
CITY OF COLUMBIA
DESIGN / DEVELOPMENT REVIEW COMMISSION
DECEMBER 13, 2012- 4:00 PM

Minutes

Eau Claire Print Building

3907 Ensor Avenue • N. Main Street and Monticello Road • Columbia, SC

Members Present: Bruce Harper, Doris Hildebrand, Betsy Kaemmerlen, Dale Marshall, David Ross, Lesesne Monteith, Dr. Leslie Skinner, Beronica Whisnant

Member Absent: Catherine Horne

Staff Present: Amy Moore, John Fellows, Jeff Crick, Lindsay Crick, Staci Richey, Jerre Threatt

The meeting was called to order by Chairperson David Ross at 4:00 PM, Roll Call – Quorum established, swearing in of applicants and public speakers.

Amy Moore, Preservation Planner, noted changes to the Agenda since publication. She stated **199 Wateree Avenue** was moved from the Regular Agenda, Historic portion to the Consent Agenda. In addition **1320 Richland Street**, which is also on the Historic portion of the Regular Agenda, was just moved to the Consent Agenda as the applicant indicated he is happy comply with staff recommendations on that project. Likewise under Other Business, **330 Heyward and 701 Whaley** have been deferred. She proceeded with review of the Consent Agenda.

1. **CALL TO ORDER**

2. **CONSENT AGENDA**
URBAN

HISTORIC

1. **2118 Lincoln Street** (TMS# 09011-05-04) Request for a Certificate of Design Approval for exterior changes. *Elmwood Park Architectural Conservation District.*

Staff Recommendation:

Staff finds that the proposed balustrade and handrails substantially comply with the pertinent guidelines listed within Section 17-674(d) of the City of Columbia Ordinance, and recommends granting a Certificate of Design Approval for the proposed exterior changes at 2118 Lincoln Street with the following conditions:

- *The attachment of the balustrade to the existing porch columns and siding shall be done in a way that does not negatively impact the integrity of those features; and the handrails shall not negatively impact the brick knee walls alongside the steps.*
- *All details deferred to staff.*

2. **199 Wateree Avenue** (TMS#11306-04-30) Request a Certificate of Design Approval for exterior changes. *Wales Garden Architectural Conservation District*

Staff Recommendation:*Staff finds that the proposal meets Section VII – Guidelines for Maintenance & Rehabilitation and recommends granting a Certificate of Design Approval for exterior changes to 199 Wateree Avenue with all details deferred to staff.*

3. **1320 Richland Street** (TMS#R09015-09-05) Request a Certificate of Design Approval for exterior changes. *Landmark District*

Staff Recommendation:

Staff recommends a Certificate of Design Approval per section 17-674(d) of the city ordinance, with details deferred to Staff, on the condition that the applicant use clay brick for the steps and a simple picket design on the iron railing.

Motion by Mr. Monteith to approve Consent Agenda items as presented; *seconded by Dr. Skinner.*

Motion approved 8-0.

4. REGULAR AGENDA

URBAN

1. **620 Blossom Street, 612 Devine Street, 617 Devine Street, 400 Pulaski Street, S/S Blossom Street, Pulaski Street, Pulaski Street** (TMS# 08914-13-03, 08914-02-01, 08915-13-03, 08914-14-01, 08914-13-02, 08914-13-01, 08914-14-02) Request for site plan approval for new construction of student housing. *Innovista Design District*
Staff Recommendation: *See separate sheet for recommendations.*

620 Blossom Street, 612 Devine Street, 617 Devine Street, 400 Pulaski Street, S/S Blossom Street, Pulaski Street, Pulaski Street (TMS# 08914-13-03, 08914-02-01, 08915-13-03, 08914-14-01, 08914-13-02, 08914-13-01, 08914-14-02) Request for certificate of design approval for new construction of student housing. *Innovista Design District*
Staff Recommendation: *See separate sheet for recommendations.*

John Fellows, Planning Administrator, stated one modification has been made by Johnathan Chambers, Land Development Administrator, on staff recommendations on the site plan review with regard to the pedestrian bridge.

Mr. Fellows gave an overview of the area. He indicated that staff has been working with the applicant in detail regarding the site plan, street improvements and the architecture of the project. There are some minor issues with the materials of the building, and some modifications that will need to be resolved as the project progresses.

Steve Simonetti, Edwards Communities Development Corporation, presented, along with other members of the project team available for questions. Pete Edwards, founder and president/owner of the company, was also in attendance.

Mr. Simonetti stated this is a very large project of its kind with this new zoning district in the Innovista area that has provided both challenges and opportunities. A tremendous amount of time and effort has been put into this project both by the development team and city staff. It is felt the growth provided by this project will be very positive for this area. There are many topographical and environmental challenges in this area, and it is felt the project developed will meet those challenges. Meetings have been held various stakeholders to garner their support. Edwards Corporation has been in the Columbia area for seven years looking to develop a project. He indicated that this plan will be good for the City, good for the community, good for the University, and for the Corporation as well.

Mr. Ross asked if the Commission had any questions about the materials reviewed.

Mr. Marshall stated that he had grave concerns about the project, that the project did not meet the spirit of the Innovista Guidelines in terms of creating a dense urban environment, buildings that meet the street edge, and puts parking behind buildings.. He stated that there is too much surface parking for this project and the Monarch project did a better job of keeping the parking within the center of the block. He feels the project approved at last month's meeting, by Monarch, did a much better job at meeting the intent of the guidelines. He repeated he does not feel that this project meets the spirit of the Innovista Guidelines and that a vastly different solution needs to be provided.

Mr. Simonetti said he appreciates Mr. Marshall's input. In looking at the site, one can see that the north property is very different from the south property. Because of the fewer constraints with limitations on the north property, they were able to accommodate with four stories, 430 beds on the four acres on the north site. On the south site were some very severe limitations. It is very difficult to put up a building right next to a viaduct, right up against a railroad tract, or right up against industrial; in addition to a significant amount of difficulty to put anything in and around the area of existing wetlands. He indicated that there are no stream credits available within the watershed. As a result of that, a decision was made to work around this area to avoid interference and disturbance. It is very expensive property, and they have done what they believe to be their best effort to urbanize, what some might argue, is a very non-urban piece of property south of Blossom, with all the topo, the wetlands, the woods, and the condition of the property south of Blossom. It is a very difficult piece of property to define and develop as a true urban piece of property, and they think they have done the best they can.

Mr. Monteith agreed with the statements made by Mr. Marshall and feels the project fails to meet the spirit of the guidelines. A similar project was approved a month ago and did meet the guidelines. He said "this is very much like a garden apartment scheme without the garden".

Ms. Kaemmerlen said given the constraints just mentioned by the applicant on the southside of the project, with the wetlands, the much more difficult topography; she questioned the decision to go with such a low density non-structured parking, *sprawly type* of development at this location. She does not have any proposed grading plans. All of the data here just shows existing grades, no proposed grades that she can see.

