

Meeting Minutes of the Design Review Board (DRB)
Virtual Zoom Meeting
Tuesday, December 1, 2020

The Design Review Board (DRB) met via Virtual Zoom Meeting on Tuesday, December 1, 2020 at 5:30PM. The following Board member were in attendance; Kevin DeMark, Lucy Lynch, Ricky Richardson, Carolyn Schoepf, and Lauren Rogers. Representing the Planning Department were Martin Livingston, Neighborhood Services Director, and Julie Roland, Administrative Assistant.

Roll Call

Mr. DeMark, the Chair, called the meeting to order and stated that notice of this meeting was posted and provided to the media 24 hours in advance as required by the Freedom of Information Act. Mr. DeMark said all five members of the Board were present, constituting a quorum; and he went over the procedure for the meeting.

The Agenda for tonight's meeting was approved by acclamation.

Old Business: None

New Business:

The Design Review Board has received a request regarding Preliminary Review & Approval of a proposed building's form, massing, and placement on the site for a proposed new Kennedy Street Apartments project, located in the DT-5 District at 327 E. Kennedy Street and 289 Union Street, Parcel # 7-12-11-215.02 & 7-12-11-214.00, from Paul Mills, PE, Site Design Inc., Agent, on behalf of Jack Levinson, LAT Purser & Assoc., Applicant, on behalf of White Horse Investments, LLC, Owner.

Mr. Paul Mills, P.E., Site Design was sworn in to discuss the project; and he thanked the Board Members for having us tonight to talk about this project. This is a great little apartment home project that LAT Purser is doing. We've worked with them a couple of times on a few different things and I'll walk you through the photos here and into the site and tell you a bit about it, and then, Jack Levinson will talk a bit about it, and then Russ DeVita at FMK Architects will talk to you about the architecture portions of it. He explained some slides on the screen as follows: So we're in the DT5 zone, and right now we're looking at approximately 133 units. We're still in the development stage of the building, and trying to determine exactly how many units there'll be, how many bedrooms there'll be, and the exact size of the building. But, this is pretty close. Parking, approximately 155 parking spaces. I have asked Martin if we can discuss doing compact parking on a few of them which will allow us to add some spaces. So, it will be an eight and a half foot wide space instead of the standard nine foot wide space. So, hopefully we can get approval for that this evening also. We'll have one driveway on Real Estate Way, on site dumpster, and since the site is or was previously mostly impervious, we should not need to do detention on it, but we will need to do some water quality to satisfy the storm water regs that Jay Squires has explained to us. So, this is looking Northwest from East Henry on to the southern portion of the site. This building right here will be demolished, this building is off of our site and will remain. Our parking lot will be in this general area here. Just another view from intersection of Henry and Union. Moving on up Union Street. This building was demolished a number of years ago and it's just the foundation that is still remaining. Again, that same foundation. As we move on up to Advent and Kennedy. So, we do have these nice power lines up here to deal with, we're not planning to relocate these, although we'll have to coordinate with the utility company

for some of the guide wires and just making sure everything can fit in properly. Let's get into the plans. So, here we have the aerial photo showing the site and our proposed improvements. Our driveway is up here on Real Estate Way, we did talk to the DOT about a driveway out here to Henry and they said no, which we kind of expected them to say that. Let's just zoom in here on that same image. Right now, our dumpster pad is over here and so a garbage truck would come in, drive around, pick it up and go, and then go out that way. This is our water quality feature area down here. That has not been designed yet but we'll figure that out as we move forward. This dark area designates the heavy duty paving for the dump truck and if a fire truck or any emergency vehicles need to come through, also for moving vehicles. This is the area that we'd most likely do the compact parking spaces in. We do have handicapped spaces per the ordinance. Bike rack right over here for the ordinance. We will have a pool and other amenities for the residents. This area here is the coming in and going to the office, this will be the office area which Russ at FMK will talk about shortly, but these will all be street front units, two feet above the finished floor above the sidewalk per the ordinance, and also there are some up here that will have that same entrance ability from the street. This gray line right here is the Dan, the proposed Dan Trail and so that is, existing curbing gutter is right here, and that is coincided with the property line and so the Dan trail is just on the outside of the existing curb line. So, the existing curb remains where it is. This is the rough grading plan, and so, we do have a decent amount of fall across this site for the size of the site, and the water will drain down here, we'll pick it in catch basins, take it out here, run part of it through our water quality device, and then get it into the public drainage system that's down in this location. And, I can turn it over to Jack now, if Jack wants talk about a few things, and then go on over to Russ.

