



ARCHITECTURAL REVIEW REPORT
Before Dover Historic District Commission
May 16, 2024

**Appeal of Historic District Commission Action
to the Planning Commission for Meeting of June 17, 2024.**

Project Name: Building at 150 South Bradford Street: Building Demolition

Location: West side of South Bradford Street between West Loockerman Street and Reed Street, just north of the Minor Street Alley.

150 S. Bradford Street

Tax Parcel: ED-05-077.09-02-25.00-000

Property Owner: CEI Properties
Applicant: Downtown Dover Partnership

Present Zoning: C-2 (Central Commercial Zone)
H (Historic District Overlay Zone)

Present Use: Offices (Previously a single-family home)

Proposed Use: Vacant site

File Number: HI-24-03

Action by Historic District Commission:

The Historic District Commission conducted a public hearing and considered the Application HI-24-02 for Architectural Review Certification to demolish the building at 148 S. Bradford Street. The vote was 2-1 to deny the Architectural Review Certification for demolition (1 member absent and another recused).

Application: HI-24-03 – Building at 150 S. Bradford Street: Building Demolition

This Architectural Review Certification application was reviewed by the Historic District Commission on May 16, 2024. The following is the context of the Architectural Review Staff Report and includes information on the Historic District Commission considered.

PROJECT DESCRIPTION:

The Historic District Commission will act on an Architectural Review Certificate regarding Demolition of the 2 ½ story frame building located at 150 South Bradford Street. The property is zoned C-2 (Central Commercial Zone) and subject to H (Historic District Zone). The parcel consists of 0.17 +/- acres of land. The property is located on the west side of S. Bradford Street and north of Minor Street Alley. The owner of the record is CEI Properties. The applicant is the

Downtown Dover Partnership. Property Address: 150 S. Bradford Street. Tax Parcel: ED-05-077.09-02-27.00-000.

The following application for demolition at 150 South Bradford Street is submitted to the Historic District Commission regarding the issuance of the Architectural Review Certificate for a Demolition project. Applications for certain types of construction activity within the Historic District Zone (H) are reviewed by the Historic District Commission for Architectural Review Certification as part of the application review process. The Application is for review under the provisions of *Zoning Ordinance*, Article 10 Section 3.23. See below:

3.23 Architectural review certification by the historic district commission.

- (A) The historic district commission shall issue architectural review certificates for the construction or demolition of single-family and two-family homes, and nonresidential structures or additions involving a gross floor area of 3,000 square feet or less, after review of the proposed construction and after a determination that the construction is in general accordance with the standards set forth in subsection 3.25 below.
- (B) All applications to the historic district commission for architectural review certification shall be subject to the procedures set forth in subsection 3.26.
- (C) All decisions of the historic district commission pursuant to this subsection shall be formalized in a written notice of decision. When the commission grants a conditional approval under this subsection, all conditions of approval shall be set forth in writing in the notice of decision. In the event of a denial, the notice of decision shall state the reasons for denial and shall identify all elements of the application found to be contrary to the provisions or intent of this subsection.
- (D) An applicant may appeal the decision of the historic district commission to the planning commission, and such appeal shall be considered as an architectural review certification application to the planning commission and shall meet all of the requirements set forth in subsection 3.24 and subsection 3.26.

The Historic District Commission will act on an Architectural Review Certificate regarding the request for Demolition of the building at 150 S. Bradford Street.

Property Information

This building is located within a National Register of Historic Places Historic District, specifically the Victorian Dover Historic District. Provided below is the building summary from the building inventory listing found within the National Register nomination completed for the Victorian Dover Historic District (nomination completed 1977-78).

K0396.151 – 150 South Bradford Street - Late-19th century, 2-story, 5-bay, single family dwelling; gable roof; single-bay 2nd floor projection at the center of the facade; gable roof, full return; 6/1 sash; facade porch, fluted columns, Ionic capitals, balustrade; converted into double-dwelling in 1966.

The property is located within H (Historic District Zone) as established by the City of Dover.

A series of historic maps were reviewed by Planning Staff for preliminary information on this block of South Bradford Street. The 1868 Beers Map published by Pomeroy & Beers shows the established street grid and rear alley although the parcel lines may be slightly different. There appears to be a building on the site with a different size and shape. The 1885 Bird's Eye View of

Dover shows a series of residential buildings on this west side of S. Bradford Street and smaller detached structures in rear yards. The series of Sanborn Fire Insurance Maps is also a reference source for information on the series of buildings which occupied this property over time. The 1897-1919 Sanborn Maps show a building at the subject site with a growing footprint as rear additions were made. The accessory structure in the rear changed between 1897 and 1919. Between 1919 and 1929, the accessory structure was also enlarged. Staff believes this structure first presented in the 1897 Sanborn Map to be the structure that is present today. (see Attachments at the end of report)

According to the tax records for the City of Dover, the shingle clad building at 150 S. Bradford Street was built in 1930 (appears to be an inaccurate estimation). There is a parking lot at the rear of the property that looks to be connected to the parking lot at 148 S. Bradford Street. The accessory structure that was present in the 1929 Sanborn Map is not mentioned in the 1978 inventory for the National Register of Historic Places application.

PROJECT PROPOSAL FOR DEMOLITION

The applicant has filed an application for Architectural Review Certification for the demolition of 150 S. Bradford Street. The submission consists of a narrative with attachments including a photo gallery. The project is described below:

1. Demolition of Building: The project involves the demolition of the existing 2 1/2-story shingle clad frame building on the property.

The scope of Demolition notes that an asbestos survey will be conducted and the process for demolition and removal of debris. Information on the stabilization of the surfaces following removal of the building listed installation of sand/gravel to fill (to bring to grade). The rear of the existing property is paved for parking with access from a rear alley. The future use of the property is part of the Downtown Dover Partnership's strategic plan *Transforming Downtown Dover: Capital City 2030*. This site will be combined with others to create a multi-modal transportation hub to be used for multiple businesses in the area for current and future enhancements to the downtown area. The redevelopment of the site will be subject to a separate review process.

Review of DESIGN STANDARDS AND GUIDELINES

The subject property is located in the Dover Historic District Zone within the Loockeman Historic Context. The Loockerman Historic Context is described on pages 2-7 through 2-8. Location within the Dover Historic District Zone requires proposals for specific types of construction activities such as new construction, additions to existing buildings, exterior renovations, and demolition of 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 for the project "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."

Demolition

The proposal for demolition of the building must be reviewed for conformity with the design criteria guidelines found in Chapter 4: New Construction, Additions, Demolition and Relocation. The *Design Standards and Guidelines* gives guidance to the Historic District Commission by listing specific criteria to be evaluated when considering applications for the demolition of buildings (or portions of buildings) in the historic district (Chapter 4: pages 4-10 to 4-12). These guidelines are summarized below (see *Design Standards and Guidelines* for the complete text); an excerpt of Chapter 4 is attached.

1. Determine the financial implications of maintaining a property versus demolition.
2. Regardless of economic issues the relative significance of the individual buildings slated for demolition should be evaluated.
3. In development related applications the City should review the schematic plans for the new structures to weigh the virtues of the new structure versus what exists.
4. Determine the extent of adequate recordation of a property the applicant would be required to complete if demolition were approved.
5. Lots left vacant by demolition should be treated in a manner that is sympathetic to the historic context.

The *Design Standards and Guidelines* note that parking should not be permitted on vacant lots and suggests alternative uses. Also provided is information about development of parking lots (page 3-27) in the Historic District. The *Guidelines* excerpt for parking lots is as follows:

Parking lots are the awkward by-product of a mobile culture. Their incorporation into historic districts is problematic. Parking lots should be screened from the street, their layout should include borders, and islands planted with trees and shrubs to break-up expanses of paved areas. Given any parking lot within the Dover Historic District zone, at least 20% of the area within it should be unpaved and planted.

The Applicant, in their narrative, considers the *Design Standards and Guidelines* for Demolition outlining their reasons for such Demolition request.

STAFF COMMENTS AND RECOMMENDATIONS

The following are the Staff comments and recommendations for this application regarding project activities and an Architectural Review Certificate.

- 1) The *Design Standards and Guidelines* outline specific criteria to be evaluated in considering demolition applications (Chapter 4). The following are Staff's consideration of the criteria for Demolition.
 - a) In this instance, the economic maintenance evaluation of the property individually is not the issue for the applicant, but rather the need for the land to as part of a larger project in the Downtown Dover Partnership plan to revitalize the Downtown area and provide central parking. A central parking area would allow people to park their cars and visit businesses and residences on foot.

