

ARCHITECTURAL REVIEW STAFF REPORT for REVISED PLAN

Before Dover Historic District Commission August 21, 2025

Previous Recommendation from the Dover Historic District Commission on December 19, 2024

<u>Application:</u>	Dover Mobility Center Garage, HI-24-09 REVISED
<u>Owners:</u>	Downtown Dover Development Corporation (Downtown Dover Partnership) The Downtown Dover Development Corp. – Dover Parking Authority as the (Downtown Dover Partnership) City of Dover Capital City Transformation Alliance Main Street – Dover Inc.
<u>Location:</u>	North of Minor Street Alley between South Bradford Street and South Governors Avenue
<u>Addresses:</u>	133 S. Governors Avenue, 139 S. Governors Avenue, 145 S. Governors Avenue, 136 S. Bradford Street, 148 S. Bradford Street, and 150 S. Bradford Street, Dover DE
<u>Tax Parcels:</u>	ED-05-077.09-02-10.00-000, ED-05-077.09-02-09.00-000, ED-05-077.09- 02-08.00-000, ED-05-077.09-02-24.00-000, ED-05-077.09-02-25.00-00, and ED-05-077.09-02-27.00-000
<u>Additional Parcel:</u>	The adjacent parcel at 132 S. Bradford Street (ED-05-077.09-02-23.00-000 owned by City of Dover) may become part of the project area to address site improvements i.e. stormwater management, tree plantings, etc. It does not include the proposed building.
<u>Project Area:</u>	estimated at 0.8577 acres +/-
<u>Present Uses:</u>	Parking Lot (and previously Two Residential-Style Buildings Used as Offices, now demolished)
<u>Proposed Use:</u>	Mobility Center Parking Garage Structure Revision is related architectural design revisions to the building, changes to interior space uses, and revisions to the configuration of parking garage entry point and layout.
<u>Present Zoning:</u>	C-2 (Central Commercial Zone) H (Historic District Zone)
<u>For Consideration:</u>	Revised Architectural Review Certification including alternative side yard setback

This Report for **Revised HI-24-09 Dover Mobility Center** was updated upon submission of Revised Architectural package of a Summary Letter, Revised Design Narrative, Updated Responses to previous Recommendations, Updated Architectural Graphics Package, and Updated Site Plan Sheet (C-201) by the Applicant. The Planning Staff deemed the revision substantial enough to warrant the Application to go back through the formal Architectural Review Certification process with the Historic District Commission and the Planning Commission. Application HI-24-09 was initially considered by the Historic District Commission on December 19, 2024 and then considered by the Planning Commission on January 21, 2025 as Site Plan S-25-01 Dover Mobility Center.

Note: The original Staff Review Report of December 19, 2024 was initially prepared by Staff of the Rossi Group (under a Planning Services contract with the City of Dover). The Report was completed with additional review and editing by the City's Planning Office. This Revised Staff Review Report utilizes that original Report as a starting point.

I. PROJECT DESCRIPTION:

The Historic District Commission will act on a recommendation for an Architectural Review Certificate for a Revised Site Development Plan Application for the proposed construction of a four-story, 329-space multi-purpose garage in Downtown Dover, to be located on what is currently six parcels of land located north of Minor Street Alley, east of South Governors Avenue, and west of South Bradford Street. The approximate 0.8577 acre +/- project area includes existing surface parking lots and the previously location of two residential-style buildings most recently used as office space now demolished. There have been architectural changes as designed including the removal of the South Bradford Street garage entrance. The property is zoned C-2 (Central Commercial Zone) and is subject to H (Historic District Zone). The owners of record include the Downtown Dover Partnership; City of Dover; Capital City Transformation Alliance; and Main Street – Dover Inc. Property Addresses: 133 South Governors Avenue, 139 South Governors Avenue, 145 South Governors Avenue, 136 South Bradford Street, 148 South Bradford Street, and 150 South Bradford Street. Tax Parcels: ED-05-077.09-02-10.00-000, ED-05-077.09-02-09.00-000, ED-05-077.09-02-08.00-000, ED-05-077.09-02-24.00-000, ED-05-077.09-02-25.00-00, and ED-05-077.09-02-27.00-000. Council District 4.