Jack Levinson said Paul, thanks, may I suggest Russ go ahead and jump in at this point, please. Russ DeVita said okay, so, you know this image is oriented a little differently than the one you just saw, but this is Union Street along here, then this is Kennedy Street, and there's the parking field. So, you know; we're super excited about when we went down to look at the site, with just all the opportunity that surrounds this site, and the fact that that multi use trail is running along the main frontage of the site. That was obviously our driving force to make this a very pedestrian friendly building and really utilize that multi use path. The general building configuration is such that it fronts the two main streetscapes along Union and Kennedy Street. There is quite a bit of fall in this site, this is the high point of the site, and it falls as you go all the way around and down to the low point at Henry. I think it falls 12 to 14 feet, so we're actually able to use that to our advantage where the units, the part of the building that fronts Kennedy street is only three stories tall, whereas the rest of the building is four stories tall. What you're seeing here, this grayed in area is actually, kind of, a basement level, and there's no units here, and you'll see that as we go through the slides. This was the amenity area that Paul's mentioning, you know, the idea would be that the people who live here are entering the building at this intersection right here, and then in this area would be a leasing office and amenities such as fitness, and things like that overlooking this pool courtyard. We're also taking this entry piece and going all the way though the building and taking advantage of, kind of creating a front door in a stoop here that fronts the Dan; again just promoting that connectivity where residents can just flow right out of the building on to the multi-use trail or walk uptown, something like that. As you can see, we've, again, with the connectivity, all the units that front the main streets all have large stoops with stairs that, again, connect you right down to the sidewalk, the public sidewalks. Go to the next image. This is the second floor of the building, again, the units just stacking up. Here you can see these are the units now are fronting Kennedy Street. This is the

first floor of those units. Again, this connection here, I think, we're showing a monumental stair down from the second level and, kind of, a two story opens below piece here. This is the third floor, and then on the fourth floor, we're actually taking this unit and creating a roof top amenities space where there'll be just amenity for the residents where they can congregate, but also have this roof terrace feature here, that has, as you'll see when we look at the elevations, this kind of creates a nice focal point for the project as it bends to the corner here, but also provides that view to uptown. And, also, you can see from massing that the building, at the main intersection here of Kennedy and Union, due to the massing, this piece of the building actually is a little bit more prominent as you'll see, it becomes kind of a feature piece of the building from the massing and from the elevations. This is the roof plan. The building is going to have a flat roof, with a quarter per foot slope towards the parking lot. It will have a parapet all around the building that will shield and screen the mechanical units that will all be placed in the center of the roof. This main feature element, like I said, has a little bit of different roof form as a butterfly roof, so you'll see that here in a minute when we look at the elevations. This is the Kennedy Street elevation, so this is the three story elevation that I was referring to. As you can see, we've created what we think is, you know, an appropriate urban type of architecture with a contemporary flair with large expanses of windows and doors. Just to provide that warmth and feeling of invitingness and the base of the building is masonry, this brown color, is a brick running along the base of the building. And, we've, as you can see, we've kind of broken up the building with the balconies that each unit have balconies that provide relief to the massing, and then that's all accentuated at the bottom with the stoops that prove the connectivity to the street. This is the elevation going around the corner, so this is at the corner of Kennedy and Union, this is that special feature that I was showing in plan. There's two units here, this is a stack of three units, and this is a stack of four units, and this is that butterfly roof element. We kind of liked the notion that this kind of expresses and kind of gives it a dynamic, a feel at that corner where this unit's looking towards the uptown and this unit's kind of catching your view as you're coming up Union Street, and you'll see that in the perspectives. This is where you can see where the building goes from three stories to four stories. So, we're basically taking that brick element and then that becomes the first floor of the four story elevation. And, on this feature element we're running the brick up in that area to kind of help accentuate that element as well. Again, like I said, some contemporary detailing but still rooted in traditional forms, so we have kind of the base, and the shaft, and the capital, but also trying to create those vertical elements to break up the long elevation. The way we're grouping the windows, and the way we're providing recesses in the balconies. This is that public entrance on the opposite side of the parking entrance that allows the residents to walk right out onto the Dan. Go to the next slide. These are this street sections, see this site's section is at, on Union Street, so this represents a six foot landscape buffer, the multi use trail's right here, and then we're 12 feet back to the face of our stoop, and then this is the four story building along Union Street. This is the section that, excuse me, at Kennedy Street, there's a back curb here. We're showing a six foot planting area here, that would be where power poles were, and then a six foot sidewalk, and then a four foot planting area here to kind of buffer the building. So, this next image is probably the best image in terms of getting a feel for the overall massing of the building. This is the three story portion along Kennedy Street. This is that end element here with the butterfly roof that kind of creates that dynamic corner element with both views to uptown, but also views as you approach the project. This is the two story entry element where we'll have a canopy. And, then this is that roof terrace element that I indicated on the plan where people can be up here and have great views to uptown. Here's the