- b) The structure of this property has been through several changes over the years. First from single family home, to duplex, to commercial use. The style was adapted by the owners at the time of renovations. If the structure present today is the same structure as the one present in the 1885 O.H. Bailey & Co Bird's eye map, the projecting upper level in the middle bay was not present. The fish scale shingles on the attic level and the diamond shaped window are not mentioned in the 1979 description in the inventory of the National Register of Historic Places. This structure seems to be a combination of many styles that have evolved over its lifespan and not a significant representation of the time frame for the Victorian era.
 - c) Included in the application is a draft concept of the lots and its future use. However, the redevelopment project is not being reviewed currently.
 - d) We have not been provided detailed plans or renderings for the multi-modal transportation hub development. Nor have bids gone out for the demolition of the building. An asbestos survey will be initiated when the project can move forward, as required by the building and inspections department.
 - e) The lot is not expected to be left vacant past 2026.
- 2) While it is not the practice of the Planning Staff to recommend Demolition of a historic building that has been adaptively reused, consideration must be given to the future redevelopment of the area. The building generally is a historic structure, though not a representative of a specific style. However, improvements to some exterior finishes (i.e. window replacements, exterior finishes, porch renovations, front decking addition, various building additions, doors, and roofing) since its original construction as a house. At some point, it became an office use.
- 3) Staff notes the opportunities for the relocation of the building could also be an option for consideration.
- 4) Staff are not aware of any documentation/recording of the existing building. The Historic District Commission could require additional documentation/recording of the building if deemed appropriate.
- a) If demolition is unavoidable then, given the late nineteenth century age of the building, the building should also have additional documentation completed in the form of measured drawings of the building's floor plans. This should include other data gathering on the building's construction.
 - b) A series of photographs of the building's exterior and interior should be systematically completed to include keyed location map of photographs.
- 5) If approval for demolition of the building is granted, Staff recommends the following conditions pertaining to the building demolition and site stabilization. These conditions are presented to improve the project's compliance with the recommended guidelines for consideration of demolition in the *Design Standards and Guidelines* and other code provisions:
- a) A specific timeframe for demolition activities and site stabilization should be established.
 - b) All utilities must be properly capped and/or abandoned.
 - c) Clarify the plan for site stabilization of the site.
 - i) The building footprint area following demolition of the building and removal of the basement foundation walls must be restored to grade. The disturbed area is to include

stabilization with topsoil and seeding to establish a grass lawn area. The grass lawn area is to be properly maintained.

- d) Staff do not recommend installation of solid (opaque) fencing or chain link fencing on the site. If areas need to be segregated on the site, other alternative fence styles may be more appropriate.
- e) Parking could continue on the paved (rear parking) area only. Stabilization of the building footprint area with gravel is not an approved parking surface even as a temporary measure.

ADVISORY COMMENTS:

- 1) The applicant shall be aware that a Demolition Permit is required to proceed with any demolition activities on the property should Architectural Review Certification be granted for the demolition proposal. The Demolition Permit application must comply with the conditions of approval granted through the Architectural Review Certification process.
- 2) In the event that major changes and revisions to the project proposal occur, contact the Department of Planning and Inspections. These changes may require resubmittal for review by the Historic District Commission.
- 3) Any future construction activities such as redevelopment of the site for a building or for an expanded parking facility are subject to additional review processes for permitting and plan review.
- 4) If the building is or will be vacant prior to the Demolition, then it may be required to be registered as a Vacant Building with the City under the Vacant Buildings program.

Historic District Commission Action

The Historic District Commission at their meeting of May 16, 2024, considered the proposal for demolition of the building at 150 S. Bradford Street and took action to deny the request for Architectural Review Certification for Demolition. The application was represented by Diane Laird (Downtown Dover Partnership), Ken Anderson (Downtown Dover Partnership), and Jed Hatfield (Colonial Parking Inc.).

- See Draft Meeting Minutes of May 16, 2024 (being prepared).
- Motion to deny the demolition of the building at 150 S. Bradford Street was passed with a vote of 2-1 with the following Historic District Commission members present; Eric Czerwinski, Ann Baker Horsey, and Ellen Richardson. Mary Terry Mason was absent. Jonathan Street was also in attendance but recused himself as a board member of the Downtown Development Dover Partnership.
- Staff noted that the decision of the Historic District Commission could be appealed to the Planning Commission.

Appeal to the Planning Commission

The *Zoning Ordinance* allows for decisions of the Historic District Commission to be appealed to the Planning Commission (*Zoning Ordinance*, Article 10 Section 3.2 Architectural Review Certification). The Planning Commission is to determine if the proposal for the Demolition of the Building at 150 S. Bradford Street should be granted Architectural Review Certification based on the following standards:

Article 10

3.25 *Architectural review standards.*

(A) An architectural review certificate may be issued if it is found that the architectural style, general design, height, bulk and setbacks, arrangement, location and materials and structures affecting the exterior appearance are generally in harmony with neighboring structures and complementary to the traditional architectural standards of the historic district as set forth in the historic district design guidelines and standards adopted by the planning commission and as set forth in the United States Secretary of the Interior's Standards for Rehabilitation.

The "historic district design guidelines" referenced in the *Zoning Ordinance* are the document entitled *Design Standards and Guidelines for the City of Dover Historic District Zone*. The Planning Commission may add conditions to their action.

Attachments:

- 1) Letter of Notice of Historic District Commission Action
- 2) Draft Excerpt of Historic District Commission Meeting Minutes of May 16, 2024 (pending completion).
- 3) Application HI-24-03.
- 4) Historical Maps of the property
- 5) *Design Standards and Guidelines for the City of Dover Historic District Zone* - Excerpts from Chapter 4: New Construction, Additions, Demolition and Relocation.
- 6) *Design Standards and Guidelines for the City of Dover Historic District Zone* – Excerpt from Chapter 3: Maintenance, Repair, Preservation and Restoration of Existing Historic Buildings.
- 7) Google Street View photo.
- 8) Applicants Letter requesting Appeal dated June 4, 2024.

City of



Dover

June 7, 2024

Downtown Dover Partnership
101 W. Loockerman St., Ste 2B
Dover, DE 19904

Emails: ken@downtowndoverpartnership.com & diane@downtowndoverpartnership.com

RE: **Notice of Historic District Commission Action (Architectural Review Certification)**
Demolition Application HI-24-03 to Historic District Commission
Proposed Demolition of the Existing Building at 150 South Bradford Street, Dover DE
Tax Parcel: ED-05-077.09-02-27.00-000

Dear Applicants:

Under the provisions of *Zoning Ordinance*, Article 10, Section 3.23 the Application HI-24-03 was filed for review and consideration by the Historic District Commission regarding the issuance of the Architectural Review Certificate due to its location within the City of Dover's Historic District zone.

Demolition Application HI-24-03 was on May 16, 2024, for demolition of the existing building at 150 South Bradford Street in Dover, Delaware. The Project outlined in the Application for Architectural Review Certification submission listed demolition of the building.

The *Design Standards and Guidelines for the City of Dover Historic District Zone*, Chapter 4: New Construction, Additions, Demolition and Relocation presents approaches to activities in the Historic District. For Demolition activities, the *Design Standards and Guidelines* also gives guidance by listing specific criteria to be evaluated when considering applications for the demolition of buildings (or portions of buildings) in the Historic District.

At its Meeting of May 16, 2024, the City of Dover Historic District Commission considered this Demolition Application and acted to deny the Architectural Review Certificate for Demolition Application HI-24-03. After discussion of the request for demolition, the motion to deny was passed by a vote of 2-1 (with one member recused and one member absent).

The appeal process for a Historic District Commission decision is outlined in the *Zoning Ordinance* Article 10, Section 3.23 (D). Please be aware that future uses and/or improvements to the property are subject to additional review processes for plans and permits. If you have questions, please contact the Planning Office at (302)736-7196 or by email at dmelson@dover.de.us.

Sincerely,
On Behalf of the Historic District Commission
Department of Planning and Inspections

A handwritten signature in black ink, reading "Dawn Melson-Williams".

Dawn Melson-Williams, AICP
Principal Planner

CC: HI-24-02



***Downtown Dover Partnership
Main Street Dover
101 W. Loockerman Street, Ste 2B
Dover, DE 19904
(302)678-2940***

April 22, 2024

To: Members of the City of Dover Historic District Review Commission (May 16, 2024 meeting)

Re: 148 S. Bradford St., Dover, DE

The Downtown Dover Partnership (DDP) seeks an Architectural Review Certificate for 150 S. Bradford St. The DDP acknowledges and values this historic building, as well as the historic context of which this building is a part. Nevertheless, a larger initiative is underway that will require demolition of this property: *The Capital City 2030: Transforming Downtown Dover!* master plan ("the Plan").

The Downtown Dover Partnership has led development of The Plan, the goal of which is to transform downtown Dover into a thriving residential, cultural, and business district with recreational, arts and music amenities, as well as a multi-modal transportation hub. The plan was created through significant community engagement and has been supported by a broad range of public and private entities, as well as non-profits and individuals. Most recently the Governor committed \$25M toward two projects to kick-start the transformation.

The property that has been identified for the public transportation hub is comprised of two existing parcels (city and DDP-owned, respectively) and requires the adjacent parcel of 150 S. Governor's Ave. to complete the land massing for the structure.

We ask that members of the committee be assured that The Plan will not only set the stage for a strong, sustainable future for the downtown business district and neighboring communities of Dover for years to come, but will also ensure that the Downtown Dover Historic Victorian district maintains a majority of its assets, character, and intrinsic value throughout the encompassing transformation that is associated with The Plan.

The DDP appreciates the committee's thoughtful consideration for the proposed demolition.

