mark: Right, that's what I was going to say. The challenge is going to be, we're going to create this great streetscape along Ridge, and there are two out parcels there that are existing that are not.

Mr. Lewis: That's correct.

Mr. Montgomery: If I can acquire them I will certainly continue the sidewalk all the way around, just like I've done on Vernon and Milan, but I can't put it on somebody's property.

Mr. Lewis: Gaps are normal. That happens all the time. And then, say we'll go back in at some point and fill in those gaps or whoever builds there will fill in those gaps. It's certainly very easy to. I mean, we see it all the time where there's a sidewalk that ends what seemingly an arbitrary space but usually a property line. But at least that portion gets built and it's ready to accept whatever that next little piece is to do that, so that's all we're asking is that that piece get constructed as part of this. Because going back in to install all that stuff later on, I mean, I think for Mr. Montgomery's project, you can't plant trees in there because the trees will have to get ripped out when you put the sidewalk in. So, doing the curb, the street trees and the sidewalk all at one time is actually better for him in the long term because then you get the growth consistent.

Mr. De Mark: Craig, is your concern that the alley is an alley and not a street?

Mr. Lewis: I'm concerned that there are units that are facing an alley, but not treating it as if it were a street. It's treating it like it's the backs of buildings, the trash collection point. Martin, can you pull up the pictures that I sent? I forgot which one would be appropriate. Should be one that's labeled 5837.

So, this is a town home project somewhere, what Mr. Montgomery was talking about, that these are front-loaded units. So, this is what that street looked like. Now, this has a sidewalk. It's out there. There's not a sidewalk contemplated here, but that's the view looking down there.

Mr. Montgomery: That is looking at the?

Mr. Lewis: Well, the units are slightly different but the fact that people will be parked in the driveway almost the entire time and you'll have garages that will dominate that, are an accurate representation of the units so I think that's important. The other piece to this is that the Northside, as I mentioned before, it's building on itself, every. The plan that was done was all about how streets get built and each project adds to the next one and so it's important to look at this one, not in isolation and not just a multifamily project, but that these are streets in the Northside adding to the overall value of the larger community.

Mr. De Mark: This view though however, Craig, would be for the interiors only, which is the smallest quantity of units in the development. Is that fair, John?

Mr. Lewis: That is a very accurate statement. All of the units that face the public streets are rear loaded. You don't see garages. You've got sidewalks, you have streetscaping. That's the view from the inside, from the parking lot.

Mr. Lewis: Are people then going to use that street if the street doesn't have. I mean, people are not going to use those entrances on the street side. They're going to use the garage entrance probably.

Mr. Montgomery: That's where we're providing the parking. I mean, there's garages and then there's a parking pad in the rear of the homes. That's right.

Mr. De Mark: Oh, I'm sorry. I was going to say; do we have five feet to push them five feet further into the center?

Mr. De Mark: I'm trying to think out of the box here. If we got five feet on one side, could you create some green going down one side of the alley?

Mr. Lewis: Oh, only internal.

Mr. De Mark: Only internal. I mean, it's not ideal. Five feet is not great.

Ms. Lynch: The buildings are already. They're like 60 feet apart coming from the. I feel like-

Mr. Lewis: I said the code says both.

Mr. De Mark: You're saying this dimension from here to here is 60 feet?

Ms. Wallace-Babcock: This.

Mr. De Mark: 60 feet, okay

Mr. Montgomery: At the end of the day, it's just a squeeze on the further, what we've been talking about, the interior space. I mean, that's where the.

Mr. De Mark: You're right, you're right. That was my question, though. Does that-

Mr. Montgomery: You know that much harder.

Mr. De Mark: Is that?

Mr. Montgomery: That was questioning my civil engineering for the record. Sorry.

Mr. Lewis: So, as I mentioned earlier, if housing affordability is important to this project and it sounds like it's a criteria for it, I have suggested that removing the garages can save a significant amount of cost. Typically, it's a \$30,000 to \$50,000 component in the building itself that will, on all likelihood, be used for storage. Probably not car storage but stuff storage, so that's the issue.

So, there's an element that's part of the building that's driving a lot of decisions that are being made. The garages are being provided in other units but it doesn't mean they have to be provided for all units. There's nothing in the code that says that. It's a desire on the part of the developer to do that, but there are lots of town homes that get built without garages. There's lots of single-family homes that get built without garages, very expensive ones, and so I think it's a consideration if we're sort of wedded to that arrangement to consider not having the front-loaded units. That resolves a lot of issues.

Ms. Wallace-Babcock: I don't disagree, but I don't. I'm just trying to picture this without at least two parking spots in front of every house. Means that I feel like I'm going to see a surface parking lot someplace that I don't really want.

Mr. Montgomery: In every one of these units, just for your information, there are three bedrooms, three and a half bathrooms. It's very plausible to think, especially where we're located in and Wofford and the leasing we're already doing in phase one, there will be-

Mr. De Mark: Three cars.

Mr. Montgomery: There will be at least two.

Mr. De Mark: Two and a half cars.

Mr. Montgomery: Definitely. Potentially three cars.

Mr. De Mark: So, the garage is one, the driveway in front of the garage.

Mr. Montgomery: Is two.

Mr. De Mark: Is two.

Mr. Montgomery: That's correct.

Mr. De Mark: I gotcha.

Mr. Lewis: Assuming they use the garage. Those units are single car garage, right?

Mr. Montgomery: Some are double, some are single.

Mr. Lewis: Yeah. So, I mean, that's the challenge. If you do parallel parking on street and do street trees and sidewalk, you have an urban street. It's the same thing that Mr. Montgomery has built on the other side of Milan that's out there. So, it all can fit. Now, he's also got rear-loaded garages that are serving that as well, but there's places to be able to do those things.

Mr. Hauser: And what's stopping that is the cost of widening the street, Vernon Street to have parking on it? Is this kind of what the issue is?

