



**CITY OF DOVER, DELAWARE
HISTORIC DISTRICT COMMISSION MEETING
Thursday, August 21, 2025 at 3:30 PM**

City Hall Council Chambers, 15 Loockerman Plaza, Dover, Delaware

AGENDA

IN-PERSON and VIRTUAL MEETING NOTICE

The Historic District Commission, Meeting for Thursday, August 21, 2025 will be held as an In-Person Meeting at the City Council Chambers. The public is welcome to attend in person. The Meeting will also be provided as a Virtual Meeting using Webex, an audio/video conferencing system as an electronic means of communication. See the participation information below to join by phone or computer.

**PUBLIC PARTICIPATION INFORMATION
City of Dover Historic District Commission Meeting of August 21, 2025**

Join By Phone: Dial 1-650-479-3208
Access code: 253 623 62701
Password from Phones: 36837432

Join Online: <https://bit.ly/HDCMeeting08212025>
Webinar Number: 2536 236 2701
Password: DoverHDC

If you are new to WebEx get the app now at <https://www.webex.com/> to be ready when the meeting starts. For problems accessing the meeting, please call the Planning Office at (302) 736-7196.

WELCOME

Welcome to New Historic District Commission member - Kathleen M. Baker

ROLL CALL

APPROVAL OF AGENDA

APPROVAL OF MINUTES

1. Adoption of Minutes of July 17, 2025

COMMUNICATIONS & REPORTS

Summary of Activity

- [2.](#) Summary of Applications 2024 and 2025
- [3.](#) Summary of Architectural Review Certificates for 2025

Department of Planning & Inspections Updates**NEW APPLICATIONS**

- [4.](#) HI-24-09 Revised Dover Mobility Center Garage at 133 S. Governors Avenue– Public Hearing and Review for Recommendation on Architectural Review Certification for construction of a four-story, 329-space multi-purpose parking garage structure to be known as the Dover Mobility Center Garage as revised. This application previously came before the Historic District Commission at their December 19, 2024 Meeting and was for a 400-space parking garage. There have been architectural changes as designed, including the removal of the S Bradford Street garage entrance. The subject site involves six parcels in the block between S. Governors Avenue and S. Bradford Street north of Minor Street Alley. The properties are zoned C-2 (Central Commercial Zone) and subject to the H (Historic District Zone). The owners of record are the Downtown Dover Partnership, City of Dover, Capital City Transformation Alliance Inc, and Main Street – Dover Inc. Property Addresses: 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. 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.

NEW BUSINESS**Review of Permits Referred to Commission****OLD BUSINESS****Certified Local Government (CLG) Program****Implementation of 2019 Comprehensive Plan****ADJOURN**

Posted: August 14, 2025

THE AGENDA ITEMS AS LISTED MAY NOT BE CONSIDERED IN SEQUENCE. PURSUANT TO 29 DEL. C. §10004(e)(2), THIS AGENDA IS SUBJECT TO CHANGE TO INCLUDE THE ADDITION OR THE DELETION OF ITEMS, INCLUDING EXECUTIVE SESSIONS, WHICH ARISE AT THE TIME OF THE MEETING

CITY OF DOVER
HISTORIC DISTRICT COMMISSION
JULY 17, 2025

The Meeting of the City of Dover Historic District Commission was held on Thursday, July 17, 2025, at 3:30 PM as an In-Person Meeting in the City Hall Council Chambers (anchor location) and virtually using the audio/videoconferencing system Webex. With Chairman Czerwinski presiding, the other members present were Mrs. Richardson and Ms. Horsey (virtual). Mrs. Mason was absent. (There is currently one member not appointed.)

The Planning Office Staff members present were Mrs. Melson-Williams, Mr. Salzano, and Mrs. Savage-Purnell.

APPROVAL OF AGENDA

Ms. Horsey moved for approval of the agenda as presented, seconded by Mrs. Richardson and the vote was unanimously carried 3-0. Mrs. Mason was absent.

ADOPTION OF MINUTES OF THE REGULAR HISTORIC DISTRICT COMMISSION MEETING OF MAY 15, 2025

Ms. Horsey moved for approval of the Meeting Minutes of May 15, 2025, with any necessary corrections, seconded by Mrs. Richardson, and approved 3-0. Mrs. Mason was absent.

COMMUNICATIONS & REPORTS

Summary of Applications 2024 and 2025

Mrs. Melson-Williams mentioned in your meeting packet was the Summary of Applications. We report on Applications from 2024 and 2025. Today you will actually be considering your third Application of the calendar year. For the other Applications you have reviewed this year, no additional steps have occurred with those; and those meaning the Old Post at Loockerman Plaza and then the Biggs Museum Expansion Phase I with selected removal authorization in place now. Going back to 2024, you reviewed a total of nine (9) Applications. A lot of them have had some type of action happening with them. The most recent change is the Legislative Hall Parking Garage that is moving through its process to finalize its Site Plan. I think we are down to maybe one or two agencies for that at this point and then they will be moving into any kind of Building Permit process. Their DNREC Approval came in last week.

Mrs. Melson-Williams asked if there were any questions on the Applications. There were none.