Mr. Fellows stated for site plan review, grading plans are not required by the City; they are required at the time of building. Grading plans were provided in the presentation; however paper copies were provided to the Commission by the applicant at this meeting.

Ms. Kaemmerlen said while she reviews the grading plans, she wanted to ask the location of the existing Compress Building in relationship to the proposed building, and if there was any thought of saving at least one of the facades to join into the proposed building to *make some gesture toward the historic significance of the Compress Building*.

Mr. Simonetti said significant thought was given to all aspects of the existing building. The only viable solution they saw, from their perspective, is what is presented today. The building mimics the size and presence of the existing building within one foot in height of the existing building. It mimics the footprint in its presence along both Pulaski, and east and west along Blossom and Devine. It is not quite as long along Devine and Blossom as the existing building is, but it is the same 400+ feet in length along Pulaski and it effectively sits in the same footprint as the existing building. It is primarily, if not all brick, other than in and around the recessed courtyards; and significant time, thought and effort; and evaluation were given into attempting to save all or a portion of the building, and did not deem it as viable.

Mr. Ross reminded the Commission that based on his understanding; there is no requirement that the applicants had to use any portion of the existing building.

Mr. Fellows stated that is correct.

Ms. Kaemmerlen asked how the proposed building aligned with the existing building along the Blossom Street facade.

Mr. Simonetti stated it aligned identically along Blossom to the existing building, except it does not run as far East. The existing building is roughly 200 feet, and he did not know the exact length of the proposed building, but it is not quite that long. It was driven primarily with the attempts and requirements to have multiple access points for fire code which required two entrances and exits; as well as the requirement to have 80% street coverage along there. It caused the requirement of two entrances with the other building and the width had to be shortened slightly of the building that is within the footprint of the existing warehouse.

Mr. Marshall said it appeared to him that one of the key density problems is the complete absence of structured parking. The fact they are using over half of the land in surface parking; there is no structured parking at all.

Mr. Fellows stated there is structure parking, N2 has structured parking; it is within a building envelope.

Mr. Marshall said that is one level of parking under the building, there is really no second level of parking. They are basically floating the building over the parking; there is no actual second level of parking on the site. A huge proportion of the site is occupied by surface parking which just does not seem consistent with the Innovista guidelines. There is clear language in the guidelines about parking being hidden in the interior of the block, and the rare occasion when parking cannot be accommodated in the interior of the block, it needs to be treated with different textures. *This just doesn't meet those guidelines.*

Mr. Simonetti stated his understanding is the project did meet the guidelines. Adjustments were done on the south side because of conditions and circumstances that were unique to that side of the property. As it relates to the inability to put buildings and bedrooms overlooking the railroad tracks, and buildings and bedrooms looking at the side of the viaduct; given those certain conditions along with the wetlands, they adjusted and worked very closely with staff to come up with a plan that met the requirements of the Innovista and the new ordinance.

Mr. Marshall said in looking at other developments where there are buildings overlooking the railroad in the Vista, instead of separated entirely from the railroad by a parking lot, asking if there is a guideline or code requirement that precludes putting the building against the railroad.

Mr. Simonetti said there are two things that drove it: 1) they looked at the entire north/south corridor along the railroad and did not find a single built building, residential or otherwise, that was any closer to the railroad track than where they are placing their building on that side. 2) with all due respect, they have built 40,000 multi-family units. They build their own and manage their own, and are primarily, if not exclusively high-end Class A market places with high-end Class A products. They like to think they have a 'pretty good grasp' on who would rent their units. They have concerns with the ability to rent a unit, if one looks out the window and looks at the side of a wall, such as the viaduct that goes over Blossom. They have concerns to rent a unit if the window overlooks a railroad track where they toot the horns and are fairly loud in and along that corridor. *They have simply given that consideration in their plan.*

Mr. Marshall asked if they honestly believe there is an acoustical difference between where they are and the 65 feet if they were that much closer to the railroad horn.

Mr. Simonetti stated he did, and he thinks that it may not only be the acoustical difference, but he thinks there is a perceived difference. If one looks out their window and they are looking down the railroad tracks versus looking out the window and having some space and distance between the unit and the railroad tracks.

Mr. Monteith said it appeared to him that quite a few of the units looked at the side of the viaduct when he reading the plans. Also, most of the units, if you consider the view in both directions, you are looking at 500 feet of asphalt counting the pavement under the viaduct. The other way, you are looking another 300 to 400 feet across the parking lot. Off the ends is parking, completely surrounded by parking. He said he would frankly rather look at a train going by than parking. Also the trains don't blow their horns through there because all the intersections are directional gated and they don't blow their horns. They do have approved parking looking at the railroad tracks.

Mr. Marshall added he "lives in a unit that backs up to a railroad track, so it is not the end of the world".

Ms. Kaemmerlen asked if it was not possible to build a couple of levels of structure and then have the units on top of them so there wouldn't be this 'view concern'. She does not see how that is even being addressed with the ones that are almost online with the existing Compress building, especially on that south side. There is all this surface parking that crowds the 'really most sensitive site', the wetlands, buffer. She sees a lot of grand trees being taken down without the trees being shown on the grading plan; she can't really judge the impacts of why they all need to be taken down because it seems from the grading plan that they are not going to be impacted. So she has a concern there, and thinks with the large footprint they are taking up on the site, they are really causing themselves a lot more problems with all these retaining walls. If they just went to one-simpler structure, similar to what was done on the corner of Blossom and Huger, it might solve of these site issues.

Mr. Marshall added it might also come closer to meeting the spirit of the guidelines.

Mr. Simonetti said he understands and he respects both of the input. With respect specifically to comments about taking up a large percentage; they have over 1/3 of the property they can't touch because of wetlands and streams. So when that is combined with the simple fact they are being challenged to meet an urban design and then conflict that with having 1/3 less of property being purchased than they are allowed to build on, but concerns over having to take trees down. They don't have a strong desire to take them down any more than the Commission does, but in reality when buying this property and then wanting to place an urban project on it, in reality, you will lose some trees.

Ms. Kaemmerlen questioned the trees in the wetlands buffer area.

Mr. Marshall said *it appears to him with the density the Arnold project used, one could get the entirety of the project either on the north side of Blossom or on the first quadrant on the south side of Blossom. If they have the same density as the other project, which he believes the guidelines are calling for, the southern 2/3's of the property could be left undeveloped and get the entire project with the same number of units in a more structured environment, which he thinks, again, is the intent of the Innovista Guidelines were calling for.*

Mr. Simonetti said with respect to the property to the west, the Arnold property, he appreciates what they have proposed. He said it is their position, opinion, and belief, based on their experience with student housing, that it is not a financially feasible project. Mr. Simonetti understands it has been approved. He is not aware that it has started, and they do not think in its current form, it is financially feasible; *at least for them.* Edwards Communities Development does not believe that building four levels of structured parking adjacent to or within seven levels of student housing with a pool and a sand volleyball on the top of the parking lot is a viable, financial thing. They have built tens of thousands of units and have been involved in student

housing for an extended time. No disrespect to their neighbor. They think it will be great if they build it next to their project, but do not think it is financially feasible.