Mr. Montgomery: No. I'm not a civil engineer, but because of the topography and what we're trying to put on this property, if we were to shift everything from Vernon back to the right 15 feet, need to pick up parking, we'll lose a whole series of internal units. So, then we're adding costs and reducing income. We looked at that and unfortunately, we've already lost about 10 units from where started this exercise, when we first met with the city back in June of last year to go over this plan. So unfortunately, at some point it just becomes a financial decision on how much the project can because it has such from across the site. We just don't have a lot of room to play with just like we didn't have on the first phase.

Mr. McCutchen: Thank you.

Mr. De Mark: Just state your name, if you could, David.

Mr. McCutchen: David McCutchen, McCutchen Engineering, and one of the earlier schemes we had back in last June, all of the buildings you see were rotated 90 degrees and we were stacking them in that way and trying to terrace the streets. But the grading situation was actually worse and so then we did a study 90 degrees. So, this is kind of the way we feel it's best now. And if you start squeezing it in, you end up with a retaining wall there instead of a graded slope. We had a scheme that looked at that but we all agreed that's definitely harsh and we didn't want a wall and steps in the wall.

We think that that interior space, that's a three to one slope now. We can kind of level that out. It can be sodded and properly landscaped and, yes, it's tight, but it can be done very nicely. And we did look at if you did take the garage away, just to arbitrarily take the garage away, unless you reduce the footprint of the unit, all you really accomplished was losing a parking space and it was a very paramount criteria that we had one parking space per bedroom. And we've had that experience in other projects here that was just mandatory coming from the property management company who deal with renting units.

And if you start looking at car lengths longitudinally, you wind up on the path of half short. If you're trying to maintain that one car per bedroom counting. Even if you stack them on both sides, the 90 degree, of course, is twice as efficient as running them parallel. We just don't have enough run length for parallel. We're stepping. The finish floor step like a foot vertically between each unit and they mimic the road grade, so it's-

Ms. Wallace-Babcock: What's this?

Mr. De Mark: Retention.

Mr. McCutchen: If we were doing half as many units, it'd be a whole lot easier job. We'd have all that room

Mr. De Mark: That green space at the bottom is all retention?

Mr. McCutchen: That's purposely drawn big as it'll ever be and our goal for final design is to reduce that. That's kind of maxed out, worst case. That's what we came in to present.

Mr. De Mark: Craig, what would you think about. I'm just trying to think of if we keep the unit count the way it is, we keep where we are at, if we did a little bit more place making in that center space, does that sort of balance off with-

Mr. De Mark: Balance off with, obviously we want a sidewalk. That's the code. But if we did something that made that center more community focused, a small pavilion, with some sidewalks that get you to it,

does that make it feel more like a community, and not just a collection of buildings on a site? Do you see where I'm going?

Mr. Lewis: I see where you're going.

Mr. Lewis: That was my initial question about it in trying to build on that, because again, the code permits buildings to front on open spaces, for that reason, because there's opportunities. And we've approved projects that have that, where there's a quality space where you could. Let's come up with a list of options. You could lay out a blanket and have a picnic. You can throw a Frisbee around. You can chase a dog. You can let your kids run. There might be a little bit of run in here, and then you're tumbling down a hill, which might be good in the snow, so there's that element to it, but I think it would require a lot of work from an engineering standpoint.

And so, David seems to find the really hard sites around town, and he's done some really good work around town. This is a complicated one. And the fact that it terminates at the detention.

Mr. De Mark: John, is that something that you could think about that you could go come back to us? We're not saying no. What we're saying is, we want to work with you, but if we can make it more place making, versus just it's housing. Do you understand what I'm saying?

Mr. De Mark: We're trying to do some community building here. Can we make it?

Mr. Montgomery: I get it. Keep in mind, this is a higher density area, and we're trying to bring people to the north side. This is a private development. This is not a-

Mr. De Mark: Yeah. And I'm saying internal. I'm not saying we're going to invite outsiders necessarily, not that they're.

Mr. Montgomery: Yeah, I get it.

Mr. Montgomery: Look, we planned a small dog park on the top left corner. Certainly, if we can pick up that lot, we can certainly improve. I will certainly-

Mr. De Mark: Let me ask you this question. Is your intent, if you picked up those two lots to add units back? That is the intent?

Mr. Montgomery: That's the intent. We hadn't got that far, but yes, I think we would probably add a couple units to that one Winchester. We could certainly add some green space too. Certainly, better connection up the Ridge Street. And we can certainly challenge the design team on making the space in the middle of property, more user friendly, as opposed to a slope. It's just going to require, well, we have to see what it require, some walls I would imagine, to create flat area. Keep in mind, there is a nice park on the, very close proximity. And-

Mr. De Mark: Is there a connection to it?

Mr. Montgomery: Well, through the sidewalks. And also, just, I want to keep in mind, not that it's not important, but Vernon Street is not Howard street. Howard street is a busy thoroughfare, which my phrase one friends saw. And we were very sensitive to that. And that area between Vernon and Howard, the north side of retains, and they are working on a great project there, with maybe more single-family ownership, urban residential type. This is a mid-block area.

Mr. De Mark: Infill project.

Mr. Montgomery: It's totally infill. The square on the right, that's the fire department that the city owns, and we are taking a portion of the rear of their lot to add ours. So, we're not fronting on Magnolia and we're not fronting on Howard. Vernon and Ridge are very low traffic streets, and I think they always will be. And we were intentional on Milan Street, because it is a busier because it's wider. And for the record, we did add some on street parking for phase one on Milan, but it was six or. It wasn't like we had. We had as many as we could.

Mr. De Mark: And it is a continuation of what you've already started. There's some momentum there. I think if we can work together on a little bit of internal community building here, and something there besides two trees and a sidewalk, something-

Mr. Montgomery: I think we could.

Mr. De Mark: To speak, to get some interest there. I think that would be helpful.

Mr. Montgomery: Okay.

Mr. De Mark: Okay?

Mr. McCutchen: Try to soften the left side of that pond as well. Again, we use the maximum space here, but right when you come in main entrance, if you could look more at a backdrop of landscape, versus looking over longitudinally, the pond.

Mr. De Mark: Am I speaking out of turn here? Do you all agree with me?

Mr. Hauser: Is this going to be less expensive than the Phase I?

Mr. Montgomery: It's meant to be over a 20 million dollars.