Sincerely,

Diane Laird
Executive Director

CC: DDP Board of Directors



NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

RECEIVED APR 25 1979

DATE ENTERED 11 6 1979

Victorian Dover Historic District

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 41

K-396

INVENTORY

- .144 117 South Bradford Street - 19th century, 2 $\frac{1}{2}$ -story, 5-bay dwelling; re-sheathed with aluminum siding; gable roof, central facade cross gable, interior end chimneys; 2/2 double-hung sash, black aluminum louvered shutters; facade porch removed during remodeling.
- .145 125 South Bradford Street - Late-19th century, 2-story, frame cruciform-shaped residence; gable end faces street; green metal standing seam gable roof, central terra cotta chimney pot; 2/2 sash, moulded lintels; L-shaped facade veranda, square posts, brackets, Chippendale-style balusters, unusual pierced woodwork trim across porch crawl space.
- .146 129 South Bradford Street - Early-20th century, 2-story, frame dwelling; enlarged in 20th century by 2-story brick section added to facade and converted into business and office space; hipped roof, hipped roof dormers on frame section, flat roof on brick section, windows modernized.
- .147 131-135 South Bradford Street - 19th century, 2-story, 3-bay, frame residence, modified in 20th century; gable roof, box cornice, 1-story brick commercial space added to facade and south side; older section converted into apartment units.
- .148 137 South Bradford Street - 1960's, 1-story, octagonal brick drive-in bank; Flemish bond coursing; slate conical roof, lead pineapple finial; 3-bay, covered drive-thru lanes, designed by George Fletcher Bennett, Willow Grove, Delaware.
- .149 153 South Bradford Street - 20th century, 2-story, masonry commercial/residential structure; yellow brick facade; flat roof, parapet.
- .150 158 South Bradford Street - 20th century, 2-story, masonry, commercial structure; flat roof, parapet; 1/1 sash and door with transom set into segmentally-arched openings; 1st floor facade modernized.
- .151 150 South Bradford Street - Late-19th century, 2-story, 5-bay, single-family dwelling; gable roof; single-bay 2nd floor projection at the center of the facade; gable roof, full return; 6/1 sash; facade porch, fluted columns, Ionic capitals, balustrade; converted into double-dwelling 1966.

148 S. Bradford St

Page 41

Victorian District (https://s3.amazonaws.com/NARAprodstorage/lz/electronic-records/rg-079/NPS_DE/79000622.pdf)

NARRATIVE FOR APPLICATION TO HISTORIC DISTRICT REVIEW COMMISSION

150 SOUTH BRADFORD ST, DOVER, DELAWARE

This application seeks an Architectural Review Certificate of 150 S. Bradford St., one of two adjacent properties within the Dover's (Historic District Zone) for which the applicant is requesting demolition.

Existing 150 S. Bradford Street Building/Property

- See Photo Gallery for series/description of property and views (ATTACHMENT A)

Context for Demolition Request

While the applicant acknowledges and values this historic building(s), as well as the historic context of which the building is a part, a larger initiative is underway that will require demolition of this property. This larger initiative, the *Capital City 2030: Transforming Downtown Dover!* master plan ("the Plan") will not only set the stage for a strong, sustainable future for the downtown business district and neighboring communities of Dover for years to come, but will also ensure that the Downtown Dover Historic Victorian district maintains a majority of its assets, character, and intrinsic value throughout the encompassing transformation that is associated with The Plan.

(ATTACHMENT: B)

Anticipated Scope of Demolition

At this writing, Information to Bid (ITB) or Request for Proposals (RFP) has not been released for the demolition of this structure.

An Environment Assessment Asbestos Containing Materials Survey will be initiated to confirm or dismiss the presence of asbestos containing material at the site. This is a requirement prior to the demolition of any structure. The survey will be conducted by an EPA accredited building inspector.

The result of the above survey may or may not dictate any special follow-up actions prior to demotion of the structure.

For this structure, we anticipate responses to any Information to Bid or Request for Proposals, to propose a demolition to the structure utilizing an excavator and skid steer working from the top to the bottom of the structure, and from the front to the rear.

Disposing of the resulting work debris would be off-site to DSWA (Sandtown), using a Rolloff truck with containers removing concrete as required. The Rolloff truck containers will also dispose of all vegetation and overgrowth on the lot.

The demolition will include the installation of clean sand and gravel in the demolished area, compacted every 6 to 12 inches. A barricade fence is normally installed around the work area before any work begins or as the City of Dover permit might require. That will be removed once approved by the City of Dover.

In Consideration of Dover's Historic District Guidelines

The *Design Standards and Guidelines for the City of Dover, Historic District Zone*, in Chapter 4 entitled "*New Construction, Additions, Demolition, and Relocation, starting at Page 10 entitled "Demolition*" provided the DDP with guidelines regarding the criteria to be thoughtfully considered prior to the demolition of any structure, for any purpose in the City of Dover Historic District.

After a thorough review of the above guidelines, and coupled with the overall impact to the citizens of the City of Dover, we offer the following to support a proposed authorization to proceed with the demolition of 150 South Bradford Street, Dover Delaware:

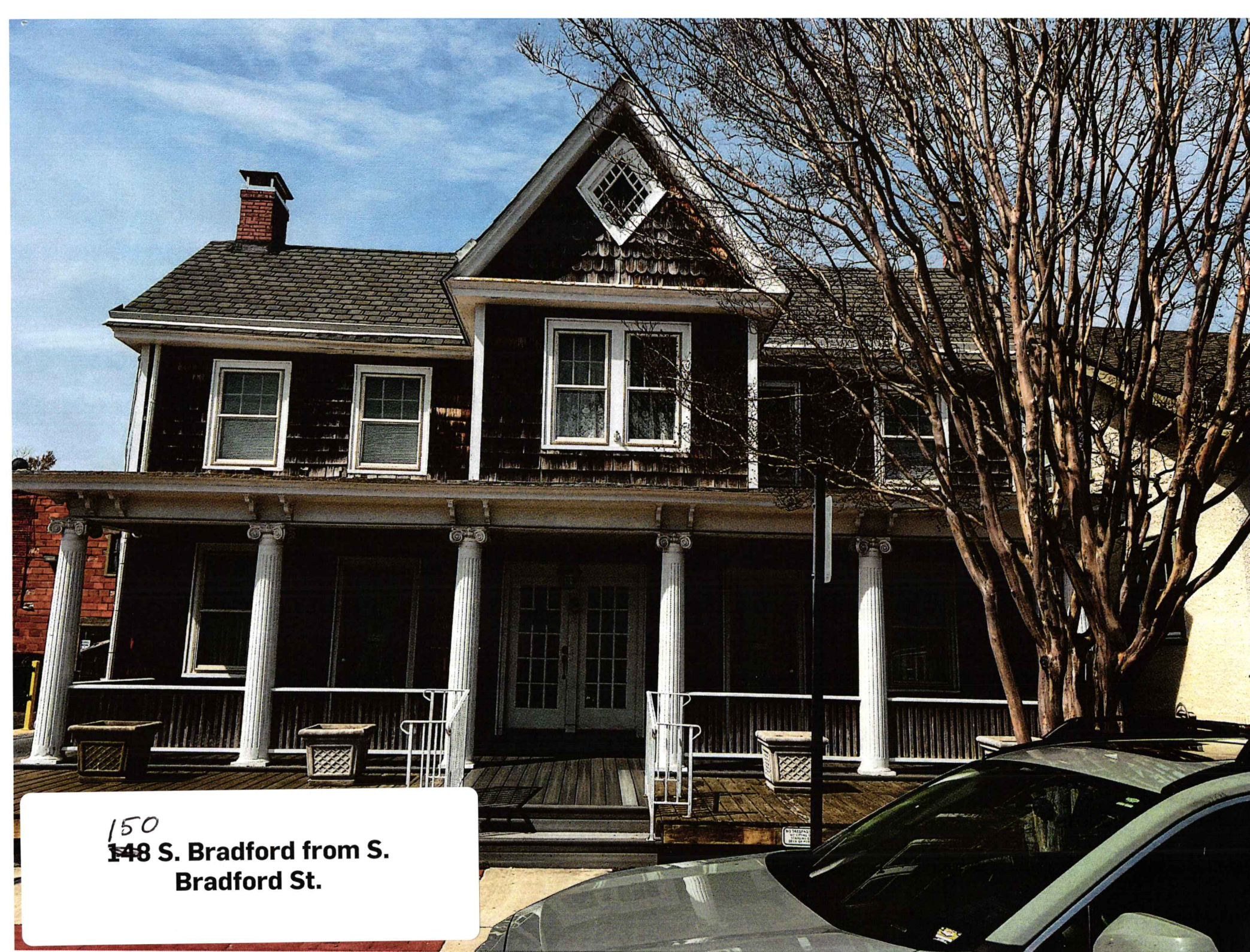
- The 150 South Bradford Street property is being acquired for specific future use and is not being demolished because of catastrophic damage or neglect, nor is the building currently a threat to public safety.
- The DDP is acquiring the property for demolition, to provide a critical component of a multi-modal transportation hub to fulfill a recommendation within The Plan. This plan was resoundingly supported by the State of Delaware, as reflected by a recent award of \$25M by Governor Carney toward this transportation hub and a related mixed-use redevelopment project at 120 S. Governors Ave. (\$15M ARPA; 10M Bond Bill).
- The evolving design of the \$14M multi-modal transportation hub requires the footprint of two parcels, one of which is 150 South Bradford Street, Dover, Delaware, which is the subject of this application. ATTACHMENT C

- The 150 South Bradford Street property being acquired for demolition by the DDP, we understand, is not a noteworthy source of revenue currently to the City of Dover.
- The property is included in the inventory of National Register of Historic Places — Victorian Dover Historic District, and is referenced as Item Number 7 on Page 42.
- The projected adaptive reuse of the parcel will be a portion of a multi-modal transportation hub which 100% percent fully funded.
- If requested, the DDP will facilitate the recordation of, and if necessary, provide archival photographs of the property, prior to demolition.
- Upon proposed demolition of 150 South Bradford Street, the resulting parcel is anticipated to be vacant for a very limited time (under one year), as the funding received from the State of Delaware requires that the funds identified for the construction of the multi-modal transportation hub be allocated by the end of 2024 and fully expended by year end 2026.