Mr. Marshall said if they do think it is financially feasible and a viable solution, wouldn't everyone be better off if they had more of that and less of the spread out; because you get more development in less area and potentially have more development in the long term. He thinks the guidelines are calling for that level of density. He said he would defer as that is Edwards' money and they must make the decisions to what they consider financially feasible.

Mr. Simonetti asked if there was a minimum density requirement or just a maximum.

Mr. Marshall said he does *not think there is even a maximum density requirement in the guidelines.*

Mr. Fellows stated the guidelines don't reference..... Mr. Marshall interjected that the guidelines don't reference specific densities but they do reference creating a dense environment in terms of creating things.

Mr. Fellows said the guidelines refer to creating a dense urban fabric based on building form and location, and things like that. In terms of actual density, the student housing ordinance does refer to the ratio of acres to beds, and if they go over a certain amount, there are certain things that have to be done. Theoretically, you can keep putting as many as you want; but there is not a minimum and at theoretically not a maximum, but at a certain threshold, certain things have to be done.

Mr. Marshall said to staff that he would concur that the Innovista Guidelines call for a dense urban fabric, and that's what the entirety of the plan and the models all showed.

Mr. Fellows stated it refers to building to the street edge, zero to fifteen feet from the property line, 80% street frontage, it allows for gaps between buildings, it does allow for parking to be actually at the street with screening of either a wall or hedges; so it discusses those points. But in terms of density, in terms of use, how it is stacked up, and the number of bed per acre, there isn't a threshold that must be met.

Mr. Marshall said he is not saying there is a threshold but there is clearly language that talks about creating a dense urban environment. If you look particularly at the south side of this project, he does not think it meets the definition of a dense urban environment. He realizes there are specific limitations but he thinks it would be more in the spirit of the guidelines to designate the southern 2/3's of the property as a park and to put the same density on the portion directly south of Blossom Street as a solid building instead of spreading it all out over the property.

Mr. Monteith said the expense of the property has also been mentioned, and "*surely they didn't pay the same amount per acre for the wetlands that they did for the flatland, he would presume not*". Mr. Marshall added that he presumed they had not either.

Mr. Ross said he presumed all of the various factors that were just listed had been met. He asked staff if this was so, not in a spirit perspective, but laid out in a 'black and white perspective'.

Responding to Mr. Ross, Mr. Fellows stated from a 'black and white perspective', the majority of concerns have been met. There are a few items that were mentioned at the beginning of the presentation. With regard to the guidelines, there are preferred and non-preferred building materials. Approximately 70-90% of the materials proposed by the applicants do meet the guidelines, there are a small portion that don't. Hedges are shown however, a full-detailed landscaping plan has not been completed. Most of these are details that are approved at a staff level when the building permit comes in and have all been referenced in staff comments.

Mr. Ross said these have been referenced in the staff report and determined to still need a little more work. Everything that has been presented, other than those items, fit within the framework of the guidelines from a black and white perspective, asking staff if that was correct.

Mr. Marshall stated, *“we are not here to do a spirit perspective, we are the determining body. Staff makes a recommendation but it's not the staff that's black and white, and we're the spirit. The staff makes their recommendation, our job is charged to interpret the guidelines. I take issue with your putting it in a framework that seems to imply that if staff says it, then it's right and we're just here to do the spirit”*.

Mr. Ross stated he did not infer that, he is just taking into account the various numerous challenges that the staff and this applicant has had to work through and certainly understand that they should be taken into consideration.

Ms. Kaemmerlen asked as far as the use of the property, the south and north parts of the parcel are to be rented out. She asked if the people on the south invited to use the amenities on the north side; and if so, how someone from S1, S1 or S3 would get over to that area; as well as S4.

Mr. Simonetti stated this is one total project and yes, the clubhouse, the pool, the exercise facilities, and the entirety of the amenities offered are offered to virtually everybody, and in fact, the pedestrian walkways and bicycle paths were all carefully worked through with the staff to accommodate the best means of everybody being able to access the pool areas, the clubhouse areas, inclusive of moving north and south under the viaduct at Blossom.

S1, S2, and S3 are all in a situation where they have walkways in front, walkways across, they can go around, they can come across. There are multiple entries throughout the properties and the buildings for entry to the amenities, and also multiple entries at street level as required. S4 is the unique area because of the location. The property originally had multiple properties on it; it was found to be physically impossible. That property will have a connection north on Pulaski where they will be able to come under the bridge, and there will be sidewalks for them through and across Pulaski to the west.

Mr. Marshall asked the route for someone in a car to enter and exit the parking in front of S3. He asked why Pulaski was not completed.

Mr. Simonetti showed the various entries available for vehicular traffic, as well as areas that are non-accessible because of wetlands and viaduct. He then showed how residents would access each site and all amenities.

Mr. Simonetti said Pulaski is not completed because it is a solid wall on both sides. It is where the vertical portion of the viaduct runs from that point to the railroad track.

Mr. Marshall asked about access to and from the Arnold Property.

Mr. Simonetti said the Arnold Company property will have access from Wheat Street at multiple points because he owns another property there as well.

Mr. Marshall asked what was going on with the south portion of Pulaski, saying it looked like Pulaski went all the way through on the grading plan

Mr. Simonetti said that is wetland and stream in the right of way and untouchable. Members of the Edwards team compared the plan with the presentation and said a portion that goes through is actually on the wetland property which is part of the Arnold property, so it is not shown on the Edwards' diagram. In reality, this is

public way and they are responsible for each [property owner] to take care of their half of the right of way; so it is shown as best as possible given the circumstances.

Mr. Marshall said assuming Arnold does find the financing; one could take Pulaski all the way over to Wheat.

Mr. Simonetti stated it was, and that is what caused the contemplation of extending sidewalks both from S4, and S1 and S2 across Pulaski from a pedestrian standpoint.

Mr. Marshall asked Mr. Simonetti to discuss pedestrian crossing at the railroad.

Mr. Simonetti stated that a pedestrian crossing is planned. They have met with the railroad who approved the concept. They have been provided with more detailed plans, including pictures of railroad crossings for other projects Edwards has done that are handicap accessible with elevators on both sides. They are very expensive but they also bring properties that may not be considered close proximity or walking distance to certain things within walking distance.

Edwards is very comfortable with the bridge as proposed and its proposed location. Some approvals, easements, right-of-ways, and access issues still need to be worked through though they are comfortable and confident they will be worked through. Meetings have been held with the University about 'landing' the pedestrian bridge in the back corner of Greek Village, surveys have been done and that aspect of it has been analyzed, and they are prepared to move forward with it, and proposing it as part of their project.

Because of conditions with the wetland streams and right-of-way issues that exist, it is not possible to have ramp access to make this bridge bicycle accessible. The way this is being proposed will not take additional land from the Greek Village, pedestrian access and flow will not dump into the Greek Village, but will dump onto Blossom heading east. A non-climbable tall fence will run the entire length of the property along Devine at the railroad tracks on the south end of the property to prevent anyone from crossing the tracks.