Mr. Hauser: Oh, I'm just saying, I'm sorry, for the renters.

Mr. Montgomery: Is it going to be. No. Well actually, I'll take that back. Yes, the Litchfield units are less expensive to build than phase one. Well, everything's more expensive today. I wish I built all this in one phase, but no, the Litchfields are less expensive than the Winchesters and Landons. I'm trying to be sensitive about the pricing to keep affordability, because obviously, rates have gone up, as has the cost.

Mr. Hauser: When I see the phase one, I think that looks so great. And I can imagine young family moving the Spartanburg and saying, "Wow, this is so great. We get to walk to the farmer's market. We get to walk to the north side, things that are happening there." And this feels more of a suburban thing that doesn't feel connected to the rest of what I've seen built in the north side. I know if sometimes those are just simple material choices, but-

Mr. Montgomery: I'm using the exact same materials. This just high-quality materials

Mr. Hauser: As Phase I?

Mr. Montgomery: It's exact same.

Mr. Hauser: It's the color and the access to the street that I saw.

Mr. De Mark: I think phase one is a little different in that it does face Howard, which was a very prominent street. And because this doesn't face a prominent street, it faces Raintree, which it backs up onto Phase I.

Mr. Montgomery: Milan.

Mr. De Mark: Milan. Because it backs up to Milan, but because one of those roads is Howard or Magnolia.

Mr. Montgomery: You won't see this project like you did in Phase I.

Mr. De Mark: You're not going to see it. It's going to be up on the hill. I've driven this. It's going to be up on the hill. You're going to see it. But it's not on that main drag. No.

Mr. Montgomery: And I intentionally. The land and units that face Milan, I could have easily have put the Winchesters in, which are the two-story rear loaded units. Those are less expensive to build. The Landons, I felt strongly that I should have a three-story unit, because it's across the street from three story units, and it should speak to one another, versus just a sea of two-story buildings. That's what you'll see when you drive by phase two, the Landons. And I think beauty's in the eye of the beholder, but I think the Landons are very attractive units. They're very expensive to build though. I think that they'll be well received, because that's what you'll see.

Ms. Wallace-Babcock: I think for me, what I'm going to look at with your final is making sure we have continuous sidewalks. Because right now we have the whole Litchfields on the far side are not connected to any sidewalks whatsoever. And then we have this disconnect and the dead end of sidewalk into the dog park, which feels like it could connect to Vernon maybe out, and past obviously access the dog park, but maybe keep that-

Ms. Montgomery: Sure.

Ms. Wallace-Babcock: In that circulation continuing. And again, I think reiterating street scapes, even on these internal streets, because my biggest issue with what Craig showed us was the fact that there were no trees in that, and it's not really a reflection of what the house was behind it, it was the fact that it was just flat yard with no landscaping, which is very much where you've of heard.

Mr. De Mark: It's almost like those villas that you've created those green spaces that are between the buildings, lack any landscaping today. So, maybe if there was a tree there, to break up that concrete jungle effect, you know what I'm saying? You agree with that?

Ms. Wallace-Babcock: Yeah. Yeah, absolutely. And I also think that if we actually look at some of the more detail on the topo, the renderings are fine. But I think if they were actually sitting with the topo, because these at least, especially on Ridge, every single one of those drops at least a foot from my understanding.

Mr. Montgomery: No.

Ms. Wallace-Babcock: No?

Mr. Montgomery: No, per the code.

Ms. Wallace-Babcock: They all have to be on the same.

Mr. Montgomery: Craig did not support phase one, because several of my units were below less than two feet above the sidewalk. So, all of these are two feet above sidewalk.

Ms. Wallace-Babcock: They're all above.

Mr. Montgomery: As required.

Mr. Wallace-Babcock: But they don't drop across. There's no change in elevation step?

Mr. Montgomery: Well, but they're always above the sidewalk.

Ms. Wallace-Babcock: Right. That's what I'm saying. That's not depicted in your renderings. And therefore, to me that'd make it more interesting than just this kind of flat thing that I'm looking at. Yeah. I hear on the rendering. And so, when we actually get to architectural review, making sure we're kind of actually depicting some of that topo change across those elevations, I think is we make it more interesting at least.

Mr. Montgomery: Yeah. And you can drive by my phase one project and it's pretty subtle unless you go to the alley and you can see the grades we're dealing with. But yes, we stepped everywhere.

Ms. Lynch: The picture that Craig show with the garages, that condition is already built in phase one, right?

Mr. Hauser: That's the back.

Mr. Montgomery: The rear.

Ms. Lynch: Yeah. But when you drive through the alley, you see all the garage units and it's...

Mr. Montgomery: That's right. That's exactly right.

Mr. Lewis: But not from as a visitor, or just someone driving through the neighborhood, or walking past.

Mr. Montgomery: Yeah. It's an alley. Just like all these alleys. It's the same thing.

Ms. Lynch: I feel like this alley's going to feel really similar to the alley.

Mr. Montgomery: It is. It's going to feel exactly very similar to phase one.

Ms. Lynch: Which is what you were saying the garage is...

Mr. De Mark: Do we have a consensus? I'm trying to keep the ball rolling here. Yeah. Any public comment? Anybody in favor? Can you state your name?

Mr. William: Yes. Michael Williamson, North Side Development Group CEO. We're in support of this project. We've been working with John for a long time and he's been very supportive of our mission to provide affordable housing on the north side. And working with us 25% of this development, as in phase

one, for affordable housing. So, we think some of the comments tonight are valid. And so, finish this project.

Mr. De Mark: Thank you, sir. Any other? Sir? You got to sign in and then state your name if you could for the record.

Mr. Ramantanin: All right. I'm Petro Ramantanin.

Mr. De Mark: I'm sorry. Say your name again, sir.

Mr. Ramantanin: Ramantanin.

Mr. De Mark: Okay.

Mr. Ramantanin: Petro. And we own property that's on Magnolia, Milan, that faces the backyard. That's the backyard of our property, basically. And these folks have done an excellent job so far, of trying to put something together. And one thing that I have in mind and the parking, is very important. And I understand where you're coming from, but the parking, you've got to get these cars out from the street, maybe one up under there, and one on the sidewalk, and one on the pad. But that's real important in the future, and nowadays too.