The design Revisions for the Dover Mobility Center Parking Garage are presented and focus on an expanded retail footprint, improved public amenities, reduction in parking capacity, and removal of the vehicle entry to the garage from S. Bradford Street while reducing the neighborhood impact, changes to the building scale and building height, and refinements to the architectural character and material utilization. These are more fully described in the Applicant's Revised submission.

It is noted that the adjacent parcel at 132 S. Bradford Street (ED-05-077.09-02-23.00-000 owned by City of Dover) is an associated part of the project area to address site improvements i.e. stormwater management, tree plantings, etc. It does not include the proposed building. In the Revised submission, this parcel is depicted as open space for a pocket park/stormwater retention area.

Surrounding Land Uses

This subject project area location north of Minor Street Alley, east of South Governors Avenue, and west of South Bradford Street is within the Downtown Development District. As previously noted, all six parcels are zoned C-2 (Central Commercial Zone). Properties immediately adjacent to the subject project location are zoned C-2 (Central Commercial Zone), with other nearby properties zoned RGO (General Residence and Office Zone). The surrounding properties are also within the H (Historic District Zone). In the remaining portions of the block to the north of the subject area are a service establishment (dry cleaner), other surface parking lots, the Dover Fire Department Station #1, a church building, and several mixed-use buildings. To the south of the Minor Street Alley are mixed-use buildings (first floor commercial or office with upper for residential uses) fronting on the West Lookerman Street, the Downtown commercial corridor.

Previous Applications

The existing surface parking lot fronting South Governors Avenue was constructed in 2007, following the demolition of buildings on the site (S-07-52, HI-07-05 and HI-06-07). Based on orthophotography, the Bradford Street parking lot was constructed sometime between 1965-1992. In May 2024, the Historic District Commission reviewed applications for Architectural Review Certification for Demolition of the two residential-style buildings located at 148 South Bradford Street (HI-24-02) and 150 South Bradford Street (HI-24-03). On May 16, 2024, the Commission passed a motion to deny both applications for Architectural Review Certificates to demolish the structures, with two members voting in favor of the motion and one member voting in opposition to the motion.

Following the denial of the Architectural Review Certificates, the applicant appealed the denial to the Planning Commission, in accordance with *Zoning Ordinance*, Article 10 - Planning Commission, Section 3 Historic District Commission and Architectural Review, Section 3.23 (D). At their meeting on June 17, 2024, the Planning Commission passed a motion to reverse the Historic District Commission's denial of the Architectural Review Certificates to demolish the structures, with four members voting in favor of the motion and two members voting in opposition to the motion. This action granted approval of the Architectural Review Certification to allow Demolition of these two buildings.

II. HISTORIC PROPERTY INFORMATION

Review of Historic Maps

A series of historic maps were reviewed by Staff for preliminary information on the area and found that between 1885 and 1919, the area was predominately residential along South Bradford Street and South Governors Avenue. By 1992, 136 S. Bradford Street had been converted into a parking lot as surrounding uses shifted to a mix of commercial, offices, and residential. Around 2006-2007 the residences along South Governors Avenue were demolished. Two historic structures that remained on South Bradford Street were recently demolished after previous application submissions.

Property Information

The subject property area is within the Victorian Dover Historic District on the National Register of Historic Places and is located within H (Historic District Zone) as established by the City of Dover. There are four contexts that contribute to the historic character of Dover, including the

Green Historic Context; the Victorian Historic Context; the Loockerman Historic Context; and the Capitol Square Historic Context. This property is located within the Loockerman Historic Context. The *Design Standards and Guidelines for the City of Dover Historic District Zone* describe this context as “a coherent, densely-built commercial area that would have an attractive mix of historic and new buildings and related parking.”