Mr. Marshall questioned the viability of "doing something more akin of what the University has done", instead of having elevations, having ramps so that it could also be used for bicycles and the like". There are currently two University overpasses, one on Blossom and one on Assembly, neither of which uses and elevator. They both use ramps which allow them to be used for bicycle crossing because currently the Blossom Street bridge *doesn't* address that. Certainly on their property, there is plenty of landing room.

Mr. Simonetti stated, with all due respect, there really isn't. With the ramping that is required and how tight the site is, because of the conditions existing with the wetlands and the streams, because of the right of way space that exists to 5+ feet of walkway on either side of the Blossom Street, virtually all of this Blossom area is right of way up to and including the sidewalk adjacent to it. To be able to fit what is on this property, would require ramping an extensive length well down into the Arnold property to create an access point for a ramp on their side. Not to mention the fact that they think they would have *a much* more difficult time getting the University to cooperate with trying to take a whole bunch more land within Greek Village. In reality the way they are proposing this, the pedestrian and traffic flow over the bridge, will not dump into the Village, but rather would, as proposed, dump into the right of way along Blossom to head east.

Mr. Marshall said from an actual usage standpoint, if it could be done without forcing people into a structured stair or elevator, obviously it can accommodate a much higher capacity in terms of the University flowing into the baseball stadium and the other traffic thing already happening. It just seems if there was a solution that avoided the two stair towers which have an unfortunate resemblance to a very unattractive local overpass, it would be a better situation.

Mr. Monteith asked a grade crossing at the tracks walkway. That happens in the city between the University and Five Points where people regularly cross the railroad tracks.

Mr. Marshall felt that was the reality of what students will do if they are forced up an elevator, or up across and down an elevator, or downstairs. They will simply bypass it and go across.

Mr. Simonetti said except for the fact from the point at where Devine Street crosses the railroad tracks all the way down past south of their property and east of the electrical substation will be a non-climbable tall fence that runs the entire length of that property to prevent anybody from making that crossing. Furthermore, the railroad will not allow any more at grade crossings and there is still some concern as to whether or not, and if and when, Greene Street is built and completed, that the railroad will attempt to close down the at grade crossing at Devine. They believe theirs is the safest, most viable one that will be accepted from handicap requirements, one that will be accepted from the University requirements, one that will be accepted from the railroad company's requirements; and that trying to do something different, in all reality, is far more expensive. This railroad bridge is no simple or inexpensive alternative. They will spend in excess of \$1.5 million to \$2 million building that bridge alone. They are confident because they priced it and did it. To put ramps on the combination of that land and the ramping would be more expensive than actually putting in the elevators. They have really done the cost analysis.

Mr. Edwards spoke on the bridges they built, and their communication with railroad companies. He said they have done these with the railroads and the railroads have gained confidence in them which is why it works so much easier. You build the cab of the elevator so you can take your bike across if you want to; the cab is big enough to take the bike up. Ninety-five percent of the kids walk even when the elevator is there. There has to be 23 feet to the bottom of the bridge across, and the bridge is considered quite good looking by everyone else. They build them a lot in a lot of cities. They are brick and most have a cage across the top. They went out to the property today, and there are kids crossing the railroad track and have been crossing it.

Mr. Marshall said his concern with this is that the University has two overpasses within two blocks of this, that from his evaluation of an aesthetic value are actually much more attractive than what they are showing. Because they use a ramp approach have a much higher public safety factor and you're never introducing people into a closed environment, and can handle a more continuous flow. He realizes cost is certainly a consideration but from a flow management standpoint, this could be a continuous ramp up and a continuous ramp down. There are just massively more efficient ways to move people without introducing them into a closed environment where you have safety concerns.

Mr. Edwards said the first one they did was in Lexington, Kentucky for the University of Kentucky. They laid out ramps, and after drawings were done, found it didn't work and that is where the cabs came in.

Mr. Marshall said there are two ramp examples literally within two blocks of this site.

Mr. Edwards said there are ADA requirements in all for handicaps and those ramps get very long. They just found that making them big enough to take bicycles was the simplest, easiest way to do them. The reason why the railroad is very pleased with them is because they had people crossing the railroad tracks and people got killed there.

Mr. Marshall said what he is hearing 'is it's your way or the highway'.

Mr. Edwards said that is not it; it is so much more efficient and usable that way. They volunteered to put a fence or barrier up, so they wouldn't have kids crossing it. The railroad told him that it costs them an average of \$800,000 anytime someone sues them, not when somebody gets killed, just anybody suing them. They like Edwards because they try to cut them off.

Mr. Monteith said there might be some compromise of having ramping and two elevators at the appropriate point.

Mr. Edwards said he is not saying there cannot be ramping. Everyone says you can't deal with the railroad however the railroad comes to them, they have confidence in them and will keep it safe. They are worried about the safety.

Mr. Marshall asked if the bridge was accessible to anyone or just their residents.

Mr. Edwards said it would depend. It is not feasible for them to build a project and then the competition use their bridge without having to help pay for it.

Mr. Simonetti said they have had lengthy talks with Arnold, developers, City staff and the University; and in that meeting they presented to Arnold that they believed it was critically important to have safe access over the railroad tracks, not just the at grade access that currently exists at Devine. They proactively brought them all and discussed them all in full agreement, and sat in a meeting with all of them. In that meeting, they openly shared the cost of \$1.5 million to \$2 million as the proposed cost, and that they didn't think the pedestrian bridge should be exclusively for them, and said they would like to see some help or a contribution by the City, by the University, and by their neighboring competitors who are looking to develop here so together they can come up with a financially viable solution.

He suggested it is not their way or the highway because they were told they needed to a bridge over it and they stepped up and said they will pay for the entire bridge because at this point and time, the City and the University indicated they had no funds to help what so ever; and Mr. Arnold's approval indicated, and he openly said they will pay their share. Mr. Simonetti believes it was one of the conditions of their [Arnold] approval that needed to be addressed for that issue. There is no mechanism for Edwards to force them to pay that. If they build the bridge and pay for it, there is no mechanism. He is not saying Arnold is not a man of his word, but what if he sells the property and someone else buys it and builds something different.

His point is that they have agreed to build a pedestrian safe bridge over the railroad tracks. They have built similarly, that they have gotten approved by the railroad, that they have an approval that they can build in this location; and they think, that given there is 28,050 fraternity and sorority folks going to Greek Village, and 10% of them live there. Every one of those sorority girls has to sign an agreement to eat all of their meals at their sorority house; 'that's a lot of people heading in that direction'. They believe that will cause an opportunity for them to have a lot of residents, and believe their daddies, and he is the daddy of a daughter, will want to have safe pedestrian crossing into that Village. They don't think the at grade crossing is safe, they don't like the at grade crossing at Devine, and their plan considers and contemplates their helping correct that at their cost at this point. They are not a charity and do not want to build a \$2 million dollar bridge and say everyone can use it. There are other alternatives to that. They committed to building it and committed to pay for it. There is a lot more he thinks will happen and hopes will happen in the process as they move forward, and they would like to think it will continue to be in the same good faith that they have adjusted, modified, in accordance with the requirements and requests of the planning staff of the city.