We might end up trying to straighten out a line there to give him a little more room, there are thoughts and processes in the works, that would make this may be better for everybody. But, we're interested in keeping our property, which is in the quad to the right, and to be able to use it for commercial use.

Now I want to put something like a market there, something that's that these folks will be going to, that they need. We've got an Asian market there right now. Well, I'd like to tear that building down and build a building twice that size. And I need to be able to do that in the future. So, if you may hear from me later on about trying to make sure that that's commercial property, and that we're able to use the like that. But, the neighborhood, they need little shops. They're getting it too, but they need it everywhere.

Anyway, but that's a good project. Talked with John, over the years, took time, length of time on it and I very much support it with what they're doing, and I think it's positive for the town. I've cleaned crack houses on Milan Street, had them torn down. And we've owned this property for 40 years, probably 45, I don't know how long the length of time. And I mean, it's such a big improvement going on right now, that I'm just so pleased. So anyway, nothing much more.

Mr. De Mark: Thank you for your time and your comments. Sir, can you state your name for the record and also sign in for us please.

Mr. Jefferson: Okay. I write pretty fast.

Mr. De Mark: Okay. I don't know even know what that asks you for, so I apologize.

Mr. Jefferson: No, no, no. My name is Chris Jefferson, developer also here. And I just want to say that we definitely support Mr. Montgomery and his endeavors, especially with that focusing in affordable housing. We're doing the same work, very closely with government group. And we are the very, very preliminary stages of acquiring the rest of Ridge Street.

So, that's known that we intend to be able to work cohesively, collaboratively, to make sure that we can finish up the rest of that going out to Magnolia Street as well. So, it's all in the works. This has been very,

very informative. I know that they have done the great job in everything that they've done, but I just thought it was worth mentioning that all these notes have been taken, and there is a collaborative effort to ensure that this community engagement is happening. It's prime spot in middle of a lot of young professionals, right here on the north side, which we take so much pride in, so it's a great project, and collaborative effort.

Mr. De Mark: Thank you very much for your comments. Any other comments? Seeing none, Martin, I'm going to close the public hearing. Are there any other comments from the board? Do we have a motion?

**On a Motion by Mr. De Mark seconded by Ms. Wallace-Babcock, the preliminary conceptual approval of the buildings making sure there is access to pedestrian streets, additional landscaping in dry spots, and further study on community connection in center of the property.**

Ms. Wallace-Babcock: It's preliminary? Do we need a motion?

Mr. De Mark: It's preliminary. We need a motion.

Ms. Wallace-Babcock: We need a motion.

Ms. Lynch: Motion to give preliminary approval?

Mr. De Mark: Do we want to have any caveats to the preliminary approval?

Mr. Hauser: What is involved with that?

Mr. De Mark: A caveat would be, do we want him to put something in the center? Do we want him to try and save any trees? Do we want him to add sidewalks that aren't there today?

Mr. Hauser: I was very struck by Craig's logic, and if there is a way to put some caveats that could address his final.

Mr. De Mark: His thoughts? Yeah. Okay. So, do you have any that you specifically want to add to the approval? Sorry.

Mr. Hauser: I think increased pedestrian access to the streets, the way that Craig made some powerful points about, making this connected to the north side.

Mr. De Mark: Okay. It may be reflected in my vote rather than in the caveat.

Ms. Lynch: I think the sidewalk could be studied.

Mr. De Mark: Okay. So, you make a motion to approve? Or do you want me to make the motion, and then you can approve the second? How about if I make the motion to approve, preliminary approval for this project, noting a couple of things we want to make sure that there is pedestrian connection to the adjacent streets, that there's some additional landscaping consideration taken, in the dry spots now. And also, for just a little bit further study on a connection, a community connection, in the center of the property. Can I get a second?

Ms. Wallace-Babcock: I second.

Mr. De Mark: All in favor, say aye.

Attendees: Aye.

Mr. De Mark: All not in favor.

Mr. Hauser: No. Nay?

Mr. De Mark: Nay? Okay. One nay. The ayes have it. Martin?

Mr. Hauser: Who was the second?

Mr. De Mark: Tori was the second. Okay, Martin, we have another project to review tonight. Can you introduce the next project, please?

Mr. Livingston: Mr. Chairman, the design review board has received a request regarding preliminary conceptual approval.

**The Design Review Board (DRB) has received a request regarding Preliminary conceptual approval of the building's form, massing, and placement on the site for a proposed residential development – Magnolia Street Townes located in the DT-5 Districts at 454 and 458 Magnolia Street (Tax Map Sheet: 7-12-05-276.00 and 7-12-05-277.00), from Owner: Ray Billings, RBD Group Oz, LLC.**

Mr. Livingston: And they're here to present. They also provided some additional information that I'll hand out for you to review as presentation is being conducted.

Mr. De Mark: Okay. Thank you. Great. Mr. Billings, state your name for the record and sign in.

Mr. Billings: Ray Billings.

Mr. Billings: And Elizabeth Billings.

Mr. Billings: You can start off by seeing that obviously the elevations have changed from what you're looking at there. We did realize, and I didn't realize at the time, that the flat roof wasn't accepted in the DT5 area.

Mr. Lewis: It is permitted, but they have to give special exception.

Mr. Billings: Oh, okay. Well, we wanted to throw this out. We had found this later in the game before we could get it to Martin here, and we had proposed maybe a three story, or three and a half story as this is right here, that would have a rooftop terrace. And, I think he's got our site plan there as well. We had intended on with our community, is possibly doing mostly selling them as affordable housing, and giving the people the option of having a garden on the terrace above, and in this central area that he has, Eric has done for me, dog parks and either a playground, and dog park area, right in that area.

And keep that all in the middle with green space. We set back off of Magnolia to accommodate for the future parking that you had told us about, that the city might require later on. So, we sat back off of Magnolia, but we basically lined up our buildings with what John has done, adjacent to us as our neighbor. So that's what we used as our format in the beginning. We realized we don't have our landscape

plan as of yet, we didn't even see those yet, so we're still working on getting those and we will have those, that shows the plantings and everything.