Dan, the multi use path coming along here. This is a perspective at the main intersection, Kennedy Street down here, and then Union Street over here, so again, you can see the prominence of this end element and the sculptural nature of the roof. This shows how the brick runs along the base here, kind of comes up along here and then forms the first floor along the Union Street. This is another view, this is a view on Union Street looking towards uptown. So, again, you can kind of see how this really creates a nice vista as you're coming up Union Street, helps break up the building so it's not just one long wall façade, and again, we're using the balconies, and just varying the architecture to create that vertical sense to kind of break up the scale of the building. As you can see all the units have stoops at that first floor, and from the site line you saw they all have connectivity to the main sidewalk, direct connectivity. I mean, that's kind of the overview of it. Jack, feel free to jump in if you want to add anything.

Mr. Levinson said yeah, thank you, Russ. Just a few words, first, to Chair DeMark, and the rest of the Board Members of the Design Review Board and City leaders, we appreciate you placing us on your agenda today. We have been working diligently on this project, and actually; LAT Purser Associates has been interested in downtown Spartanburg for quite some time and we have been actively been pursuing a proper site for the past couple years. Previously we put forward some offers on properties that did not pan out; and we are delighted that we are working on this particular site. LAT Purser and Associates is the Developer/Owner, home base is in Charlotte. We have a multi family division which is called My Niche Apartments and it will be My Niche Apartments that manage and lease this project as well. You can go on the website, My Niche Apartments, and see other projects that we currently have and operate. As Paul mentioned earlier, we are planning for approximately 132 to 133 units, primarily one and two bed units. Our time frame is to work toward a groundbreaking at the end of April 2021 or first of May, if all things can pull together. I am available for any questions that you may have, thank you.

Mr. DeMark asked does that end your presentation.

Mr. Levinson said I believe so, yes, thank you.

Mr. DeMark asked Mr. Craig Lewis, Stantec Design Consultant for the City, could he give us your feeling on the project.

Mr. Lewis said I'd be happy to, thank you. I've been working with this client team for a number of months, I want to say back in May, but it may have been even earlier than that. They've been really good and responsive about providing early drawings and we've been working with them closely on all the nuances of the site, site in downtown Spartanburg, none of them are square, none of them are normal, kind of, things that are going on with it. They are the first ones to fully comply with our new procedures. They started their application process three weeks ago, submitted their application, we went through a set review comments, as sort of a draft review with them, they were able to respond and get back to us on that, and so you were able to get a timely application to you. I, thank you for being our crash test dummies on this new process of ours, we appreciate it. They have four specific items for your consideration outside of just the general discussion of the project. I think it's a handsome project, I think they did a very good job at detailing it. It is a big building, and it is a single building but it's going to be very difficult to kind of see that building in all, with all of its views as, as it is a very long building. I think it's important to note that, particularly, along Union, and so I think with the topography changes, with the stoops that they have, landscaping, the way the building has a small recess at Advent Street, I think they all sort of combine to provide a good massing along that area.