Mr. Monteith said he disagrees. The mechanism was already presented to them by the company's founder, the way to have their competition pay is to deny them access. He said he would like to point out too that this thing involves more than their project; it involves Olympia Village the other way, a lot of traffic coming through here that needs what they are going to build. He thinks it is a mistake on their part to say "*we are going to build their bridge and nobody else is going to use it unless they ante up*".

Mr. Simonetti said they are **not** saying that.

Mr. Monteith said they said that, but are now saying something different.

Mr. Simonetti stated they are not saying they are building the bridge and nobody else can use it. They are saying they are building the bridge and will work on a plan for everybody to use it.

Mr. Monteith asked “*what would happen if you build the bridge, and nobody else ponied up?*” The City doesn’t pony up, the Arnold Company doesn’t pony up; saying it is their bridge, is that what they are saying.

Mr. Simonetti asked what would happen if they would donated it to the University.

Mr. Monteith responded ‘that’s a possibility’ and asked the applicant if he was aware this involved other neighborhoods on Assembly Street.

Mr. Simonetti added they are considering other possibilities, and are well aware as this involves an ‘awful lot of people’. Edwards Company acknowledge and recognize that the University had a plan for Wheat Street to be extended over the railroad tracks. They candidly did their homework and understand and appreciate that everybody is looking for a safe means to cross those tracks and it doesn’t feel like they are getting any credit for an effort to come up with a safe means to cross the railroad. They came up with it, they proposed it and they are paying for it.

Mr. Ross said he had one question with regard to the fence that will be on either side of the tracks, saying he believes that is a proposed height of six feet currently, and stated he saw a few recommendations actually recommending that be higher, and asked if the applicants were opposed.

Mr. Simonetti said that was correct, and they are not opposed at all. The intention is that there were so many things that they were working on, setbacks and other things, that the fence was a proposal that was submitted for what they believed would be adequate, and if it’s not, they will continue to work with staff to modify that which is safe and adequate.

Mr. Fellows said, with regard to the fence, staff has been in contact with the security police at USC, and the type of fence is being recommended, and the height that staff was recommending was ok. Just to make the Commission aware that here has been dialogue from that perspective also.

Mr. Marshall said, solely commenting on the aesthetics of the bridge, he *thinks that within the framework of the guidelines, the bridge should be a much more understated and downplayed element. Whatever the function, whether ramps or elevators, he believes the guidelines do not foresee an element like this being something like a clear statement. Instead of having roofs that stuck up above and all of those things, if the height were minimized, the design aesthetics of it were minimized so that it was as much of an invisible piece of architecture as possible instead of being something That is why he thinks the University’s two bridges exceed fairly well as they are extremely understated. There are no tower elements, there are no things...he realizes there has to be some sort of way up; but a much more open structure, something that does not call a lot of attention to itself because this is not something that really needs...it’s something that needs to be a functional, utilitarian item, but not something that becomes.... This doesn’t need to be the one thing people remember about the site as they ride by. Again, there is an unfortunate overpass on 277 coming into town, that’s created this visual imagery that it’s not very striking. It’s unfortunately what everybody identifies that comes in and doesn’t get a lot of positive comments. It’s a great functional asset but needs to be something that serves its functional purpose without calling attention to itself.*

Mr. Simonetti said he appreciated Mr. Marshall’s input, and reminded this is a picture of a bridge that has been previously built, and the specifications for this bridge are within the packet. They have not detailed the specifications or the design for this bridge. Within some limitations that they have for the footprint, the land and the landing site, and what is needed for handicap and those types of things; they would be more than

happy and willing to work, and continue to work with staff to meet a design as they have with the rest of the existing project.

Mr. Marshall commented on it because they put it up as USC housing and the D/DRC's job is to comment on aesthetics.

Mr. Simonetti said he looked at it, and thinks 'it is a wonderful, neat looking bridge'. He is not an architect and he did not stay at a Holiday Inn Express last night either, but he thinks it is a great looking bridge and understands that Mr. Marshall does not. If it doesn't meet the aesthetic requirements or the design requirements, they will certainly address it.

Ms. Kaemmerlen asked the height of the bridge compared to the Blossom Street overpass.

Mr. Simonetti said there is a height requirement to cross over the railroad tracks and everything is driven by that. He could be incorrect at the number, but believes the number is 23 feet from track to bottom of bridge, it may be a little bit less than that. They have this same requirement and it is their intention to meet that requirement.

Ms. Kaemmerlen asked if this will match the height of the roadway.

Mr. Simonetti stated it would, assuming the roadway isn't three feet higher than the requirement because they don't necessarily want to go up higher than they need to.

Mr. Ross asked Commissioners if they had any additional comments or comments regarding the bridge they have been discussing.

At this point and time, Mr. Ross asked any members of the public who wished to speak for or against this particular project, one at a time, to come up to the podium, sign in, and if not previously sworn in earlier advise him of that.

Members of the public made some comments made regarding the demolition of the Palmetto Compress, and Mr. Ross reminded the public at large that the right of the applicant or property owner to demolish the current building and its existence is not being discussed here in front of the Commission today. What the D/DRC is charged with is to decide if the current proposal fits within the guidelines.

Members of the public who voiced concerns and spoke in opposition of this project:

- James Smith
- Kathryn Fenner
- Robert Guild
- Vicki Cannon
- Todd Stuart
- Michael Bedenbaugh
- Sarah Luadzers
- Kyle Michel
- Tom Prioreshi
- Ann Thomas Waites
- Ann Timberlake
- James Quint
- Henry Nechemias
- Ben Plexico
- Rosie Craig

Richard Caughman
Ryan Nevius
Guy Jones
Richard Burtz
Andrew Marion
Melissa Ligon
Robin Waites

David Ross called for the question.