Ms. Billings: I think our biggest concerns were getting the site plan as well as the elevations approved, so that we could really do some studies and figure out what the community area will entail. We've discussed multiple options, and they'll let it being centrally located in the development, provides a number of amenities. Those amenities really are going to be dependent upon our finalized site plan and elevations, to know exactly what space we have to be able to utilize.

Mr. Billings: We also had talked about gating it. All are building, we're living, they all front all three streets. And we talked about gating for security, or for privacy. So, that was the other option as well. That's about it for now.

Mr. De Mark: Craig, do you want offer some comment? Are you finished, sir? I'm sorry.

Mr. Billings: Yeah, no, no. That's fine. I've been communicating with Craig. So, he helped me with this layout a lot.

Mr. Lewis: We had a lot of good conversations. So, this is one of those that is almost there, from an application standpoint. So that generally speaking, recommend approval, but it needs a few more things just to make sure that that's all taken care of. You see that reflected in the comments. The street scape improvements along Milan, Raindrop, and Magnolia. We just want to make sure that that's reflected it doesn't appear to be reflected in the site plans that I saw, and it needs to sort of echo what's already happening along those streets. And so, notes are powerful, and making sure that you're committed to extending the sidewalk, and the street trees, and the things that are all along that edge.

Mr. Billings: Yes, definitely. Our plan is to improve the parking and sidewalks.

Mr. Lewis: That's important. The detailing on the buildings, I added comments for it. What they've submitted is radically different from the original one. So, I think it's definitely, there's a lot of positive elements in the new submission, but that's really more of a next step in terms of the final application.

But I think, I would recommend that you all provide some guidance on that so that they're headed in the right direction on that, because it's the first time I've seen that in that regard. So, my comments were to the previous submission. I don't have any comments for what they have here, so you can disregard that section, or do whatever you want with it.

So, I talked about the detailing, the material configurations and the windows, all important elements when they get to final. So, those are another important consideration. There were things I talked about with regard to roof and eaves, the ground floor treatment, and the entries.

Again, those are probably all have changed as part of that. So, that's important. The other piece of it, the other application was also missing. This one was as well, is that we do require perspective drawings and set the buildings in the context of the streets. We absolutely will need those for final. It's nice to have those in the context of the existing streets. So, you all have an understanding of how they will sit that's out there, recognizing that what they're looking for this evening to get them going is the site plan acceptable? Can they keep moving along with that, general thoughts about the buildings.

Mr. De Mark: Martin, are there other drawings that maybe you didn't share? Okay. There is a site plan showing. So, this is the plan north side of John Montgomery's phase one, backing up to Magnolia Street. Across the street is the existing county building? No.

Mr. Billings: County building's, I think, further down.

Mr. De Mark: Okay.

Mr. Billings: I think there's just a house across the road.

Mr. De Mark: Okay.

Ms. Wallace-Babcock: So, are these duplexes? Is this going to be...?

Mr. De Mark: No.

Ms. Wallace-Babcock: A bunch of pairs or are you going to run?

Mr. Billings: Those will we all joined together just to be two four-unit buildings, a three-unit building, and then one single standing unit.

Ms. Billings: So, there will be town homes with.

Ms. Wallace-Babcock: Okay. So, despite what this says, and what that says, we're actually approving 12 town homes for the application?

Mr. De Mark: How many?

Mr. Billings: There's 12.

Ms. Wallace-Babcock: And just for my own, when we go to vote, are we voting on the package we received last week? Or are we voting on this?

Mr. De Mark: I think they looking for the-

Ms. Wallace-Babcock: The package we received. Okay. Just the-

Ms. Wallace-Babcock: The package we received. Okay. I assume you can make payments.

Mr. De Mark: We're looking at the site plan. Is that really what we're looking at is the site plan?

Mr. Lewis: So, what I would recommend for this evening, because everything else has changed except for the site plan, that it would be okay to review the site plan and give them a preliminary recommendation to the site plan. If there are any additional comments, notes regarding extension of street scape and things like that, you can add that as a condition. And then at the meeting next month, when we get a little bit more detail on these units, you can do your preliminary on that.

Mr. De Mark: Can you zoom into that just a hair more for me, please? So, does the road dead end?

Mr. Lewis: The alley?

Mr. De Mark: The alley?

Mr. Lewis: Yeah.

Mr. De Mark: Behind unit 12 dead ends?

Mr. Lewis: Yeah.

Mr. Billings: Yes.

Mr. De Mark: And its dead ends at the other side as well? And then that center space is where you were talking about a dog park or whatever?

Mr. Billings: A type of common area.

Mr. De Mark: Common area?

Ms. Billings: In the East.

Mr. Billings: In the East. Yes.

Mr. De Mark: And is the, it looks like a wall, but I don't know if it's a wall, that hatch there coming off of 12, is that a wall?

Mr. Billings: Yes.

Mr. De Mark: Is a wall. Is that because the grade drops?

Mr. Billings: The grade drops.

Mr. De Mark: Okay.

Ms. Wallace-Babcock: So, you guys are higher or lower than phase one?

Mr. Lewis: We'll be higher.

Ms. Wallace-Babcock: Okay. Just to make sure.

Mr. De Mark: So, does the wall extend across the common space too, or does the wall die?

Mr. Billings: It dies.

Mr. De Mark: It dies. Okay.

Mr. Billings: They're able to blend that.

Mr. De Mark: Okay. Obviously, we need to see landscaping and understand that. Trash collection is going to be important.

Mr. Billings: Yes. We're planning on using one of the Suterra type systems.

Mr. De Mark: We love those.

Mr. Billings: Those are use much in this space.

Ms. Wallace-Babcock: But these are for sale, so they would have a common... These are for sale?

Mr. De Mark: No, I don't think they are.

Ms. Billings: Yes.

Mr. De Mark: Oh, they are for sale?

Ms. Billings: Yeah. They are for sale.

Mr. Billings: Yes.

Mr. De Mark: They would have an HOA, obviously?

Mr. Billings: Yes, we will.