Mr. Lewis said there were four primary elements as follows: we have a frontage build out requirement and minimum front set back and maximum front set back; those are two different issues that you all will need to discuss. The maximum front set backs are really addressing that little sort of triangular courtyard space that's around Advent Street where they have set the building back a little bit. I think they have done a good job at providing good pedestrian frontage along there sort of addressing all the other mitigating elements. That frontage build out component also is along Kennedy Street and, as you all noticed by your sight plan, there is parking that is, sort of, along the Kennedy Street area. Generally speaking, in the backyard of the building if you want to sort of draw a building line but it's very clearly going to be visible from Union and at Henry, and I think, when you see the other three corners at that intersection, first off, it's sort of an odd intersection because of the geometries, things come out at an angle, makes for some odd corners that probably are not super buildable and there are parking lots at the other three corners there. In absence of any other plan there, I think that's probably a good landscaping treatment, gateway element through there but I think parking is acceptable at that location. That kind of deals with the first three items. The fourth item is the street scape along Kennedy. They're asking for a reduction in our standard street scape which would be an eight foot sidewalk and a planting strip area, so either a 12 or a 14 foot section in through there. There is a couple of other precedents in the area for you all to kind of consider as part of that. As mentioned, they've got all the utilities on their side of the road, it's a big old mess over there so, we're not talking about planting canopy trees, either way, these are Crepe Myrtles, and they're going to be underneath the utility lines that are there today. There are two different approaches and, Martin, I've got just a brief set of imagery for the Board, if I could have that. I'm going to share that over to there. You see the site is on the left hand side here and you can see this configuration, sort of an odd shape site. There are two Spartanburg County Foundation buildings, one on the North side, one on the South side, and so it's really sort of the South side is sort of most relevant. The North side's done, it has been done for many years; the South side I don't think is complete yet. That's the North side one, that's the condition that they have. Essentially, they didn't touch the sidewalk, they left the sidewalk that's there, which is really kind of a four, five foot sidewalk, back up curb sidewalk with trees planted behind the sidewalk, which they planted as part of the building. You can see all the utility lines on the other side of the street. That's the building that will be constructed on the other side of the street, kind of, diagonally across from the foundation building. They were required to construct an eight foot sidewalk, that was part of the plan, and then they're putting trees behind that, and then their side set back is roughly about 10 feet behind the sidewalk that's out there today. We've got a couple different issues. Obviously what this picture doesn't show is all the power lines all across the frontage so just imagine the ugly draping it's way across all the way through there so that will be part of it. That's the image before you of the approved plans that we approved, gosh, like a year and a half ago, I think, so you see the eight foot sidewalk, there's about a 10 foot sort of planting area where three trees are going and then the building. That kind of gives you a sense; we've got a couple different conditions that are out there today. This would be the one that's sort of closest to all of them, as part of that. So I think that was the main discussion items; and the Board may have some others that they choose to bring up as well. I think this is the one to sort encourage you all to consider do we want to stick with the current standard that's been set, or do we want to do something a little different. I don't have strong feeling either way, given the conditions that are out there, so I'll refer back to you, Mr. Chairman, and be happy to answer any questions.

Board Questions:

Mr. DeMark said Martin, can you pull back the overlay over the aerial image, I think, to start, and then I might push you to a couple of another images. I just have some questions that I want to clarify some things.

Mr. Livingston pulled up the images Mr. DeMark referred to.

Mr. DeMark said so does each apartment have access to the Dan.

Mr. Levinson said yes each ground level unit.

Mr. DeMark said and, when you said there was a curb there, is it a curb or is it a wall.

Paul Mills said it's existing curb, and the way the detail shows it, and I can pull it up if you want to see it, the way the DOT plans show that the future paving will actually go to the top of the curb, so the Dan Trail should be at least in my interpretation of it, the Dan Trail is flush with the top of the existing curb.