The building that was located at 148 S. Bradford Street was a twentieth-century, bungalow style structure that was constructed in 1930. The building previously located at 150 S. Bradford Street was a residential style structure and is estimated to have been constructed in the 1880s. Both structures are listed on the National Register of Historic Places as part of the Victorian Dover Historic District. Delaware’s Division of Historical & Cultural Affairs identifies both as contributing properties. These buildings were demolished after prior authorizations in application HI-24-02 and HI-24-03. There are no other extant buildings in the subject area.

III. PROJECT PROPOSAL

PROJECT PROPOSAL as Revised (Summary Letter, Revised Design Narrative, Updated Responses to Recommendation, Architectural Graphics Package and Site Plan Sheet (C-201) dated August 1, 2025)

The Revised Application proposes construction of a Parking Garage Structure and other site improvements for the development of the Dover Mobility Center. The proposed Mobility Center is part of the centralized parking strategy proposed in the *Capital City 2030: Transforming Downtown Dover Master Plan*. The Mobility Center is also identified in the *Master Plan* as a Project Site. The project location includes the surface public parking lots fronting South Bradford Street and South Governors Avenue, as well as the site of the now demolished two residential-style buildings (the Planning Commission granted the Architectural Review Certificates for demolition).

The Applicant’s original submission included a Design Narrative, a site plan graphic, and building elevations and 3-D views. The Documents were originally filed November 15, 2024 and were updated with a submission of December 11, 2024 with minor design revisions.

The Applicant’s Revised submission of August 1, 2025 includes a Summary Letter giving an overview of the Design revisions, a Revised Design Narrative, a Letter of Updated Responses to the Recommendations, a Revised Architectural Graphics Package, and an Updated Site Plan sheet. The Architectural Graphics Package includes the original submission pages for comparison to the Revised submission pages (marked Revised with maroon border).

The elements of the project are as follows with notations on the Revisions:

1. Parking Garage Structure: The Parking Garage Structure is located in close proximity to the lot lines of the site adjacent to Minor Street Alley, South Bradford Street, and South Governors Avenue. It is positioned at the edge of the sidewalks on South Bradford Street and South Governors Avenue. The four-story structure design has been revised to consist of 329 parking spaces. Revisions to reallocate space on the first floor will include a welcome center and expanded retail space; public restrooms; bicycle repair shop;

management office; and other support spaces on the ground level. The lower two stories of the structure are predominantly brick, while the upper stories, which are set back six feet from the lower stories, are predominantly precast concrete spandrel panels.

Exposed stair towers remain located at the northwest and southeast corners of the building, where the use of glass is intended to reflect neighboring building architecture and the sky. The roof height of the northwest stair tower is revised to 54 feet, and the roof height of the southeast stair tower remains at 60 feet. The Revised changes in height are depicted with dashed lines on the elevation drawings. The ramped parking deck sits behind the building façade along the east and west elevations of the two lower stories; the ramped parking decks are visible through openings on the upper stories of west and east elevations. The south elevation includes the brick façade wrapped from the west building face and the stair tower on the east side. Between these areas, the south elevation reveals precast concrete with a parking garage appearance above the first floor where there are proposals for window and door openings. The north elevation is a solid party wall for the western half of the elevation, consistent with fire code requirements, due to proximity to the property line. This area party wall is being designed to host a large mural. The remaining portion of the north elevation (the eastern half) has been revised to include a continuation of the brick wrapping around the corner and then the precast concrete panels of the parking decks with bands of horizontal openings.

Vehicle access to the garage is via entry and exit points now only from South Governors Avenue as the vehicle entry to the garage from South Bradford Street has been eliminated. Windows and double door entries are proportioned to align with neighboring buildings. Canopies are redesigned in their form to a projecting band at the first floor level which visually lowers the building's scale.

2. Sidewalks: With the structure's position, the sidewalk generally spans from the building to the curbline on the South Bradford Street and South Governors Avenue frontages. The application proposes expanded sidewalks at the entry points of the building and pedestrian-scale lighting along the building. The street frontage sidewalks along South Bradford Street will include brick pavers to match existing sidewalks with concrete sidewalks along South Governors Avenue. The plan proposes bike share docks along South Governors Avenue.
3. Tree Planting and Landscaping: The project plan proposes street tree plantings and grass areas between the curb and sidewalk. The drawing shows a "pocket park/stormwater retention" area on the northeast side of the site, bounded by the parking garage and South Bradford Street on the south and east, with trees proposed to be planted in this area. This 'pocket park' area is located on the adjacent parcel at 132 S. Bradford Street.