Ms. Wallace-Babcock: For me, I think a lot of the same comments apply with making sure that we're doing streetscaping even in the back. It doesn't look like you leave left a lot of room between the fact that you've got driveways and HVAC equipment. There's really not much room on those streets for any-

Mr. Billings: It's a little bit for trees in between units there, but it's going to be limited, because they have double garages, each unit does.

Mr. De Mark: And is that a 20-foot street?

Mr. Lewis: No, it's 12.

Mr. De Mark: It's 12?

Mr. Lewis: It's 12-foot alley. Alley.

Mr. De Mark: Alley?

Mr. Lewis: Not a street.

Mr. De Mark: Not a street.

Mr. Billings: Yes.

Mr. Lewis: So, the 12-foot alley is the city standard.

Mr. De Mark: Tight. That's tight.

Mr. Lewis: No, it's normal.

Mr. De Mark: That's normal?

Mr. Lewis: Completely normal. It's totally normal.

Ms. Billings: And one of the reasons we really were leaning toward the second rendering was because it does provide for some private outdoor space. So, if someone wanted to have garden space, they had the ability to do that individually. And one of the concepts we've discussed of course is figuring out once we know what type of space we have in the common area is potentially a community garden or something like that. But we really wanted to provide as much outdoor space, so if someone wanted to do their own private garden area on the roof, yes.

Mr. Lewis: One thing I didn't realize these were going to be for sale. And so, in our conversations, if you mentioned it, I apologize for not picking that up. So, something to consider, you're going to have to have room for that condenser unit.

Ray Billings: Yes.

Mr. Lewis: And typically, the condenser unit is not in a common area element. It's tied to the house. So, you've got to figure out how to draw your property line, such that it's inclusive of part of that.

Mr. Billings: I think-

Mr. Lewis: It's just something you'll have to figure out. You don't have to do it right now.

Mr. Billings: Yeah. I think that we can probably do that. I think that we can shift that driveway and get it right beside there.

Mr. De Mark: Thoughts, comments from the team? Questions of the applicant?

Ms. Lynch: I don't think I have any thoughts. I mean, I think the site idea works. I think there's some things to be worked out and what does it look like? But I look forward to seeing that next time.

Mr. Billings: Okay. Would this elevation work? I know we're looking at the old one, but I just wanted to make sure. That's why I brought that. Would that be something that we could move forward with, you think? Because that's what we were up against. I didn't want to-

Mr. De Mark: Well, help us with some materials here because-

Mr. De Mark: It's vague and I don't want to interpret what I see versus what you see.

Mr. Billings: We'll have brick. It'll be brick, putty. It'll be architectural. Well, it'll be architectural on this one, but we would have like a TPO roof with a single slope on the part that is exposed right there. And-

Ms. Wallace-Babcock: We'll have some metal railing about there.

Mr. Billings: Yeah. They'll be the metal railings that will be prefabbed offsite.

Ms. Wallace-Babcock: And we would have a materials list for you at the next meeting.

Mr. Billings: Definitely the next meeting.

Mr. De Mark: So, the front of this looks like it has a patio in front.

Mr. De Mark: Is that how I'm reading that?

Mr. Billings: Yes. If the setbacks there allowed, then we definitely will have a Front patio.

Mr. De Mark: Okay. And then that's a like fenced in space for each unit?

Mr. Billings: Yes. That would be for each unit. So, the idea is you would have much of a yard between-

Ms. Wallace-Babcock: And then some of the windows would be operable?

Mr. Billings: Yes. Yes. Well most of them will have to be, because they're in the bedrooms and have to be egress.

Mr. Lewis: These are set up as duplexes as drawn?

Mr. Billings: Yes.

Mr. Lewis: How would they be set up in a four-unit building?

Mr. Billings: Well, the four-unit building, what we'd probably do is just alternate each one. So, you didn't your balcony, right?

Mr. Lewis: So, I think that's something that we have to kind of think about.

Mr. Billings: Yeah.

Mr. Lewis: This seems to work as a duplex in terms of its symmetry if you have four buildings and maybe a little bit too repetitious with lots of materials. There's a lot of materials.

Ms. Billings: I think here it's showing more break stucco and putty. We can stick to just pretty much the brick and the putty, and there maybe change in some textures.

Mr. De Mark: I think the other thing, that we really need a cohesive package now that we kind of like this one better, that's fine with me. I think the site is the site. It is what it is, you can get as many as you can get on there. But when you come back to us, whole package, we have a list of items. Everything has to be checked off. Martin's going to check it off before it gets here. Okay? So, we have sort of that list. We've identified that list as important for us to make a real understanding of this and something very easy for others to look at and go, "Oh, that's what it's going to be." Okay? So, if we can get that, follow that list, landscape plan, perspectives, elevations, understanding what the materials are, I think that will really help us get to a final. Okay?

Mr. Billings: Okay.

Mr. De Mark: Public hearing? Thank you. You all can sit down.

Ms. Billings: Thank you.

Mr. De Mark: Anyone want to speak in favor? Anyone against? Seeing no comments or anyone standing, close the public hearing. Can I get a motion? I motion that we approve preliminary for this project.

Mr. De Mark: Are we doing a preliminary?

Mr. De Mark: Oh, we're going to do a submittal first and then do it because we've kind of have a full set. Okay. I'm good with that. So, no approval tonight.

Ms. Billings: That's fine. We really, we're just looking for more guidance.

Mr. De Mark: Yes. So, the basic is that come back with a complete package. We'll review it one more time to give you approval from there.

Mr. Livingston: Can I get a vote and a motion to second to table.

Mr. De Mark: Sure, we can table-

Mr. Billings: This until can be run back?

Mr. De Mark: Yeah. Can I get a motion to table this until we get a complete package?

**On a Motion by Ms. Wallace-Babcock, seconded by Ms. Lynch, The Board tabled this item for the next meeting.**

Ms. Wallace-Babcock: I make a motion to table this until we get a complete package.

Ms. Lynch: I second.

Mr. De Mark: And all in favor, say aye?

Attendees: Aye.