Mr. Lewis said they're going to pour a new curb on the outside of it.

Mr. Mills said yes, they'll have the existing curb, the Dan Trail, a planter, and then new curb going into Gingham Street.

Mr. DeMark said and this is for the design team as well; is the water quality feature, is that water retention for the parking lot. Or was it detention.

Mr. Mills said it was neither. He explained currently based on our analysis, which we have done a very preliminary level storm water analysis so far, in case anything changed; but right now we should not need detention because we not increasing our impervious area because of the existing impervious areas are there. But, we do have to do water quality treatment, so it will be a vegetative swale so as the water flows into it, it will help filter out sand, and oil, and things like that, that are in the parking lot and before it goes in the storm drain system.

Mr. DeMark said so, it's a bio-swale of some sort.

Mr. Mills said yes.

Mr. DeMark said and that only occurs at that back end part of the parcel, it doesn't wrap to the Henry Street side, correct.

Mr. Mills said correct. And right now we have not actually designed it because we're just too early in the stage, so that shape could change, the size could change but that's generally speaking where it will be.

Mr. DeMark said okay. I don't love the parking lot along Henry but I understand the need for it, and I just wonder if there's way to treat it a little bit so it sort of goes away, like; if the landscaping where there's a lot of fall there so you're not going to see it necessarily, and when cars are there, you're going to see it. But I just don't know if there's a way we can treat that a little bit so it doesn't look as obvious.

Mr. Mills said well, we had talked to Craig about decorative fence and vegetation along there.

Mr. Levinson said I have a question regarding a decorative fence. Is there a suggestion by the Design Board on a favorable height of the fence.

Mr. DeMark said I mean, I don't think it has to be more than four feet. I think the biggest concern I have is as people park in it at night; and how the lights shooting across the sidewalk and the street; and I just think it detracts from things. I'm not a traffic engineer but four feet's probably sufficient and once that landscape grows in, then it will kind of be a mute point, right.

Mr. Levinson said I appreciate your point and we will be putting work in on a landscape plan.

Mr. DeMark said and maybe as we get closer to a final plan, you could provide more landscape information and the bio-swale will be figured out; that would certainly be helpful. Does anyone else have any questions from the Board.

Mr. Richardson wondered on Kennedy Street, where I think Craig has the most heartburn, down in front of the County Foundation, and by the way that building is open and operable and finished, if anyone wants to take a look at it, Craig, if I'm not mistaken, the sidewalk, you have the curb, then you have six foot sidewalk, and then ...

Mr. DeMark said eight feet, I think.

Mr. Richardson said back to the building.

Mr. Lewis said right, it's a curb, eight foot and then a planting area.

Mr. Richardson said okay, so the sidewalk there is eight feet; and is that what our requirement is.

Mr. Lewis said yes.

Mr. Richardson said do we have eight foot sidewalk versus six for point of argument for the amount of pedestrians we expect or is it a safety feature from the cars.

Mr. Lewis said it's a set back from cars because the previous sidewalk had a two foot planting strip, and then a six foot sidewalk, so we just asked them to pave it all the way because they didn't want to maintain the two foot planting area, (grass strip) through there. Six foot would be the standard.

Mr. Richardson said okay, so here on Kennedy Street, we're looking at a six foot planting section and then a six foot sidewalk requested.

Mr. Lewis said yes.

Mr. Richardson said okay. Personally, I'm a lot more comfortable on a six foot sidewalk with a six foot planting strip between me and the road than any eight foot on the road, which I believe is further down the street.

Mr. Lewis agreed with him on that.

Mr. Richardson said okay, but I mean that's the set up, right. I'm just confirming that I've got it right in my mind.

Mr. Lewis said that's right.

Mr. DeMark said I think, Ricky, and Craig, I don't want to speak for you, but I think what Craig said was, he doesn't have any real heartburn with the six feet versus the eight, right. That's what you said at the end.

Mr. Lewis said that's right.

Mr. DeMark said and, I was fine with it as well. I think they've done a good job of at least identifying that there is going to be landscaping there and there is going to be, and well we still sort of have the feeling of the eight foot sidewalk but it's just six feet, right. I mean, it gives a it gives a good rendition of what we want.