620 Blossom Street, 612 Devine Street, 617 Devine Street, 400 Pulaski Street, S/S Blossom Street, Pulaski Street, Pulaski Street (TMS# 08914-13-03, 08914-02-01, 08915-13-03, 08914-14-01, 08914-13-02, 08914-13-01, 08914-14-02) Request for site plan approval for new construction of student housing. *Innovista Design District*

Staff Recommendations:

Site Plan Recommendations

1. Fencing within the right of way shall consist of designed to be secured and enclosed. Fencing material shall be coordinated with architecture of the development and streetscape. Fencing shall not use vinyl products. Details of enclosure shall be deferred to staff.
2. The applicant shall enter into an encroachment permit with the SCDOT and or the city of Columbia were the ongoing maintenance of said enclosure is the responsibly of the development in perpetuity.
3. A memorial identifying the history of Ward One shall be provided. Details with regard to the location and overall design shall be deferred to staff.
4. Sidewalks shall be straight and follow the property line/ right of way line. Sidewalks shall not curve or become serpentine. Sidewalks along Devine Street shall be places at the right of way line and shall have a minimum width of 10 feet.
5. When utility cabinets, poles, lighting etc. are within paved sidewalk area a minimum 5 foot ADA clearance shall be provided.
6. A sidewalk along the north side of Blossom Street shall be provided to the Railroad crossing (within right of way).
7. Undefined spaces between buildings walls and the sidewalk along the south side of Blossom Street shall be treated as an urban sidewalk.
8. During the design phase of Engineering documents a safety zone between the parallel parking and bike lane shall be provided if feasible, or providing a slightly wider bike lane to prevent car door and bike collisions.
9. Parallel parking space shall meet City of Columbia Parking Division standards.
10. Sidewalks along Pulaski Street North of Blossom Street shall be designed to have a minimum sidewalk width of 10 feet, a tree lawn with a min. 6ft. width, a 2 foot paved meter area, and curb. This overall width should not exceed 20 feet from right of way line to gutter.
11. Details of at grade rail road crossing to be deferred to staff.
12. Fencing details within the property and along the walkway within the railroad right of way shall have a height that prevents individuals from going over, and made out of a material that is not easily cut or penetrated with details to be deferred to staff.
13. Details of street improvements shall be deferred to staff.

**Motion by Mr. Marshall to deny 620 Blossom Street, 612 Devine Street, 617 Devine Street, 400 Pulaski Street, S/S Blossom Street, Pulaski Street, Pulaski Street request for site plan approval for new construction of student housing in the *Innovista Design District* on the grounds that it does not meet the density, mixed use, connectivity requirements of the *Innovista Master Plan*; *seconded by Dr. Skimmer*.
Motion to deny the request granted 7-1 with Mr. Harper in opposition.**

620 Blossom Street, 612 Devine Street, 617 Devine Street, 400 Pulaski Street, S/S Blossom Street, Pulaski Street, Pulaski Street (TMS# 08914-13-03, 08914-02-01, 08915-13-03, 08914-14-01, 08914-13-02, 08914-13-01, 08914-14-02) Request for certificate of design approval for new construction of student housing. *Innovista Design District*

Staff Recommendations:

Design Recommendations

1. A detailed landscaping plan with species, foundation plantings, hedges, seasonal plantings, ground cover, and turf areas shall be provided at the time of plan submittal.
2. Encroachment Permits will need to be applied for and granted by SCDOT and the City of Columbia for all items requiring such approvals.
3. An irrigation plan will be required for all parking areas.
4. Curb stops shall be provided in parking spaces adjacent to the Blossom Street Side walk to assure that the full sidewalk dimension is accessible to pedestrians.
5. Per section 1.2.9 of the guidelines Lighting for the parking structure shall be screened, architecturally or otherwise, with details to be deferred to staff.
6. Details of the hedges will need to be provided, details to be deferred to staff.
7. Street trees shall be installed at a minimum size of 2 ½ inch caliper and should be 14-16 ft. high, details to be deferred to staff.
8. Hedges shall be installed at a minimum height of 24 inches, with a maximum spacing of 30 inches; hedges shall be maintained at a height of 36 to 42 inches. Hedges should be installed in a minimum 5 foot wide continuous landscape zone, details to be deferred to staff.
9. An irrigation plan showing general how irrigation will be provided internally to all landscaped areas will need to be provided, details to be deferred to staff.
10. An irrigation plan for all landscaping within the right of way will need to be provided, details to be deferred to staff.
11. Details of masonry walls will need to be provided, details to be deferred to staff.
12. Details of building bases where grade changes occur along public rights of ways will need to be provided, details to be deferred to staff.
13. HVAC screening along public rights of way shall be screened with both solid screening devices and when space permits year round landscaping.
14. Vinyl siding shall not be used and the other appropriate materials that are innovative and similar to recommended materials shall be used, details to be deferred to staff.
15. Windows shall have muntins /mullions with profiles for all facades that are visible from the public right of way. More specifically: N-1 (south, west, north) N-2 (north, east, south) N-3 (south), S-1 (north and west), S-4 (west), details to be deferred to staff.
16. Signage for the building shall be approved under a separate Certificate of Design Approval with details to be deferred to staff.
17. A memorial identifying the history of Ward One shall be provided. Details with regard to the location and overall design shall be deferred to staff.
18. All remaining details to be deferred to staff.

Motion by Mr. Marshall to deny 620 Blossom Street, 612 Devine Street, 617 Devine Street, 400 Pulaski Street, S/S Blossom Street, Pulaski Street, Pulaski request for certificate of design approval for new construction of student housing in the *Innovista Design District* on the ground that the project does not meet the density requirements, the mixed use requirements, the connectivity requirements, or the material requirements of the *Innovista Master Plan District*; *seconded by Ms. Kaemmerlen. Motion to deny the request granted 7-1 with Mr. Harper in opposition.*

Short recess taken at 6:35 PM, meeting called back to order 6:40 PM
Dr. Skinner, vice-chair, presided over Commission meeting as Chairman Ross had to leave

HISTORIC

1. **1302 Beaufort Street** (TMS# 09110-05-09) Request for a Certificate of Design Approval for an addition. *Earlewood Protection Area A*

Building is a non-conforming, non-contributing building that appears to have been an accessory structure to a house that was situated to the south of the existing building. The house was demolished around 1996. While this structure is non-conforming in that it was built after the period of significance, and it likely was designed originally as a garage with dwelling unit above, it was converted to be used residentially as a duplex years ago. There is an internal program issue of low clearance upon entry. The applicant is proposing a porch and new entry door located at the mid-point of the front façade. This will eliminate the low ceiling issue. The main concern staff had was with the door location at mid-level.

William Bowers, applicant, plans on retaining the duplex structure for use. Many internal repairs have already been made. Changes are proposed for the entrance to connect at the landing between the two floors and relocating the door for the upper level. The roof line will be duplicated exactly as in the neighborhood. The applicant initially proposed an all wood porch, but was agreeable to brick piers below the porch with wood columns on the top.

Commission members said the drawings presented were not detailed enough or complete to be able to see what the actual porch will look like. It was unsure if a more rendered version should be presented to the Commission, or if conceptual approval could be given for the door and other details deferred to staff. Staff felt more accurate drawings were needed to be able to judge the proposed project because of the nature of the proposal. Fred Monk, chair of the zoning committee for the Earlewood Neighborhood, submitted a note stating the neighborhood concurs with staff comments on this project.