Mr. De Mark: The ayes have it. It's tabled until we can get a complete package. Martin, can you introduce the third project for us please?

Mr. Livingston: Thank you, Mr. Chairman, members of the board.

**The Design Review Board (DRB) has received a request for a Full and Final approval on the site in the DT-6 Zoning District of a mixed use rehabilitation of a building located at 109 and 111 East Main Street (7-12-21-045.00 and 7-12-21-044.00). Owner: Bauknight and Babb, LLC / Applicant and Agent: William Gray and Adam Flynn, McMillan Pazdan Smith Architecture..**

Mr. De Mark: Great. Sir, can you state your name, sign in for us please?

Mr. Flynn: I'm sorry?

Mr. De Mark: Apparently you had no control.

Mr. Flynn: So, I'm Adam Flynn, Architect Associate with McMillan Pazdan and Smith Architects, here to present the 111 East Main re-development for final approval. Most of the slides you have seen before, just to give again a quick overview since so Lucas, you weren't here when we presented previously, the project is two parcels located in the middle of downtown. Morgan Square is here. The project site is here.

This is DT6. The project site is one existing historic building. The 111 East Main project formally the Montgomery Ward. The 109 site is vacant, burned in the '60s, has trees growing out of it until recently.

And so, the project contains both the existing historic project and the infill project that will go next door. Just a brief overview of the general DT6 classifications, zero-foot setbacks, 80% minimum, two stories minimum, 10 stories max, just giving an overview of it. Again, kind of showing more an aerial shot.

These are the two lots that we're looking at. Morgan Square's under the text, of course going back up towards downtown. So, we're in this block here. Existing streetscape condition, on the upper image, the project is on the left. On the lower image, the project is on the right. Context in the neighboring streets, although a lot of this is potentially changing in the near future with all the development going on this block and around, but just showing some of the existing context. We have multistory multifamily with library commons, typical kind of back of historic infrastructure off of Broad Street. And then looking back towards the site on Broad Street and then showing the corner of Broad and Church. And again, just for reference this and this are our properties. From a property perspective, both parcels are owned by Bob Knight and Bab, one vacant, one existing.

Both of them already used zero lot lines. We would not be expanding above or pushing in from that. But looking at kind of the ground floor level, this would front on Broad Street. Currently there are two existing historic garage doors that are part of the historic tax credits the building is seeking. Those would be restored and used as ingress and egress for basement parking. This is different from when we were in front of you for preliminary. We are looking to capture the front on Broad Street for a commercial tenant. Not a large space, six, 700 square feet, but potentially good for a pop up or a small store. And in a pretty good location, especially when development across the street picks up. Behind that we have enclosed parking garage and unit storage. This layout is still in flux. We're trying to get the routing right, but the programming of that floor will not change at this point. And again, this is below street level. Once we get to Main Street.

Mr. Flynn: In fact, these two rooms are below the sidewalk.

Mr. De Mark: On Broad, it's at grade?

Mr. Flynn: Yes.

Mr. De Mark: I got you. I slept during that.

Mr. Flynn: So again, this is a previous scheme that was not ideal from a traffic perspective. Again, we were trying to eliminate having to use ingress from the 109 property, which we were able to do, but we are working through an easier layout right now. But again, that will not impact anything on the streetscape from what we're proposing.

Mr. De Mark: Great.

Mr. Flynn: So, this is the ground floor. This is on the level of East Main. The historic tenant or the historic portion is planned north. The infill is planned south. So, we are planning on maintaining the existing storefront and streetscape from the store facility. That includes a deep covered, but open vestibule area along the back. Again, one level above Broad, we are transitioning back to apartments. And then in the infill, we are looking at a commercial infill with a full facade front, but then a passage back to a resident courtyard that would be inside the space. And we'll also provide opportunities for daylight, for internal departments in the historic facility. And then we'll just quickly move up. As we move up, there is a mezzanine level that will also have apartments open to below on both Main Street. It's a very tall space for each one, about 18 feet floor to ceiling in those units. On the upper two levels, they are mostly the same.

We have internal apartments again, day lighting to this resident, courtyard on the infill. We have what we're calling the observatory unit, which we'll have some private terraces balconies overlooking Main Street. And again, set behind a full width front facade. And then again, showing the top level, which is very similar to the third. On the roof we have a number of small mechanical units. We have modeled those in our renderings. They are screened by existing para walls and just being set back. But most of the intervention, again, small mechanical units for each apartment, a couple of larger ones for the retail space, but all screened and shielded. There are a couple of existing popups that will remain. Again, those are part of the historic facility and are not being touched. From an elevation perspective, the 111 property again is a historic restoration. So, using federal historic restoration guidelines, we will restore the brick masonry, stone veneers, aluminum storefronts, signage, and cast stone.

The only potential changes would be replacing the pineapple 111 East Main infill on the signage and repairing some existing historical wood elements that have been removed over time. Beyond that, it's really just repairs and clean up. On the 109 side, we have a front facade wall, which is calling back to the current facade. Although it is brand new, the current one will be to down and replaced. Behind that we have a mass which is contrasting color that is the actual volume of the building. And that creates covered space for the retail entry as well as covered and open terrace spaces for that observatory tower. On the rear of the site, again, we have the historic restoration, same requirements being fulfilled there. And then on the 109, we are showing five story brick, double height windows width span in between and commercial storefront at grade level.

This is an egress store from the courtyard just to provide for life safety. And then this existing historic door will be restored to its historic status and will be kind of a back door for the apartment facility. This existing door here is for the freight elevator. That's intending to remain as well and continue to be in service.

Mr. De Mark: So, is there just one elevator or is there?

Mr. Flynn: We're adding an elevator. And again, that's part of, kind of our work kind of final touches, but we are adding an elevator in the infill portion on the interior side.

Mr. De Mark: Gotcha.

Mr. Flynn: We were originally planning to replace the elevator and use that, but old elevator shafts and new elevators are not good friends.

Mr. De Mark: Yes.