See the attached **Revised Design Narrative Letter, Updated Responses, the Revised Architectural Graphics Package, and updated Site Plan Sheet (C-201)** for the associated graphics and drawings for detailed information on building dimensions, locations, and material choices.

In the center of the Project Area parcels is an existing Alley. It is noted that currently there is a separate Alley Abandonment Request. Application MI-24-10 Request for Alley Abandonment: Part of Alley Between S. Governors Avenue and S. Bradford Street (abandonment of an approximately 132 feet length alley segment) was recommended for approval by the Planning Commission on December 16, 2024 and then approved by City Council in early 2025.

IV. ZONING REVIEW

The entire project site area is located in the H (Historic District Zone) and subject to the provisions of the *Zoning Ordinance*, Article 3 §21 and referenced sections. *Zoning Ordinance*, Article 10 §3.2 outlines the review process for Architectural Review Certification and related building height, bulk, and setback standards.

The subject project area is zoned C-2 (Central Commercial Zone.) The C-2 zone allows for “parking lots and parking structures as a principal use.” The subject property, once combined into one parcel, will have frontage on two streets, South Governors and South Bradford; Minor Street Alley is considered a side. The C-2 zone requires a zero minimum setback. The northern lot line, if treated as a side yard, has no required setback, but a minimum of five feet if provided. From other related project submissions, it appears that this setback ranges from 0.7 feet to 5.2 feet along the northern property lines. The Planning Commission in January of 2025 approved this Alternative Side Yard Setback as part of the Architectural Review Certification process.

The C-2 zoning district also includes some design standards provisions. See the code excerpt below:

Article 3 Section 13

13.5 *Design standards.* The following standards shall apply to the site and building development in the central commercial zone (C-2):

13.51 *Facade articulation.* Building facades should incorporate design elements to provide a base, middle, and top of the building to reinforce the pedestrian scale at the street level.

13.52 *Height.* For buildings greater than four stories in height, then the upper floors above the fourth story shall step back six feet for fifty percent of the width of the primary facade. For buildings greater than six stories, then the upper floors above the sixth floor shall step back an additional six feet on the primary facade. These step back areas may begin at a lower height than these minimums as part of the building design in order to be compatible with the character of the area.

13.53 *Step back areas.* The step back areas should be open to the sky and can be open air balcony spaces or other design architectural features that are not enclosed spaces.

13.54 *Off-street parking.* Off-street parking lots shall not be permitted to be situated between the street line and the primary facade of the principal building. Consideration should be given to locating parking to the side or rear of the building.

13.55 *Screening.* Any off-street parking lots provided shall be screened from the street line by buildings, landscaping, or other means. Off-street parking lots shall be screened from adjacent residential zones and residential uses. This screening provision does not apply to adjacent alleys.

V. Review of DESIGN STANDARDS AND GUIDELINES

The subject project area is located in the Dover Historic District Zone within the Loockerman Context. The Loockerman Context is described on pages 2-7 and 2-8 of the *Design Standards and Guidelines for the City of Dover Historic District Zone*. This *Design Standards and Guidelines* describe this context as “a coherent, densely-built commercial area that would have an attractive mix of historic and new buildings and related parking.” Location within the Dover Historic District Zone requires proposals for demolition, new construction, additions, and certain renovation or rehabilitation activities to existing buildings to receive an Architectural Review Certificate.

As stated in the *Design Standards and Guidelines for the City of Dover Historic District Zone*, an Architectural Review Certificate will be granted “if it is found that the architectural style, general design, height, bulk and setbacks, arrangement location and materials affecting the exterior appearance are generally in harmony with neighboring structures and complementary to the traditional architectural standards of the historic district.” In accordance with Article 10 §3.2, the Historic District Commission will provide a recommendation to the Planning Commission regarding the project’s compliance with the architectural review standards.