Mr. Lewis said yeah. It is the same detail by the way, that we have along Daniel Morgan next to the AC, right by the parking area. We have a planting strip, although the Crepe Myrtles, last time I checked, they weren't in great shape, they need some pruning, but it's the same condition of the planting strip and then the sidewalk, that it's right there, because they also have the overhead wires.

Mr. Richardson said I would really love to see, and I know this is a preliminary deal, but I think, again, as I look at the site, I wish you could get the parking off of that trail over there back up into the main area but I know that doesn't work. But, I do think all of that can be remedied with a pretty decent landscaping. I think you can landscape that away. That's just my thought. And, Craig, to your point, not having the building come up to that lower right corner that we're looking at; it really does improve visibility. It's a horrible intersection, you've got two five lane roads coming together and I'm much more concerned about the traffic on Union Street than I am Kennedy because of that. And, I think that the Rail Trail coming up here removes that from the sidewalk there in front of the property. I think it's great. I would really be interested in whose decision it is to close off that little part that backs up part of Advent Street, that little strip so that you're not crossing the Dan there, whose decision is that.

Mr. Lewis said it's both town and DOT. I brought that up way back when and we were in the process, we, the City, were in the process of getting the final permits from the state and basically what I was told, let's just get the permit for this and then we can talk about closing that off. I agree with you that's sort of part of the trail.

Mr. Richardson said that would create a really cool front yard for The Butterfly tower. I mean if you could really bring that out, up to the fountain; it would look nice.

Mr. DeMark said is there, are there any other comments from anyone else on the Board.

Ms. Lynch said I think this is a great project. I think, really well thought out, really well presented and organized and everyone appreciates all the work that went into this. I know that it is a lot of work. I think it's a great project. I agree with Craig and Ricky about the sidewalk exceptions and the other, I think there was one other exception, all those seem reasonable, and I think it's exciting. The only thing I don't love about this project is the architecture. I think just looking at this building I feel like I could be anywhere. I'm not getting the traditional reading that was talked about it and there are a lot of materials but, nevertheless I think it's a great project and I don't know if any of those materials and colors and all that is preliminary.

Mr. DeMark said yeah, I think what we'll ask for the final is we will ask for a material boards and a better understanding of the colors and a better understanding of what those materials are. I heard you talk about brick a lot, but I'm sure there's some other material above the brick that we don't really know what it is yet, and we don't understand the feel of that. There have been a lot of apartment projects that have been presented to the city in recent years, and we just need to better understand what the feeling is, and what that architecture really is.

Ms. Rogers said for the ground level units, will they have access from a double entry standpoint, or will they have to walk onto the street to enter their unit every time.

Mr. DeVita said no, there's an internal corridor, so all the units have access off the internal corridor of the building, but they also have a secondary access point at their patio.

Mr. Richardson said and, I assume that the apartments that are on the ground floor that back up to the parking lot on that first floor, I presume that they do have windows in them. They're above ground, it looks like it's about 4 feet is underground.

Mr. DeVita said there's no basement apartments.

Mr. Richardson said I'm talking about the part of the building that's four stories that actually looks towards the parking lot from Union Street, aren't those ground floor apartments on the parking lot side. Are they not below grade, partially below grade.

Mr. DeVita said no, they're not.

Mr. DeMark said I think that the one thing we would ask for is when we go to final would be an elevation showing the back side of the building and that patio area and how you might be addressing that. The architecture looks really good on the front side but not really understanding what the back side looks like; I think it's an important side also to look at, so, if you could certainly present that during the final, that would be great.

Mr. Richardson said how about security for this building. I love the fact that it's accessible, but to enter the building and all that, are those key carded. How does, what happens there.

Mr. Levinson said the building access is 24/7 controlled access. If you, as a resident, choose to be on the ground floor, wanting to be fronting the Dan; that door access is going to be your key, your fob, only yours. But, all internal access to units will be through a building control access system. We find that in a project such as this, where folks can have an option to exit and get out whether it be the Dan or any other reason, get out of their unit, without going through the internal aspects of the building, they like the ground level. Could be because you have a pet, it could just be because you just want, you know, for whatever reason, so I hope that answers your question there.