The applicants appreciate the thoughtful consideration of the members of Dover's Historic District Review process and look forward to working with the Commission to ensure our combined goals will support Dover's sustainable and exciting future.

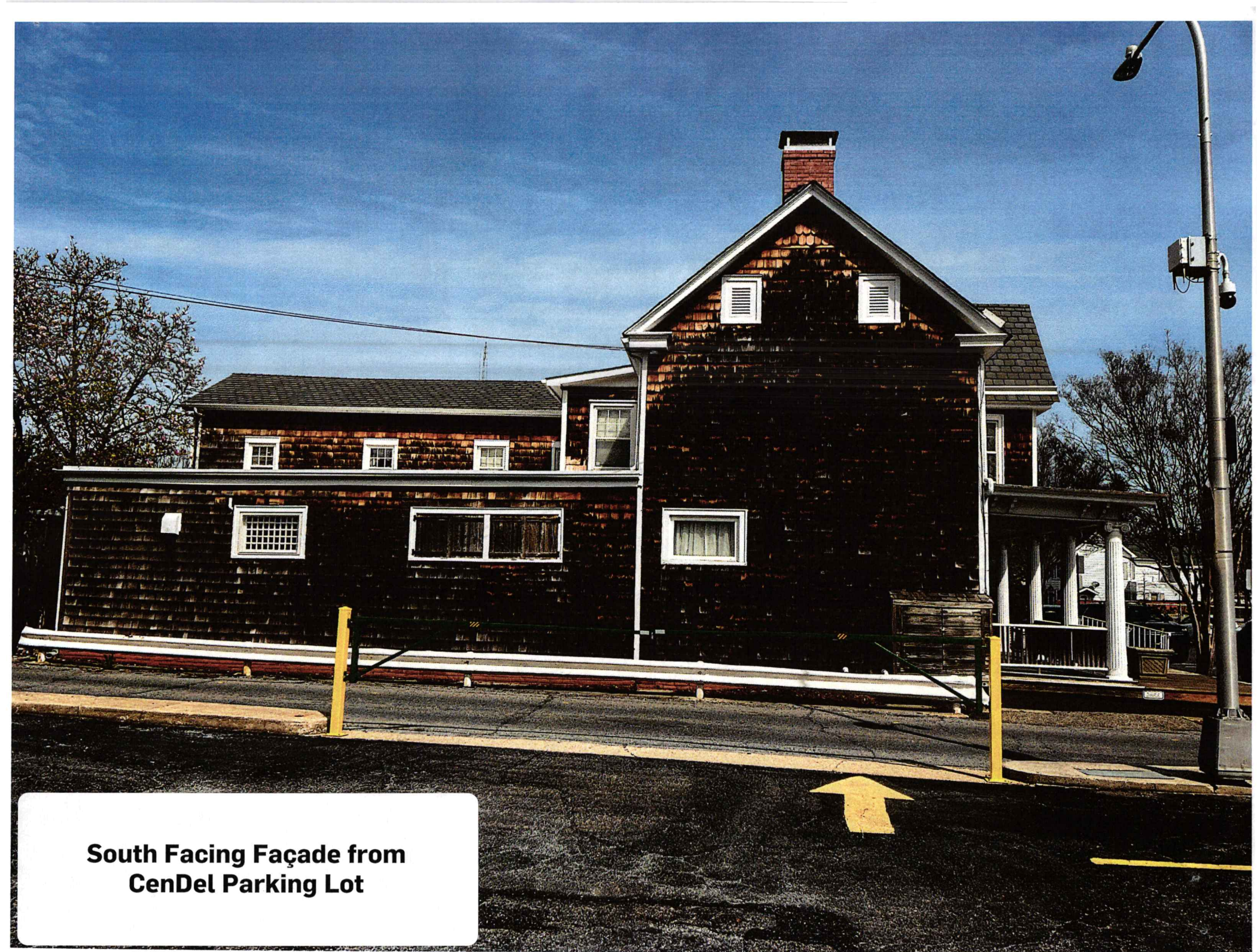
ATTACHMENT A

Photo Gallery



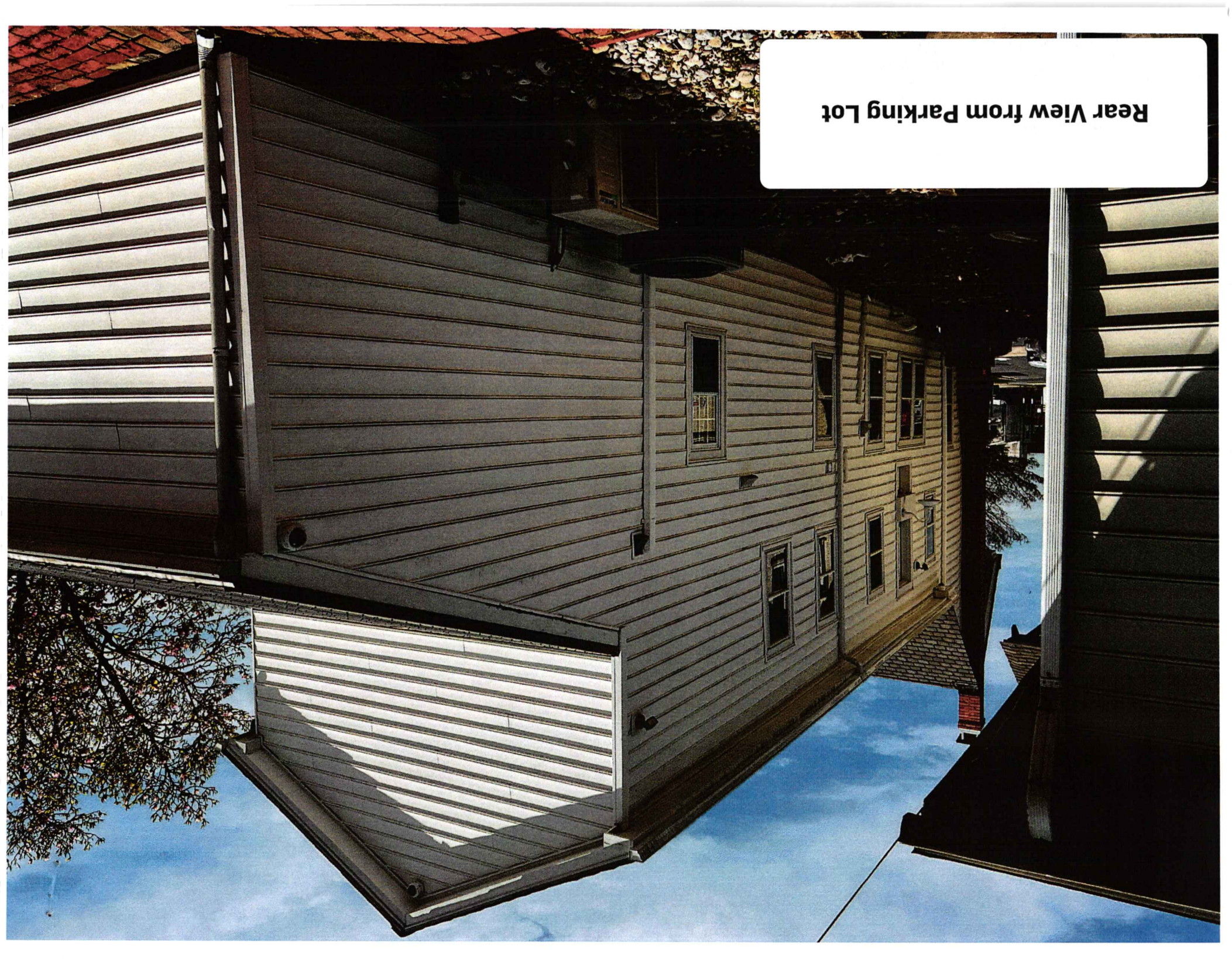
150

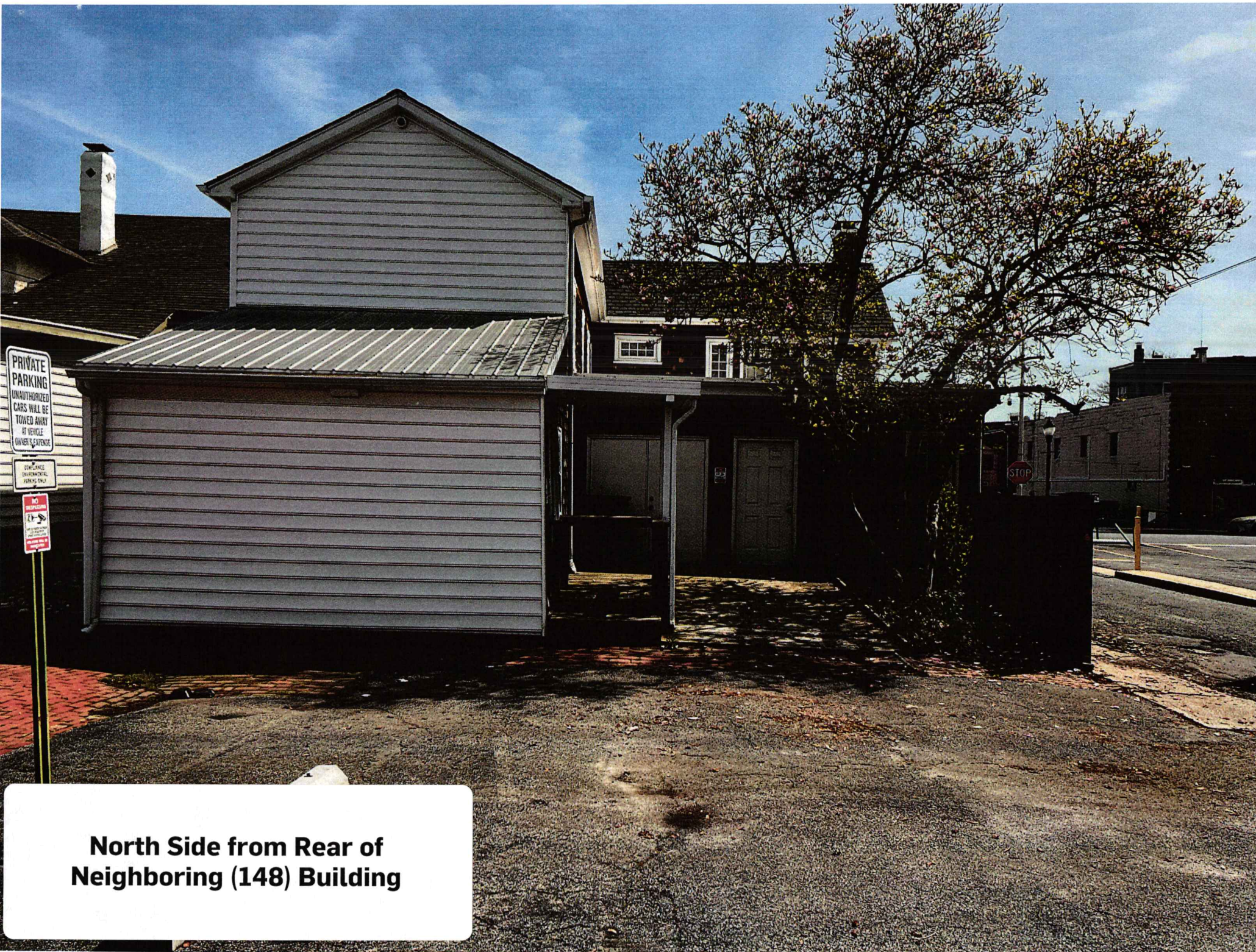
~~148~~ S. Bradford from S.
Bradford St.



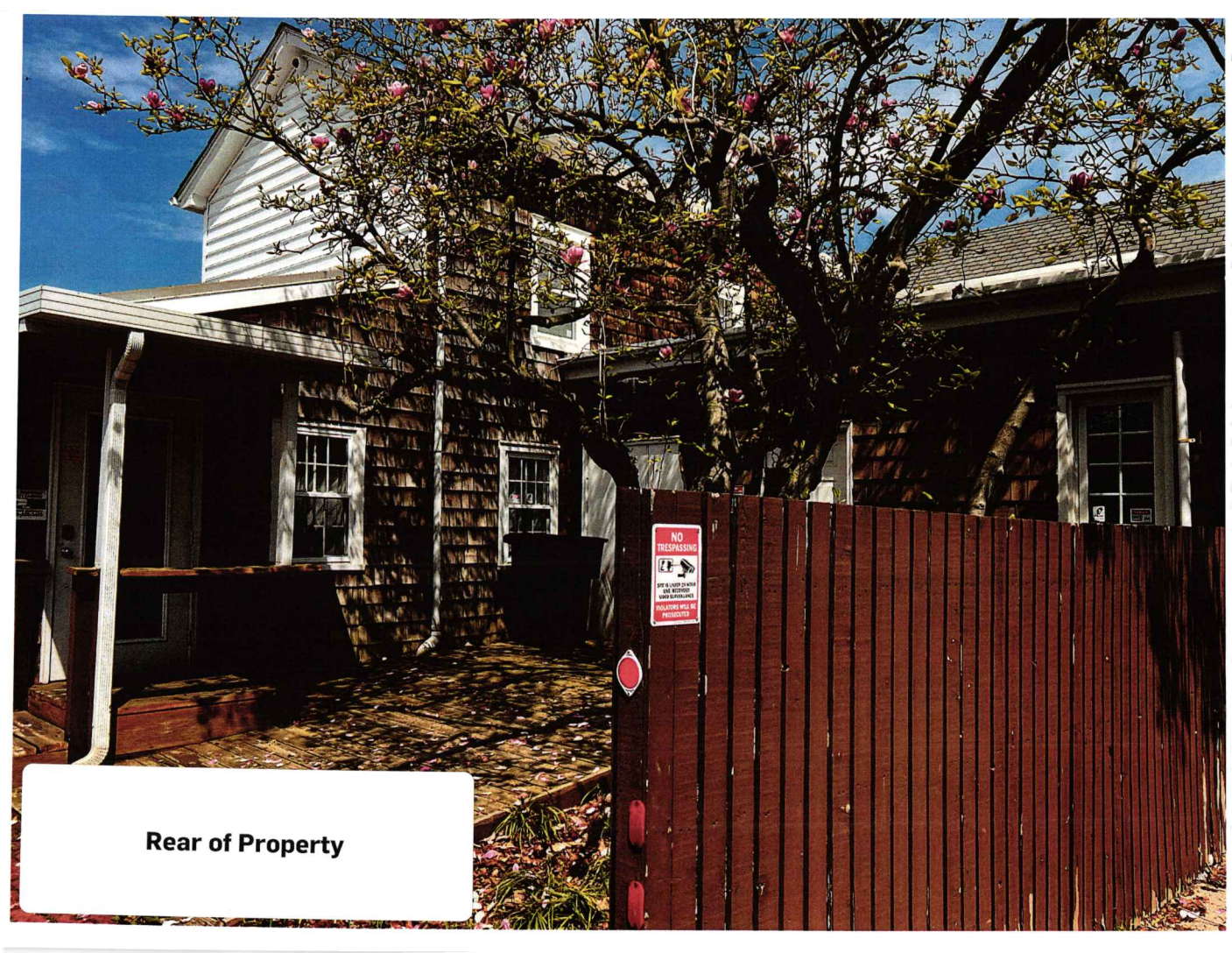
**South Facing Façade from
CenDel Parking Lot**

Rear View from Parking Lot





**North Side from Rear of
Neighboring (148) Building**

A photograph showing the rear of a property. In the foreground, a dark brown wooden fence runs across the frame. A red "NO TRESPASSING" sign is attached to the fence, which also features a red octagonal "STOP" sign and two red reflective markers. Behind the fence is a two-story house with white horizontal siding on the upper level and dark brown shingles on the lower level. A large tree with pink blossoms stands in front of the house, casting shadows on a wooden deck. The sky is clear and blue.

Rear of Property



Rear View from Rear of Building

Aerial View



ATTACHMENT B

(Master Plan)

Capital City 2030: Transforming Downtown Dover!

For additional information on The Plan:

[DOVER Masterplan Presentation 1.31.23.pdf - Google Drive](#)