Staff Recommendation: *Staff finds that the proposal does not comply with the pertinent guidelines found in sections VII & VIII of the Earlewood Protection Area Guidelines and does not recommend granting a Certificate of Design Approval.*

Motion by Mr. Marshall to grant a conditional Certificate of Design Approval for 1302 Beaufort Street for an addition conditioned on the applicant submitting a drawing to staff showing details of construction with an exception being granted for the door to be at the existing landing level; if staff is not comfortable with the drawings submitted, the applicant will need to return to the D/DRC, and if it is felt the drawings meet the intent of the design, it can be approved: *seconded by Mr. Harper. Request granted 7-0.*

2. **1320 Richland Street** (TMS#R09015-09-05) Request a Certificate of Design Approval for exterior changes. *Landmark District*

Staff Recommendation:

Staff recommends a Certificate of Design Approval per section 17-674(d) of the city ordinance, with details deferred to Staff, on the condition that the applicant use clay brick for the steps and a simple picket design on the iron railing.

Moved to Consent Agenda as applicant agreed to comply with staff recommendations. Approved.

3. **806 Oak Street** (TMS#11409-04-29) Request a Certificate of Design Approval for new construction.
Old Shandon/Lower Waverly Protection Area A

Staff Recommendation:

Site plan presented for project, and minor details have been worked out with applicant, Columbia Housing Authority. One existing issue that remains is the placement of the house on the site which is a fairly limited because of size. Staff voiced concerns with placement of driveway as required by zoning. Staff realized the foot print submitted is not the actual footprint for this building; it is an earlier version for a different house. That needs to be resolved for staff and zoning.

Staff finds that the proposed new construction at 806 Oak Street (TMS#11409-04-29) is largely in keeping with Section IV(A) New Construction of the guidelines and recommends granting a Certificate of Design Approval for the project as proposed with the following conditions:

- *Site plan indicating proposed house and driveway be submitted to staff*
- *Elevations for foundation and steps be submitted to staff*
- *Windows and front entry door be centered in between columns on façade*
- *Sidelights be removed from front entry door*
- *Open shed roof be used on porch instead of half-hip design*
- *All details deferred to staff*

Motion by Mr. Monteith to grant a Certificate of Design Approval for **806 Oak Street** for new construction based on the project meeting zoning requirements for the driveway based on a correct footprint being submitted for the building on the site in accordance with Section IV (A) of the Zoning Ordinance, with all other details deferred to staff; *seconded by Ms. Whisnant. Request granted 7-0.*

4. **109-111 Church Street** (TMS#08816-13-05) Request a Certificate of Design Approval for exterior changes. *Granby Architectural Conservation District*

Unapproved porch railings were added by tenants to a house that previously did not have railings. Railings are not in compliance with design guidelines, staff recommends the railings be redesigned to an appropriate smaller size. The railings are not required on this building, they were added as preference. Staff proposes the pickets be taken to a 2x2 square wood pickets with a 2x4 top and bottom wood railing. The property manager is amenable to staff recommendations.

D/DRC discussion ensued and members agreed the pickets did not meet the design guidelines of the neighborhood. The railings can be removed as suggested by staff because they are not required, or the railings can be removed and a new rail system that meets the guidelines can be installed.

Staff Recommendation:

Staff finds that the existing porch railings do not comply with the guidelines for porches and does not recommend granting a Certificate of Design Approval as constructed.

Staff recommends granting a Certificate of Design Approval for revising the design of the existing railings to a configuration of 2"x4" top/bottom wood rails with 2"x2" square wood pickets with all details deferred to staff.

Motion by Mr. Marshall to require the removal of the existing rail system at 109-111 Church Street giving the owner the option of leaving the rail system off, or putting in a new rail system that complies with the design guidelines with all details deferred to staff; *seconded by Mr. Harper.*

Ms. Kaemmerlen asked if code required railings for the steps. Mr. Marshall clarified that handrails are required for new construction, but not on existing buildings. **Request approved 7-0**

5. 3241 Keenan Drive (TMS#09111-12-14p) Request for a Certificate of Design Approval for new construction. Earlewood Protection Area B

Staff has been working with Spencer Lindsay, developer, on this house. Most of the recommendations are fairly minor. There is an outstanding issue with the driveway and the setback. The fireplace bump-out with two windows is a chimney with windows that has not generally been approved. Staff finds it does not meet the guidelines. The driveway is a zoning issue and must be at least 32' long for two off-street parking. Moving the house back will allow for this without any problem. All the property lines on the street vary to a degree.

Mr. Spencer said he will remove the bump-out. He agreed to build a fireplace that is more in keeping with the neighborhood or just do an interior vented fireplace. The windows will be added as per staff recommendation.

Lydia Sprouse, neighborhood resident, voiced concerns with drainage, the stability of land in the construction area, the driveway, and removal of trees, and the impact on the structural integrity of the home and her own home if any trees are demolished. She is mainly concerned with soil disturbance and erosion.

Mr. Lindsay said there will be more impact on the new construction regarding drainage because that house is below the Sprouse's house. The driveway will be on the left side of the house as most are in that area. The house will be in alignment with other homes. He is unaware of any citywide tree review on city property. Materials for the home will be hardiplank and architectural shingles.

Staff Recommendation:

Staff finds that the proposed single-family residence at 3241 Keenan Drive generally complies with the pertinent guidelines for Site & Setting under Section VI and the guidelines for new construction under Section VII of the Earlewood Protection Area Design Guidelines. Staff recommends granting a Certificate of Design Approval for this new construction with the following conditions:

- *Updated plans indicating exact building dimensions be submitted to staff prior to issuance of a Certificate of Design Approval;*
- *The bump out for the fireplace be removed;*
- *One 3' x 5'2" window be added to the left elevation & the sash windows on the right elevation be 3' x 5'2" as well;*
- *Cement fiberboard siding shall be smooth;*
- *Operable shutters should be sized appropriately for the windows on which they are located;*
- *The house be setback at least 30' to be more in context with surrounding buildings;*
- *The depth of the driveway be increased so that it can accommodate two cars;*
- *All trim be cement fiberboard & bases of fiberglass columns be painted to prevent discoloration;*
- *All Details deferred to staff.*

Motion by Mr. Marshall to grant a Certificate of Design Approval for **3241 Keenan Drive** for new construction as the request generally complies with the guidelines for Site and Setting under Section VI, and

the guidelines for new construction under Section VII of the Earlewood Protection Area Guidelines, Certificate is contingent upon updating plans indicating exact building dimensions to be submitted to staff, the building setback is adjusted per staff recommendation of approximately 30' off street, the fireplace bump-out be removed, one 3'x5'2" window be added on the left elevation, and the windows on the right be changed to match the 3'x5'2" window on the left elevation, cement fiberboard siding shall be smooth; operable shutters should be sized appropriately for the windows on which they are located; the depth of the driveway be increased so that it can accommodate two cars; all trim be cement fiberboard & bases of fiberglass columns be painted to prevent discoloration; and all details deferred to staff; the option that if a fireplace is added, that it be a normal chimney; *seconded by Ms. Kaemmerlen. Request granted 7-0.*

6. 2212 Park Street (TMS# 09012-10-16) Request for a Certificate of Design Approval for new construction. *Elmwood Park Architectural Conservation District*

Request is for new construction that was part of a PUD established earlier. Plans for homes are submitted individually. The proposal meets the guidelines in terms of height, and there are many good points about the house. Staff had concerns with materials used because they do not meet the guidelines and there is not a good precedent to use them. The size of the house is also fairly large.