This proposal must be reviewed for conformity with the design criteria guidelines found in Chapter 4: New Construction, Additions, Demolition and Relocation. Information on the review considerations is given below.

New Construction

The *Design Standards and Guidelines* for New Construction (Chapter 4: pages 4-1 through 4-8) provide the design criteria and development guidelines. The guidelines specify the following individual considerations for new construction to be considered in the review by the Historic District Commission (and Planning Commission) of the project for Architectural Review Certification:

- Style
- Scale (*building to reflect dominant cornice and roof height of adjacent buildings*)
- Elevation of the First Floor
- Floor-to-Floor heights
- Bays, windows, and doors (*size, relationship, spacing of*)
- Absolute Size (*compare overall size of new building*)
- Massing (*relationship of solid-to-void*)
- Orientation (*location of primary façade*)
- Proportions (*comparison of height to width of building and elements*)
- Materials
- Forms (*shape of building and roof to be complementary*)
- Siting (*location of building on lot and in relation to street*)
- High density/ large-scale construction

The proposed project must also be reviewed for compliance with the standards established by the *Zoning Ordinance*. The standards include items such as setbacks from property lines, lot coverage, height, etc. This Proposal for the new Dover Mobility Center Garage appears to conform to most of the bulk requirements of the C-2 Zoning District, however, the detailed dimensions and bulk

standards will be verified via site plan review. Alternatives for the side yard setback along the north property line will be required. The *City of Dover Zoning Ordinance* authorizes the Historic District Commission to waive certain bulk standards when issuing its recommendation to the Planning Commission for an Architectural Review Certificate if necessary; this was authorized by the earlier application review and will also be required for this Revision.

ACTION on ARCHITECTURAL REVIEW CERTIFICATION (for HI-24-09 with December 2024 Review by the Historic District Commission and January 21, 2025 Review by Planning Commission):

Application HI-24-09 was considered at the December 19, 2024 Meeting of the Historic District Commission. The following members were present at the December Meeting: Chairman Eric Czerwinski, Vice-Chair Mrs. Ellen Richardson, Mrs. Ann Horsey, and Ms. Mary Mason. The application was represented by JD Bartlett of EDiS Company; Diane Laird and Ken Anderson of the Downtown Dover Partnership; Michael Caine, project designer from Core-States; and Jed Hatfield of Colonial Parking. Public testimony was received during the Public Hearing from Todd Stonesifer as Board President of the Downtown Dover Partnership and Marilyn Smith of the Dover /Kent County MPO (just listening) with written correspondence (Letters of Support) from the Central Delaware Chamber of Commerce and the Biggs Museum of American Art.

During the Meeting, the Historic District Commission heard the applicants' presentation on the Dover Mobility Center Garage Project and including their response to the series of Staff Comments and Recommendations. They presented information on the Downtown Master Plan; project development and community interaction; the Parking Garage development site and building placement; building architectural features and materials; streetscape amenities and other site items. Questions focused on the Parking Garage access points, electric vehicle parking opportunities, the usage of glass and concrete materials, and building elevation detailing.

Action on Architectural Review Certification Recommendation by Historic District Commission:

The motion to recommend approval passed 4-0 of the members present for this application at the December 19, 2024 Meeting. The Historic District Commission recommends approval of the Architectural Review Certificate for Application HI-24-09 Dover Mobility Center Garage at 133 S. Governors Avenue based on the applicant's presentation and plans with reference to the Staff notes and amendments (Staff Recommendation Report – Section VI). *(Note: This also included a recommendation of approval of the Alternative Bulk Standards to allow alternative side yard setbacks along the northern property lines to accommodate building placement.)*

Action on Architecture Review Certification and Site Plan by the Planning Commission:

Application S-25-01/HI-24-09 was considered at the January 21, 2025 Meeting of the Planning Commission with 8 members present. The application was represented by Mike Riemann and Mike Henery of Becker Morgan Group; JD Bartlett of EDiS Company; Staff of the Downtown Dover Partnership; Michael Caine, project designer from Core-States; and project team members. Public testimony was received during the Public Hearing from Diane Laird of the Downtown Dover Partnership, Todd Stonesifer as Board President of the Downtown Dover Partnership, and Jed Hatfield of Colonial Parking and with written correspondence also received. During the Meeting, the Planning Commission heard the applicants' presentation on the Dover Mobility Center Garage Project includes the question for an Alternative Side Yard Setback, a Tree

Mitigation Plan, and a Parking Strategy Statement. Questions focused on the Downtown Dover activity, Parking Garage access points and number of spaces, electric vehicle parking opportunities, pedestrian access, and building elevation detailing and usage of brick.

The motion to approve Site Plan S-25-01 Dover Mobility Center Garage at 133 S. Governors Avenue passed 8-0 of the Planning Commission members present for this application at the January 21, 2025 Meeting. This action included approval of the Architectural Review Certification with the alternative side yard setbacks, approval of the Tree Mitigation Plan, and acceptance of the Parking Strategy Statement.

VI. STAFF COMMENTS AND RECOMMENDATIONS

The Staff Comments and Recommendations for this application regarding project activities and Architectural Review Certification were originally provided in the Architectural Review Staff Report issued for the December 19, 2024 Historic District Commission Meeting. It is also noted that the Applicant in this revised submission included an itemized response to the Staff Comments from the earlier review. **The comments and recommendations were updated for this Report following Staff's review of the Revised Submission dated August 1, 2025.**

The following are Staff comments and recommendations for this application regarding project activities and Architectural Review Certification for the Revised Submission.

- 1) Staff again recommends conditional approval of the Architectural Review Certificate for the construction of the Revised Dover Mobility Center Garage project finding that the building continues to be of a compatible design with the nearby buildings and with the intent of the *Design Standards and Guidelines for the City of Dover Historic District Zone*, and with its recommendations for large-scale development in Loockerman Historic Context. The proposed Mobility Center remains oriented so that the west and east frontages sit at the sidewalk edge, supporting the pedestrian scale of the Downtown area. The brick exterior finishes on the lower two stories and detailing with building elements and sectioned wall surfaces break-up the expanse of the east and west building elevations and take cues from the architectural styles seen in the Loockerman Street corridor. The street-level presentation along South Governors Avenue and South Bradford Street is building-like in its exterior appearance and design, screening the parking ramp and deck appearances on lower levels while setting them back on the upper levels on the primary elevations.
- 2) Staff again recommends approval of alternative side yard setbacks to accommodate the placement of the building in relation to the northern property line(s) given the lot configuration and the likely Building Code and Fire Code related provisions for building construction. *The Alternative Side Yard Setbacks were previously approved with HI-24-09/S-25-01 by the Planning Commission.*
- 3) The following conditions are recommended by Staff to improve the project's compliance with the recommended guidelines of the *Design Standards and Guidelines*. Where the Application has taken action to address these items in the Revised Project it is noted. The following are recommended conditions:

- a. The selected brick choices should be compatible with the brick of other existing buildings in the area. *The Applicant plans to submit the color palette and information on the brick selection for review.*
 - b. Consideration of wall or free-standing signage may require additional review. *The Applicant recognizes this will be subject to Sign Permit Applications.*
 - c. Any light fixtures utilized on the property should be consistent with the style of the lighting used in the nearby areas of the Historic District. *The renderings include depictions of potential wall mounted lighting.*
 - d. Ensure proposed trees are appropriate to urban planting settings along streets. Any trees planted within the street right-of-way must be approved by the City of Dover.
 - e. The south elevation was revised due to changes in the overall height of the structure and planned usage of the first floor spaces. *The revisions also include design changes to openings, format and material detailing.*
 - i. Staff recommends looking at the material choice, pattern, and details of the first floor elevation as it is along the Minor Street Alley and will be visible to pedestrians and travelers through the corridor.
 - f. The north elevation is a large expanse of blank wall (western portion). While this may be a prime location for public art, architectural features that break up the large solid wall should also be considered. *The Revisions have reduced the area of the solid wall and added detailing (joint lines)*
 - g. On the north elevation for the eastern half where the parking garage concrete construction will be exposed with large openings, consideration should be given to greater detailing at the pedestrian level as this no longer appears to be a “party wall.” *The Revisions have continued the brick materials and other segmentation or detailing to divide this wall and give dimension.*
 - h. Clarify the treatment of the large openings in the brick facades at the second-floor level. *The Revisions note the openings are related to ventilation practices for the parking garage and sizing revisions to meet other Building Code requirements. On both street elevations, the precast concrete panels at the second level will be darker in color.*
 - i. Any revisions or changes in the identified materials may be subject to further review by the Historic District Commission.
- 4) The Mobility Center Garage appears to comply with the design standards of the C-2 zoning district in regard to the building façade articulation (having a base, middle and top); the step backs for the upper floors and their format. The actual dimensions will be confirmed in the Site Plan submission.
 - a. To show compliance with these design standards the applicant is encouraged to look at how they are defining the top of the building, especially in the stair towers and top level of the parking garage concrete terminations. A cornice profile was provided for the cornice termination of the lower brick segments.
- 5) Some of the site improvements/amenities were not specifically described or had limited information within the application information. These items are part of the Site Plan review process.

- a. The proposed plan identifies an area on the street level for bicycle and scooter parking. Based on the revised 329 vehicle parking spaces (rate of one [1] bicycle space per 20 vehicle spaces), the property will be required to provide a minimum of 17 bicycle parking spaces.
 - b. The design of the sidewalks along South Governors Avenue and South Bradford Street frontages must be evaluated with sidewalk construction standards and streetscape designs for each street. Given the volume of pedestrian traffic anticipated in the area, a minimum of a five-foot-wide sidewalk is necessary.
- 6) The following items should be clarified regarding the building designs.
 - a. Identify brick material (size, form, etc.) and patterning. *The Applicant has included cornice diagrams and noted future submission on brick selection.*
 - b. Clarify format and materials of the first floor area on the South Elevation – Minor Street Alley. There is an opportunity to activate this pedestrian level.
- 7) Staff notes that the project location (building and site) may be an opportunity for the incorporation of public art projects, including but not limited to the proposed mural on the north facing wall and along the Minor Street Alley.
- 8) Staff recommends the following pertaining to the site design elements of the project:
 - a. The sidewalk system on the street frontage should continue and include barrier free access, crosswalk striping, etc. at the points of intersection with the entrance and exit drive aisles.
 - b. Any proposed landscaping or tree planting locations, and lighting fixture locations should be depicted on the plan and be consistent with the character of these elements as they exist within the Loockerman context area. This will be part of the Site Plans.
- 9) For building construction, the requirements of the building code or fire code must be complied with. Consult with the Building Inspections Staff and Fire Marshal regarding these requirements. The resolution of these items can impact the site design in some cases.
- 10) In the event that major changes and revisions to the design, materials, or site layout occur in the finalization of the plan and/or construction drawings contact the Department of Planning and Inspections. These changes may require resubmittal for review by the Historic District Commission.
- 11) This site development plan for this project is also subject to the application and review process for Site Development Plan (Article 10 §2 of the *Zoning Ordinance*) before the Planning Commission. Note: Additional technical items for compliance with the *Zoning Ordinance* and other regulations may be identified during the Site Plan Process. The Revised project will also be subject to a Revised Site Plan Review process and review comments pertaining specifically to the Revised Site Plan set will be issued at that time.
- 12) The applicant shall be aware that Building Permits are required to proceed with any construction activities on the project site. The permit applications must comply with the

approvals and conditions granted through the Architectural Review Certification and Site Plan Review process.

- 13) The applicant should be aware that a Sign Permit is required to proceed with the placement of signage on the property.

VII. Historic District Commission Action Required on Revised Submission

The Historic District Commission shall consider the Revised Proposal and provide a recommendation in regard to the Architectural Review Certification for the Dover Mobility Center Garage and associated Site Improvements as Revised. The recommendation should reflect consideration of the *Design Standards and Guidelines for the City of Dover Historic District Zone*.