<https://tinyurl.com/CapitalCity2030>

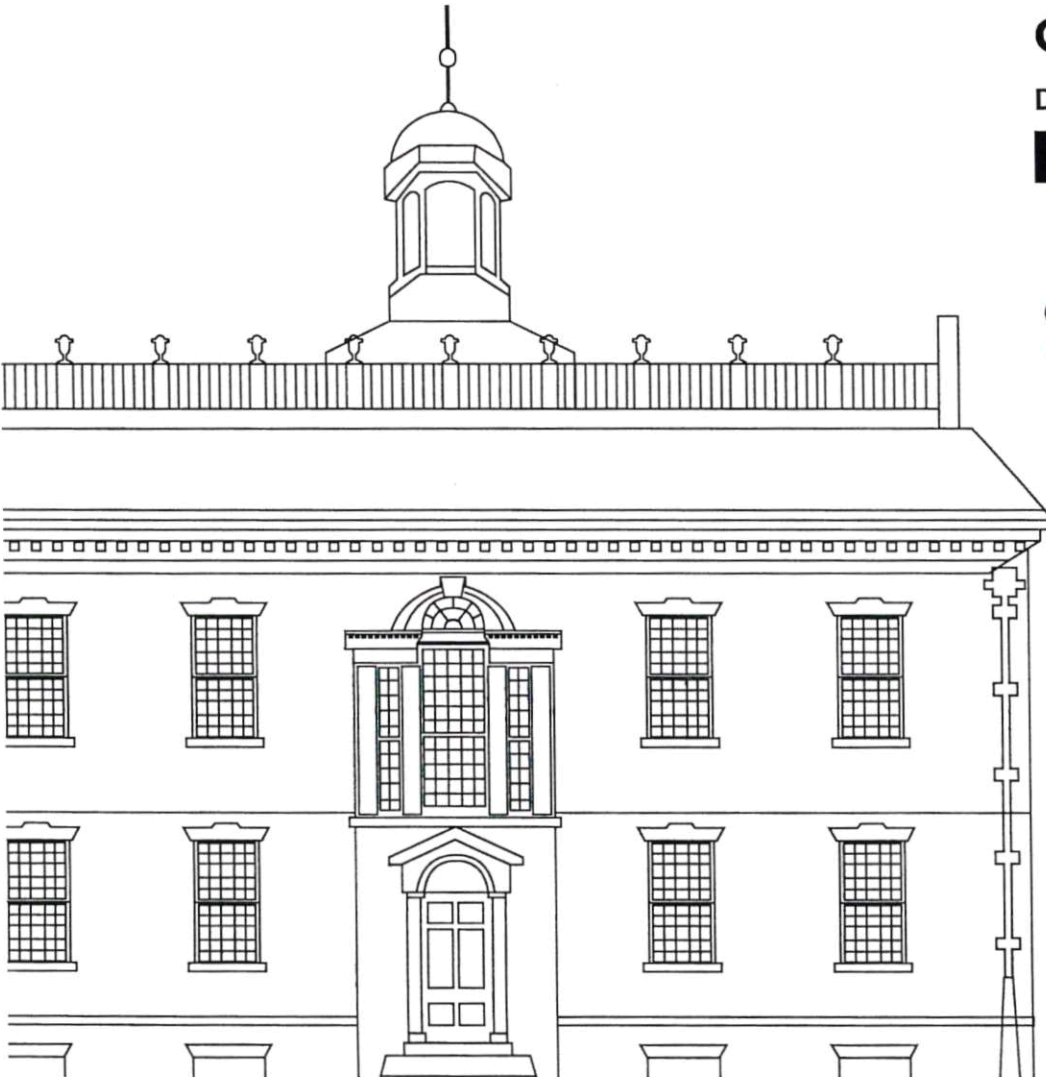
Transforming **Downtown Dover**

Capital City 2030

DOVER, KENT COUNTY, DELAWARE

January 2023

Executive Summary



Transforming Downtown Dover:

CAPITAL CITY 2030

TRANSFORMING DOWNTOWN DOVER: CAPITAL CITY 2030

provides a fresh and integrated approach to transform Downtown Dover and the surrounding area into a vibrant, thriving community and regional destination. With the support of the public, the business community and public officials, this document is intended to spur public and private investment to realize this vision.

The team engaged in an intensive listening process, reaching more than 800 residents, business owners, property owners, elected officials, and public and private stakeholders. The team then dissected key issues, needs and concerns to identify opportunities for meaningful growth.

They focused on a range of physical and programmatic solutions to jump start Downtown Dover and augment its already historic and bucolic setting. The areas of focus included key destination points, business attraction and connection, public financial support tools, architectural strategies, ground floor activation, multi modal transportation, public space, permits and zoning and new residential density.

The plan puts people first, with a focus on the customer who may be an employee, a resident, a student, a soldier, a nurse and artist, or a public servant. DDP's plan respects cars but is not constrained by them. The plan welcomes those who walk, cycle, use a scooter, take a bus or drive. We prioritize how streets interact with residents and visitors to increase

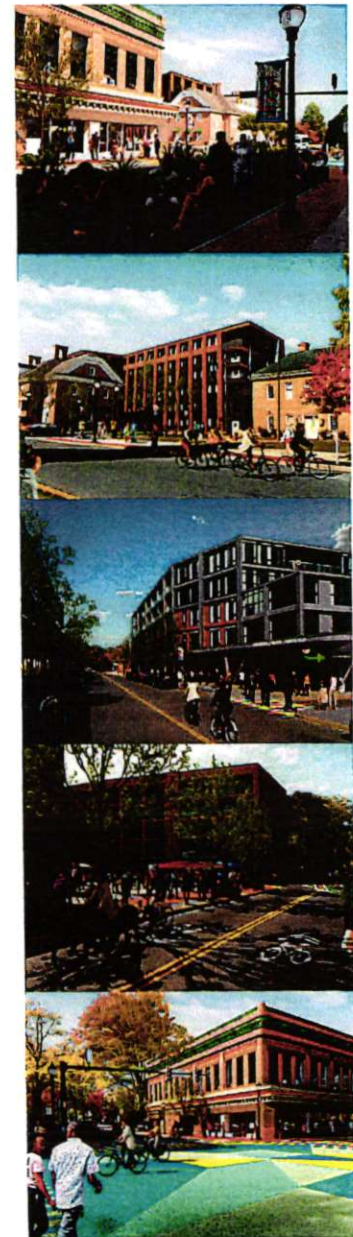
connection and improve the overall experience on the ground. Specifically, we reimagined the future Loockerman Street to again serve as the spine for the downtown district, having wider sidewalks, better tree infrastructure, brighter store fronts, more food and retail options, outdoor seating and traffic calming strategies.

The central premise of a reignited downtown district calls for density and connection to become the engines that drive change. The future requires new developments that activate ground floor spaces, adding nearly 1000 new residential units, a boutique hotel, centralized parking, more contemporary architecture, upgraded existing building structures, restaurants with outdoor seating, authentic retail, programmed public spaces, streamlined government approvals and government assisted financial incentives.

Our plan recommends incentives for building owners and businesses to stay or come to Downtown Dover. To attract and keep businesses, we recommend continued public investments in infrastructure, creating new financial tools such as TIFs to spur economic development, and an expedited path to approval for projects that align with the DDP plan.

By working with our existing key anchors, we start from a position of strength. These anchors are located within minutes of the downtown district, and include government entities, healthcare, and education. Delaware's state capital, its government agencies, Bayhealth, Delaware State University, and Dover Air Force Base are all longtime investors who could create synergy and directly benefit from a revitalized community.

These anchors employ and/or house thousands of people who currently are not fully engaged with downtown. This plan will build stronger connections through initiatives such as safe and convenient pathways from the anchor sites to downtown, quality residential housing and amenities and other programming that directly supports these anchors.



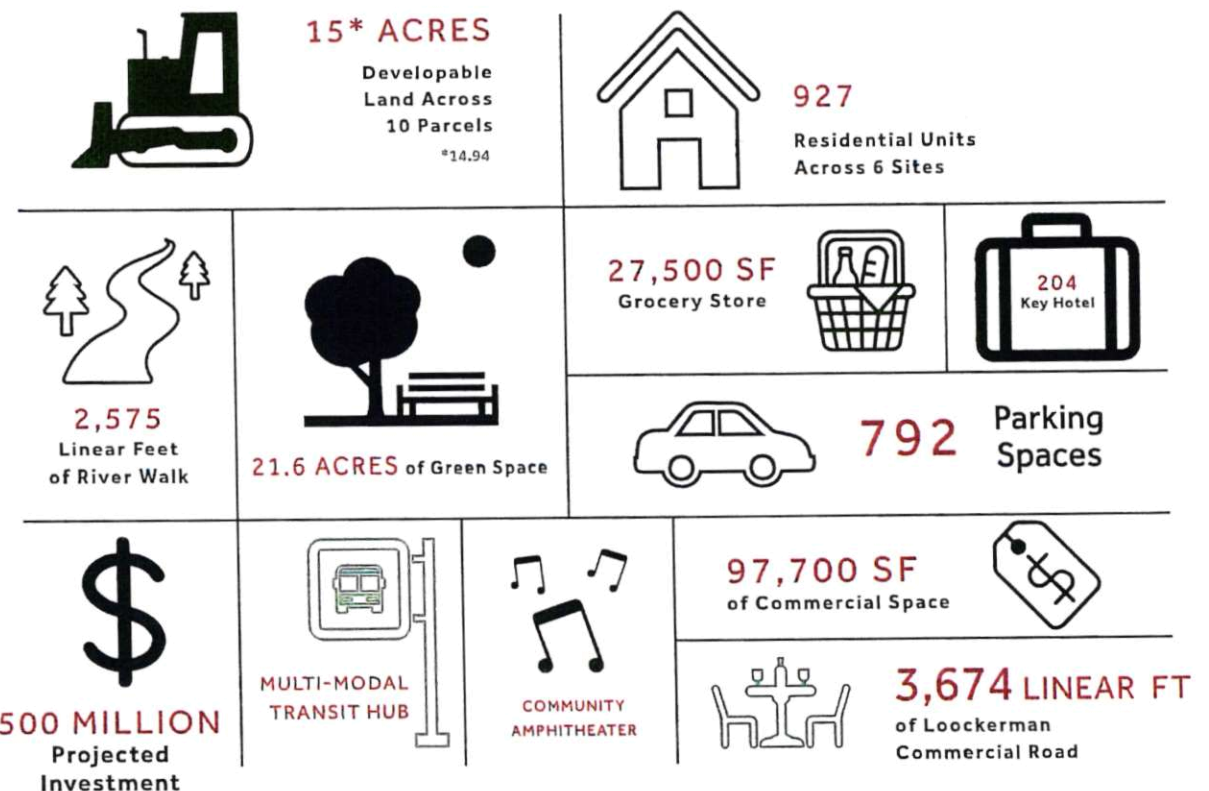
This plan was also built on the principles of equitable development. Building a more vibrant community also means including those who are traditionally left behind in the process. Dover has a large population of low- and moderate-income residents, many of whom need programmatic support to invest in job training, small business development, stabilized housing, and social support.

To help achieve that, we recommend attracting new businesses and training programs that emphasize local hiring, working closely with not-for-profits to leverage all investments, and working with established agencies to lessen the burden of homelessness, vagrancy, drug addiction and crime. The plan creates spaces for young people to learn, create and play, giving them new ways to enjoy the downtown.