Marty White, builder, said the house is part of a ten-lot development. Mr. White is building this as his own house with plans to live there. However it will be for sale from the beginning. Plans are to build the house, and sell it if he can, then build other homes that will be flipped, and continue to do so until all lots are developed.

This house is designed to be built entirely out of superior wall panels. This material can be clad with hardiplank, stucco, or other material. The superior wall panels are a significant cost. The house will be a mixture of coarse, parged stucco on the first floor with cement fiberboard siding on the second floor. The piers will be stuccoed to have an old look.

Mr. White responded to staff comment:

- Staff recommends the garage be detached from the house; there is not room to put a garage on the back of the property and have a setback unless there is no sideyard. He plans to have a stepped back look to the house.
- Because there is a wall panel, windows have to be higher than others in one section. The kitchen is the next room and the great room is the next room, where he does not want to put windows. He said he could do windows, but he is just going to cover them up inside with panels and make them false windows. He does not want to do the closed shutter look. He had the idea to mirror the house so that the side with more windows is on the most visible side. There will be a courtyard wall of masonry, with columns and stucco to match house.
- Staff suggested not mixing brick, stucco, and siding for the exterior; he would prefer not to use cement fiberboard siding throughout because of cost, though he admits to creating his own cost because of the panel system being employed, which is so expensive.
- He wants a wall without windows in the living area because of furniture placement.

Staff voiced concerns with use of mixed materials, as single materials are used in this neighborhood. Ms. Moore reminded Commission member of the letter in packets from Chuck Archie, neighborhood association.

Staff Recommendation:

Staff finds that the proposed single-family house at 2212 Park Street in the Elmwood Park Architectural Conservation District only partially complies with the pertinent guidelines for new construction as outlined in Section 17-674(d) of the City of Columbia's Ordinance. Staff does not recommend granting a Certificate of Design

for the proposal as submitted, but would recommend for granting an approval provided the following changes are made to bring the structure more into compliance with the guidelines:

- *Given its current visibility, decrease the depth of the house to be more compatible with surrounding houses.*
- *Include additional windows and/or larger windows along the right elevation of the house, particularly on the first floor.*
- *Move the house up 1'4" so that the front façade of the porch is no more than 16' from the city owned sidewalk.*
- *Utilize a more consistent window pattern throughout the front façade.*
- *Decrease the number of varying window sizes utilized throughout the house.*
- *Position all second floor windows in relation to the frieze board in a consistent manner with the window headers either adjacent to the frieze board or just slightly below it.*
- *Smooth cement fiberboard siding be used on both the first and second floors so as to be consistent with historic homes on this street.*
- *The heavy hood moldings around the windows be scaled down to either simple framing around the window or slightly crowned header casings with simple framing.*
- *The applicant provide a sample of the polycast cement columns for review, or another material such as fiberglass may be appropriate.*
- *Windows be either aluminum clad or wood.*
- *Other details deferred to staff.*

Motion by Mr. Marshall to grant a Certificate of Design Approval for **2212 Park Street** for new construction with plans as submitted, with the applicant making changes as discussed in the meeting including modifying the window hoods to be suitable to staff's approval, adjusting the window on the left side elevation to the front, flipping the house, adding a garden wall to match the materials used in the house, moving the house forward on the lot, siding deferred to staff with the understanding that the Commission is looking for a more uniform material application, either consistently in section all stucco, all siding, or a combination that is more consistent with historic standards in the neighborhood to be shown to staff; realign the window at the stairwell to make it more of a feature window; use smooth cement fiberboard where cement fiberboard is used; applicant provide a sample of the polycast cement columns for review and approval by staff; windows will be clad wood windows; and all other details deferred to staff; *seconded by Ms. Whisnant. Request granted 7-0.*

Mr. Harper and Ms. Whisnant recused themselves from 807 Gervais Street as their firm is one of the applicants for the request.

5. OTHER BUSINESS
Bailey Bill certification/reviews:
807 Gervais Street

Preliminary certification for Bailey Bill certification. Applicants plan to implement energy efficient measures, rather than removing and replacing windows are considering interior storm windows which will still require review. Roofing HVAC and plumbing needs are being assessed to equip building. Not all quotes are available at this time; however staff recommends preliminary certification conditional upon meeting the investment threshold.

Motion by Mr. Marshall to grant preliminary certification for Bailey Bill Certification for 807 Gervais Street conditional upon meeting the investment threshold; *seconded by Ms. Kaemmerlen. Request granted 5-0.*

330 Hayward Street
Deferred
701 W. Bailey Street
3015 Amherst Avenue

Mr. Marshall recused himself from this request. Mr. Harper and Ms. Whisnant returned to seat on the Commission.

Preliminary certification for Bailey Bill certification. Presented last month for changes in garage and a new addition on back. Property had recently submitted plans yesterday. Height and massing will need some adjustments to which applicant is agreeable. Bailey Bill will only apply to the historic portion of this property. It will not go toward the addition, or new garage. Anything added to the house should be appropriate to the house in terms of the Bailey Bill and its influence on the property. Approval should be conditional upon working out details for height and massing with owner, as well as conditional upon meeting the investment threshold.

Motion by Ms. Kaemmerlen to grant preliminary certification for Bailey Bill Certification for 3015 Amherst Avenue conditional upon qualified rehabilitation expenses for the historic portion of the house meeting or exceeding the 20% investment requirements; *seconded by Mr. Harper. Request granted 6-0.*

1614 Main

Mr. Marshall returned to seat on the Commission.

Ms. Moore asked that the vote from the November D/DRC meeting be rescinded where beginning date was restarted because it was felt it would be helpful to the applicant because significant work had not been done. The applicants did not understand the restart date process, which was thought to be helpful, but actually worked against them. The request is to rescind the November vote and use the original date for certification of the Bailey Bill on this property.

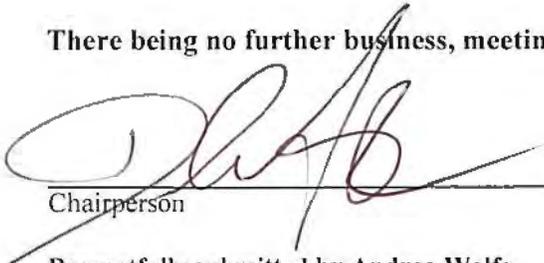
Motion by Ms. Kaemmerlen to rescind the November 8, 2012 motion by the D/DRC to restart date process for Bailey Bill Certification for 1614 Main Street; *seconded by Mr. Monteith. Request granted 7-0.*

6. APPROVAL OF MINUTES
November minutes

Motion to approve the November minutes by Mr. Harper, seconded by Ms. Hildebrand. Minutes approved. 7-0.

ADJOURN

There being no further business, meeting adjourned at 8:15 PM



Chairperson

4/11/13

Date

Respectfully submitted by Andrea Wolfe
Sr. Admin. Secretary
Planning and Development Services Department