Mr. Flynn: Looking at a couple of, I'm not entirely sure why that was blown up as much as it is. So, we'll just skip through that. This is more like it. So, section 30109, again, we're looking at a large retail tenant on the Main Street level, some build up and then everything is open interior until we get to the backend fill, which again, faces Broad. So, in filling the front, leaving the middle open for daylight for all of the apartments inside and to provide amenity space inside the project. Material pallet has not changed.

We're looking at either a manual oversized brick or otherwise just a colored oversized brick, and then paneling for that interior volume facing Maine, and then a brick that is compatible with the existing historic brick for the Broad Street side. Looking at our renderings, the major changes that you will see are the addition of the rooftop terrace on the observatory with glass railing there.

But beyond that, really not a lot of changes from preliminary. But again, that enameled oversized brick will be on this kind of front facade wall. The limestone will be on the rear volume. Looking at that from

another angle. And then in the back on Broad Street, again, showing the now infill of storefront and then the windows in addition are on the store side. And again, another angle from the intersection of Church and Broad. And that will conclude the presentation. A couple of other notes, trash will be handled internally with rollout carts rolled out to the street serviced three times a week, but that will be completely stored internally on the basement level. And unless I missed something, I'm happy to answer any questions once Craig has a chance to do this part.

Mr. Lewis: This is an easy one for me, because it's essentially what they've presented at the preliminary and they've finished the detailing on it, none of which was material in terms of the overall design. I think it's an excellent project. At your direction, they took another look at that second garage door and peeled it back. So, they certainly have enhanced it. That was going to be a problem that's close to the intersection anyway, but that disappeared. So, we recommend approval.

Mr. De Mark: Great. Thank you.

Mr. Flynn: Thank you.

Mr. De Mark: Any public comment for or against? Seeing no public comment, I'm closing public comment. Team, anything to ask Craig or the applicant?

Mr. De Mark: No, neither do I.

Ms. Lynch: I like that it's a small unit on the back.

Mr. De Mark: I think they did a good job of coming back to us with what we asked for and-

Ms. Lynch: I really like the Broad Street elevation too. It's just simple and I kind of wish we could see more of that elsewhere. It's just red brick building. Nice.

Mr. De Mark: Well, I think they're going to restore that brick too, right?

Mr. Flynn: Also, the historic building will be restored.

Ms. Lynch: It's the skinny building, 109.

Mr. De Mark: Oh, the 109.

Mr. Flynn: Yeah. The historic building will be restored, will be restored and we wanted to do something simple, urban infill on the back. There's a lot going on that side of the street, but we wanted something compatible and complimentary and then put a showpiece on it.

Ms. Lynch: I think the back is also showpiece. I just like it.

Mr. De Mark: Yeah. I think it looks good. And if the planetarium comes, that'll be great.

Mr. Flynn: Yeah. I'm hoping to be in front of that with that soon.

Mr. De Mark: Okay, great. Good to hear. Questions?

Mr. Hauser: Just one.

Mr. De Mark: Sure.

Mr. Hauser: Quick thing. I think it's beautiful and I'm so excited to had presented to me in my first day here. So, I assume there was a lot of discussion in previous meetings about getting to this point. I don't know how many meetings there was.

Mr. De Mark: Just two.

Mr. Hauser: Just two?

Ms. Babcock: This is their second?

Mr. De Mark: This is their second. Right?

Mr. Lewis: Yeah.

Mr. Hauser: The color of the enamel, is that important to match the existing color?

Mr. Flynn: Not necessarily. Although, we did want to give some hint of the building that was previously there. I feel like the limestone and back is probably a closer match and then we just wanted something compatible with it. That final color is going to be in that tonal range, but obviously it's going to be dependent on what's available and affordable for the project, which is why I said we think it may be an enamel brick, it may be something different, but the color and tone will certainly be in that range. And it will be an oversized.

Mr. Hauser: Thank you for explaining.

Mr. De Mark: I think McMillan Pass and Smith does a good job of presenting a good project and they follow the document to the letter, which is very, very important.

Mr. Lewis: We look at the checklist.

Mr. De Mark: Yes. The checklist. They check everything off. Someone's verifying things.

Mr. Flynn: Not our first rodeo.

Mr. De Mark: Yeah. Seeing no other comments, does someone have a motion?

**On a Motion by Ms. Wallace-Babcock, seconded by Mr. De Mark, the a full and final approval of the development was approved for the site.**

Ms. Wallace-Babcock: I make the motion to approve.

Mr. De Mark: I second it. All in favor, say aye.

Attendees: Aye.

Mr. Hauser: Aye.

Mr. De Mark: Sorry. The ayes have it. All opposed? I didn't hear your aye

Mr. Hauser: Oh, I said aye.

Mr. De Mark: Oh, I'm sorry. I missed it. The ayes have it. It's approved. Congratulations. You will issue a letter that says it's approved to them tomorrow. We appreciate that.

Mr. Flynn: We look forward to submitting it to the city in the next couple months.

Mr. De Mark: Great. Let's see. Martin, do you have any staff announcements?

Mr. Livingston: Mr. Chairman, members of the board, I only had two announcements. One first one, welcome Oksana Holbrooks, who's replacing Julie. So, she's been on the board for a couple of months now and in the process.

Mr. De Mark: Great.

Mr. Livingston: And so, we want to welcome her. And then second welcome the new board number, Mr. Lucas Hauser.

Mr. De Mark: Great.

Mr. Livingston: So, he will be taking his training in the next week.

Mr. De Mark: Excellent.

Mr. Livingston: And now I'll answer any questions the board may have.

Mr. De Mark: Thanks Martin. Anything going on we should know about? Any training that is available?

Mr. Livingston: We have an orientation training next week that's three and a half hours. That's typically for new board members. And if we have another refresher training, we'll send that out to you.

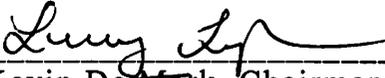
Mr. De Mark: Great. Seeing no other business and there's no other conversations or anything, can I get a motion to close the meeting?

Ms. Lynch: I motion that we close the meeting.

Mr. De Mark: I second it. All in favor, say aye.

Attendees: Aye.

**Meeting adjourned at 7:25 PM.**

  
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Kevin De Mark, Chairman  
LUCY LYNCH, VICE CHAIR