To implement this plan, we recommend strengthening public-private cooperation. Leading this plan will be the Downtown Dover Partnership and its supporters. To assist them, we recommend adding a high-level development position to DDP to guide this project, convening a public-private Finance task force to investigate, implement, and manage financial incentives to bring investment to downtown, continue to outreach to the community to maintain support and engage the private sector directly in the development of DDP controlled sites.

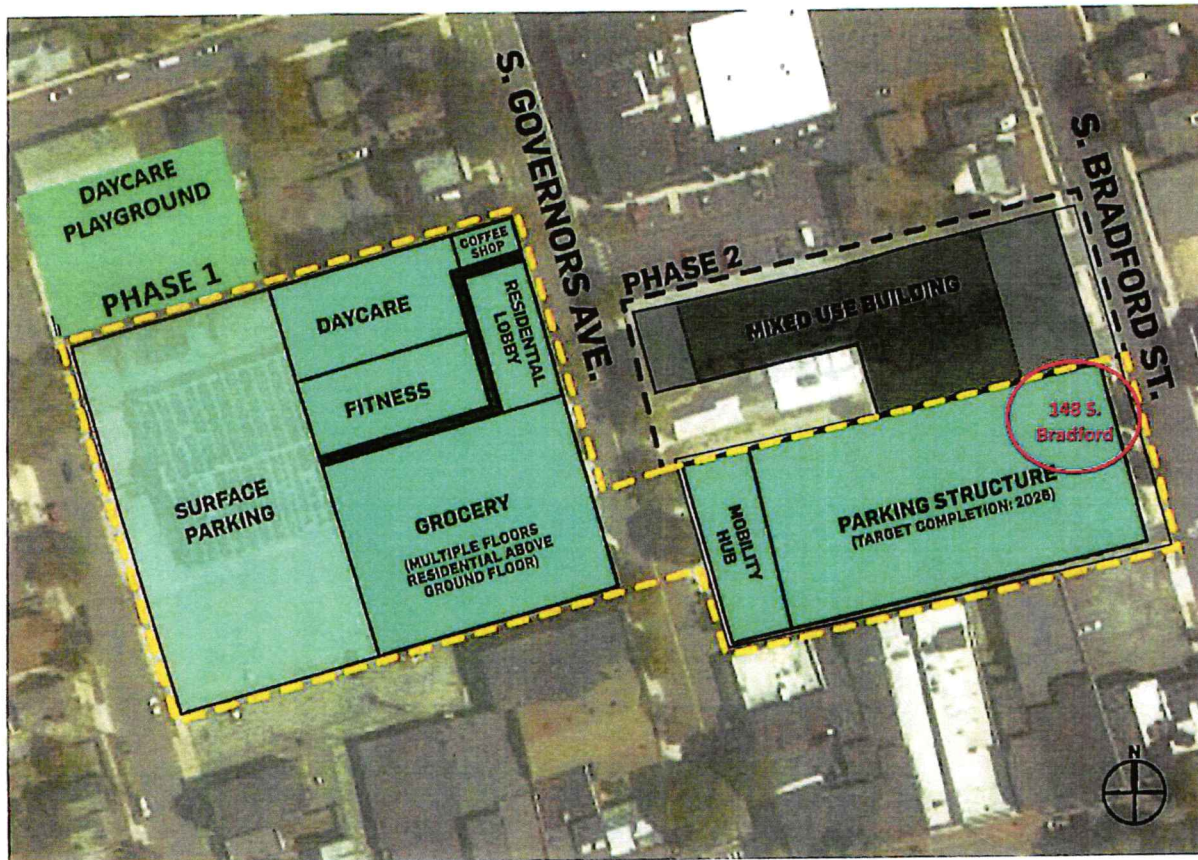
Capital City 2030 will create a new downtown for the City of Dover. This will become a model community for people to live, work, and play. Working together, we can make the Capital of the First state of the nation a true destination worthy of its heritage.

Projected OUTCOMES



ATTACHMENT C

Proposed location of multi-modal transportation hub



Aerial view of parcels for the Multi Modal Transit Center and 120 S. Governors Ave.