Mr. DeMark opened the public hearing, and he asked anybody that would like to speak in favor, or opposed, or have questions of the project to use the chat function, or raise their hand, or speak. He said he could see something from one person in the Q and A section.

Mr. Livingston said it says can you speak to the traffic during construction and ongoing when live for Real Estate Way, my business' parking and entrance is off this street. That's the question.

Mr. Mills, Site Design said the construction traffic will enter through the proposed drive way and you'll have trucks in and out during different parts of the construction, but you should not notice a major change. Traffic will not get blocked, you'll have vehicles on the road obviously, moving in and out; but you will not have vehicles parked on the road. It should not be really any inconvenience.

Mr. DeMark said any other people interested in speaking regarding the project. I don't see any, Martin. There being no other public comments, Mr. DeMark closed the public hearing.

Mr. Richardson motioned for preliminary approval with their previously mentioned exceptions, and was seconded by Ms. Lynch. The motion passed unanimously by a vote of 4 to 0. [Ms. Schoepf must have dropped off the meeting before this vote].

Mr. DeMark said seems like we have a quorum and the motion passes for preliminary approval of this project, which is great. Thank you very much. Just some notes that we've talked about during the presentation for your final; please provide additional landscaping information, the materials, and then all the, the list of items that we asked for specifically in the final package, as well, okay. Thanks everyone.

Mr. Mills said and, what about the compact parking that we mentioned.

Mr. Livingston said the challenge with the compact parking, Craig, is that we don't have any compact parking standards in our zoning ordinance, and so- If we approve that as part of the design review Board or does it go for a variance.

Craig said yeah, it's not a code issue so it's really up to you. It's your call.

Mr. DeMark said let me ask this question: if we allow the compact parking, does it reduce the amount of parking spaces on that side that we don't really love parking in.

Craig said that's how they have it drawn.

Mr. DeMark said okay, just thought I would ask.

Mr. Livingston said all right, I'll try to get you an answer in the morning.

Mr. Mills said okay, thank you.

Mr. Richardson said for what it's worth, I don't have any heartburn over it.

Mr. DeMark said yeah, I don't either. I think some compact spaces are probably okay, but I don't know, I'm not the city. I'll let them answer. The rest of the agenda, there were some meeting minutes, did everyone get a chance to review those.

Disposition of the November 3, 2020 and August 4, 2020 Meeting Minutes

Mr. Richardson moved approval that the Meeting Minutes from the November 3, 2020 and the August 4, 2020 meetings; and he was seconded by Mr. DeMark. The motion was approved by acclamation.

Staff Announcements

Update from ACOG re 2020 On-line Continued Education Training & New Board Training.

Mr. DeMark said online continuing education. If you could plan to do that, that'd be great. The end of the year is quickly approaching us.

Comp Plan Update

Mr. Livingston informed the Board Members regarding the Comp Plan Update and he said it was on PlanSpartanburg.com website, we have several videos, taking a look at the future of Spartanburg, and taking a look at potential redevelopment areas that might be of interest to the Design Review Board; and he could send the link to the video, it's a two hour video. The last one hour or 30 minutes will help you to get an idea of redevelopment of several areas in the city, including our corridors. I know that's been of interest to the Design Review Board.

Mr. DeMark said Okay, well, that's great. If you could send a link to that, that'd be great.

Mr. Livingston said okay, will do that.

Mr. DeMark said if there isn't anything else, wish everyone a happy and holiday season, and stay safe. We have a Board meeting January 5th, Martin, is that correct.

Mr. Richardson said January 5th, yes, that's correct.

Mr. DeMark said yeah, we have a Board meeting January 5th, I know there's already a project slated for it, so just please make sure that you can attend that meeting, and if that's good everyone have a great evening.

There being no other business, the meeting was adjourned at 6:31 P.M.



Kevin DeMark, Chair

Edited by Logan Witter, Planning Intern and Julie Roland, Admin. Asst.