148 S. Bradford Ave. (approximate location)

10

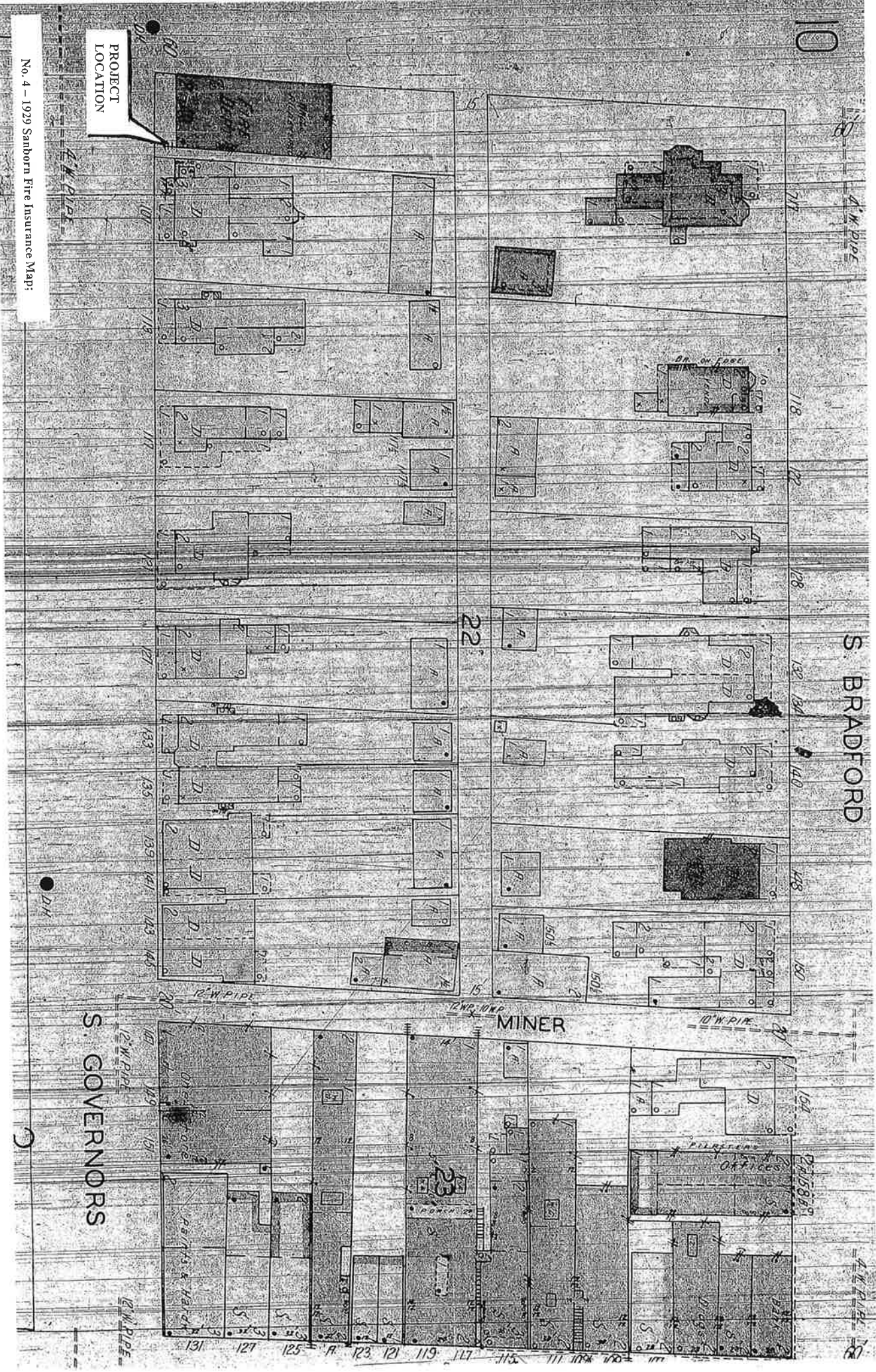
4" W. PIPE

S. BRADFORD

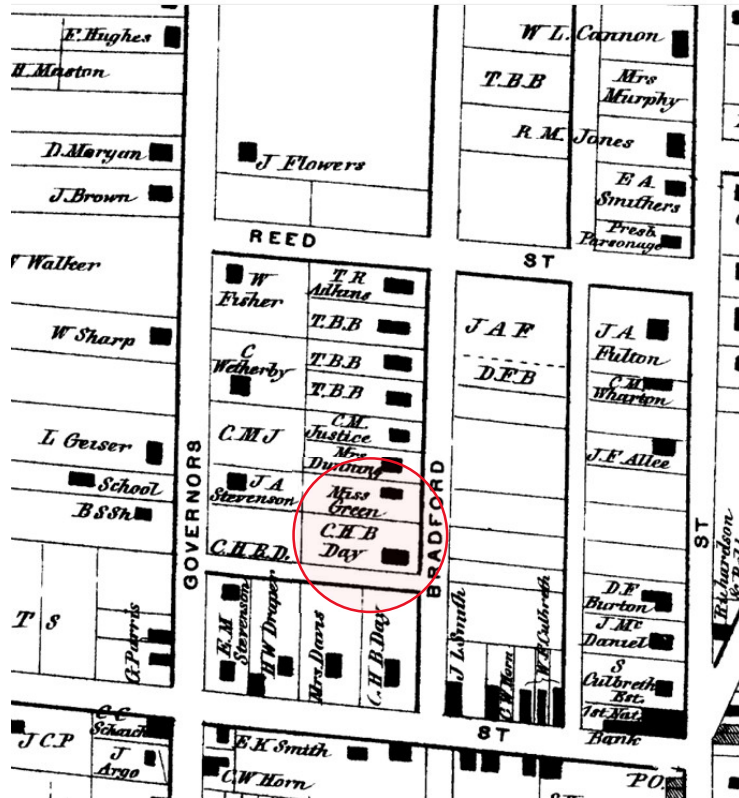
4" W. PIPE

PROJECT
LOCATION

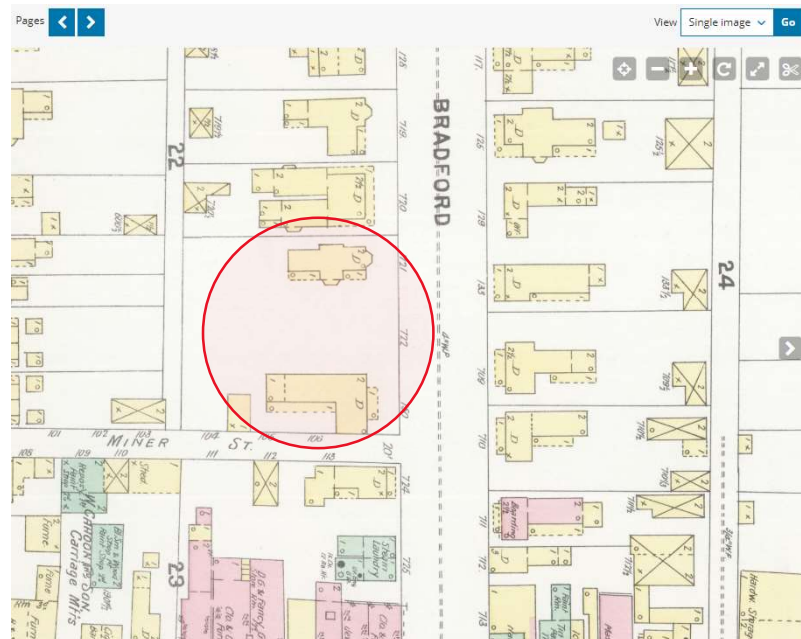
No. 4 - 1929 Sanborn Fire Insurance Map:



1868 Pomeroy & Beers Map:



1897 Sanborn Map



[illegible]

Demolition

The pressure to demolish buildings within any historic district is a regrettable fact of life. Either through catastrophic damage or through years of neglect, there are and will continue to be situations when a building is deemed beyond repair and "not worth" preserving. As the Dover Historic District continues to attract new residents and businesses, there will be pressure to "make way" for the "progress" that new construction is believed by some to represent.

Whereas issues of design guidelines for preservation and new construction are driven by architectural and aesthetic considerations, demolition, especially of repairable structures, is more frequently an economic issue. Indeed, the only other legitimate reason for consideration of demolition is if the building poses a threat to public safety. In considering applications for demolition, especially those based on economic or development considerations, the City must weigh issues beyond matters of architectural appropriateness, for demolition of an historic building in an Historic District is rarely if ever appropriate. Rather, the City must be convinced that all possible means of saving the building have been exhausted.

It should be noted that the City of Dover is trying to prevent unnecessary demolition by giving the Historic District Commission the authority to determine when "Demolition by Neglect" is occurring. "Demolition by Neglect" is defined as "improper maintenance or lack of maintenance of a building, structure or object which results in substantial and widespread deterioration of the building, structure or object which threatens the likelihood of preservation, and which presents a threat to the public safety, health and welfare of the immediate community." Once the Historic District Commission determines that a property is in a state of Demolition by Neglect, it can direct the building inspector to take actions under the City's Dangerous Building Code or Housing Code to order repairs. It is the responsibility of all citizens to look for and report instances of Demolition by Neglect to the City of Dover Historic District Commission.

The following criteria should be evaluated in considering applications for the demolition of historic buildings within the Dover Historic District:

To determine the financial implications of maintaining a property versus demolishing it, the City may ask an applicant to submit documentation pertaining to differential costs, structural soundness, suitability for rehabilitation, estimated market value of the property as is and after renovation for continued use, economic feasibility of rehabilitation, purchase price, income, and cash flow information (relating to the property only) and any other information considered necessary.

Regardless of economic issues, the relative significance of the building slated for demolition should be evaluated. If the building is not considered a contributing structure in the District, then its demolition may not be objectionable. If a building is significant, then even a finding of economic hardship may not be sufficient to allow demolition. Some buildings, such as the Richardson mansion, the Parke-Ridgely House, the Rose Cottage, etc., are so significant that extraordinary measures should be made to delay or prevent their demolition. Adaptive reuse of historic buildings is always preferable to demolition and new construction.

In development-related applications, the City should review schematic plans for the new structure, in order to help weigh the virtues of the new versus what exists.

Further, in order to provide some slight mitigation of the effects of unavoidable demolition of historic structures within the Dover Historic District, owners should be required to provide adequate recordation of a property. The extent of such recordation would depend on the significance of the property. At the least, archival photographs should be produced for every historic building that is lost to demolition within the District. When the demolition of an extremely significant building is unavoidable, measured drawings should be produced that comply with the standards of the Historic American Buildings Survey.

Lots left vacant by demolition should be treated in a manner that is sympathetic to the historic context. In the residential and commercial contexts, a 5' high opaque barrier should be constructed at the building line, either a fence or plant materials or both. Parking should not be permitted on vacant lots. Community gardens or parks should be encouraged.

Relocation of Existing Buildings

Moving historic buildings out of, into or within the Historic District should be discouraged. The removal of historic buildings from the District has the same effect as demolition on the historic character of the District. Moving historic buildings within the District confuses the actual history of the District. Moving historic buildings into the District falsifies the existing historic record by adding a building that does not belong to either time or place. Relocating a building, however, is always preferable to its demolition.

Inappropriate

- Concrete walls are inappropriate as a fencing material in the Dover Historic District zone and should be prohibited. Existing concrete walls should be stuccoed and painted, while "decorative" masonry screens should be painted black-green.

Paving and Bordering

The paving along or within the perimeter of a property provides the connection between the front door and the street. Providing the "carpet" to the door, it should be as graceful as the rest of the yard.

Recommended

- Brick, gravel, and compressed earth paths are appropriate for domestic walks and garden paths.
- Brick paving should be dry-laid in one of several patterns.



Brick Paving Patterns

- Concrete walks are acceptable in the Dover Historic District zone.
- Glazed brick borders are appropriate for planting bed borders in Victorian style gardens.

Not Recommended

- "Over-paving" to create formal gardens is not recommended in the Dover Historic District zone.
- Using concrete to replace brick, flagstone or other historic paving materials is not recommended.

Inappropriate

- Concrete block, painted rocks, and low wire fencing are inappropriate border materials in the Dover Historic District zone.

Parking Lots

Parking lots are the awkward by-product of a mobile culture. Their incorporation into historic districts is problematic. Parking lots should be screened from the street, their layout should include borders, and islands planted with trees and shrubs to break-up expanses of paved areas. Given any parking lot within the Dover Historic District zone, at least 20% of the area within it should be unpaved and planted.





Downtown Dover Partnership
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(302) 678-2940
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June 4, 2024

Ms. Dawn Melson-Williams, AICP, Principal Planner
City of Dover
15 Loockerman Plaza
Dover, DE 19901

To the Members of the City of Dover Planning Commission:

Please consider this a Request for Appeal to the City of Dover Planning Commission from the Downtown Dover Partnership (DDP) regarding our Application for Architectural Review Certificate dated April 12, 2024 for the proposed demolition of 150 South Bradford Street, Dover Delaware. (A separate request for the adjacent property at 148 South Bradford Street has also been initiated.)

The above referenced application (HI-24-03) was reviewed and denied (by a vote of 2:1) at the Historic District Commission (HDC) meeting on May 16, 2024, held at the Dover City Hall Council Chambers.

There was no specific remedy or recommendation given by the HDC leading to support efforts toward approval of the DDP application for demolition. Nevertheless, since the May 16 meeting, the Downtown Dover Partnership and its Project Development Team have voluntarily reviewed options to proposed demolition of 148 South Bradford, including revisiting a previously considered design for the Mobility Center (previously referred to as the "Multi-Modal Transportation Hub"), as well as reorienting the Mobility Center on an adjacent smaller footprint in response to a community member's recommendation. (At this time, the Team is also exploring the option of moving the historic building to a new location.)

The DDP/Development Team then provided an Open House on June 3rd to present these alternatives publicly and to invite public comment, both orally and in writing. 60 members of the public attended.

If approved, the DDP request for appeal to the City of Dover Planning Commission will, in part, include a presentation of the aforementioned-design alternatives, as well as the merits of each, which will allow us to convey our Team's justification for what we believe is the best design outcome for the community – the solution that best supports overall goals of the *Capital City 2030: Transforming Downtown Dover!* master plan, and largely addresses concerns indicated by both HDC and community members within the Capital City.

We understand, should this request be accepted, that the next appeal opportunity before the Planning Commission would be on June 17, 2024. We are hopeful for continued dialogue regarding this important project at that time.

Sincerely,

Kenneth R. Anderson
DDP Property Development Director

CC: Diane Laird, Executive Director
Todd Stonesifer, Board President