Summary of Architectural Review Certifications for 2025

Mrs. Melson-Williams stated that this chart brings us through the end of June of 2025. We have had a total of 22 Applications for Permit in the Historic District. All of them were eligible for Planning Staff review or they were interior items that are not subject to Architectural Review Certification. The Historic District Commission was involved in three of the Applications at some point. The more recent Applications have focused on some minor exterior improvement projects such as siding, roofs and a Temporary Sign Permit.

Mrs. Melson-Williams asked if there were any questions on the permit activity.

Chairman Czerwinski asked what type of material was being used for the siding replacement. He asked if it was like the original vinyl. Mrs. Melson-Williams replied that the siding replacement was for 32 West Loockerman Street which is the Loockerman Square mixed-use building that has the apartments, office space, and some retail on the first floor. I believe there was some type of similar T1-11 siding on parts of that building. We can certainly double check that for you.

Chairman Czerwinski asked if there were any other questions; there were none.

Department of Planning & Inspections Updates

No new updates.

NEW APPLICATION

HI-25-02 Mixed Use Building at 120 S Governors Avenue – Public Hearing and Review for Recommendation on Architectural Review Certification for the construction of a four story, 169,080 SF Mixed Use Building including a grocery, retail and restaurant spaces, a child day care, 120 apartment units, and a roof-top courtyard with site improvements of a parking lot, a courtyard, and landscaping. The parcel contains 1.70 +/- acres. The property is zoned C-2 (Central Commercial Zone) and subject to H (Historic District Zone). The property is located on the west side of South Governors Avenue and halfway between Reed Street and West Loockerman Street. The owner of record is Downtown Dover Development Corporation c/o Downtown Dover Partnership. Property Address: 120 S. Governors Avenue, Dover. Tax Parcel: ED-05-077.09-01-44.00-000. Council District 4.

Mrs. Melson-Williams mentioned that this is a proposal for a four-story mixed-use building with a mixture of commercial and residential units that are being proposed. As part of the process, there is an Architectural Review Staff Report that is prepared that gives a narrative about the project, the different Code provisions and *Design Standards and Guidelines* for the Historic District that you need to be looking at as well as a series of Staff Recommendations. The location of 120 South Governors Avenue is to the north of Loockerman Street which is at the bottom of the image here (as she referred to the slide presentation) its the main parcel shaded in blue. You can see that it expands the full width of the block between South Governors Avenue, which is on the right-hand side and then South New Street is on the left-hand side of the block. There are several adjacent parcels to the north of this large tract that are not within the Historic District but may involve improvements in those areas as it moves through the Site Development Plan review process that it will have to go through. The building is on a property that is zoned C-2 which is the Central Commercial Zone and also found in the Historic District Zone. Anytime you have new construction in the Historic District, it is going to be subject to the process called Architectural Review Certification. This property previously held what we call and know as the Acme building. The demolition of that building has occurred. That occurred after the request for its demolition appeared before this body in June of last year as application HI-24-05 and that was approved for demolition of that mid-20th century commercial building (grocery store building) that was there. The narrative does include some information on the historic development of this parcel, but that commercial building was the last in the line before this new proposal here. The property is fully located in the City's Historic District Zone. I will also note that the property is within the National Register of Historic Places in the Historic District, known as the Victorian Dover Historic District, but that previous commercial building was considered a non-contributing building to that district.

The project proposal today, as we will hear more from the Applicant about its details, is a mixed-use building. It is 4-stories in height. As part of the project, there is part of the parcel that would be developed as a parking lot and then there's other associated site amenities that would be proposed for improvement or new construction, things like sidewalks, placements of trees, and the like. With this property being in the C-2 zoning district, there are some design standards related to that. Our report outlines the code compliance items related to setbacks. They are meeting those with the placement of the building overall. The C-2 zone does allow for a building of four stories in height as the maximum building height is ten stories or 125 feet. This Plan proposes four stories at 60 feet for this project. In reviewing this project, the Historic District Commission is charged with looking at the *Design Standards and Guidelines for the City of Dover Historic District Zone*, specifically mostly focused on Chapter 4 where new construction is discussed and the appropriate kind of guidelines and standards for doing such a new construction. There are also some references to Chapter 3, which is where each kind of building element and materials are discussed in greater detail. For new construction, they're really looking at things related to the massing of the building, like how does it present itself to its street and its adjacent neighbors. And also, things like orientation, size, overall portions of things like walls to window, and those types of criteria. The Planning Staff in doing the Staff Review Report always gives a series of Comments and Recommendations in regards to the project. Those are found on the Report beginning on page 7. Staff is recommending conditional approval of the Architectural Review Certificate, finding that the building is of a compatible design with adjacent buildings and would meet the intent of the *Design Standards and Guidelines*. We believe that their use of the various brick finishes takes cues from the adjacent and greater Downtown Dover area, and how the facade particularly is broken up, it really, even though it is one overall building could be easily read as several smaller buildings along a streetscape area. The other Staff comments that are included in the Report, ask some questions about things that probably should be clarified. The Applicant may actually focus on some of those as we continue a review on this project. I'd be happy to circle back to those comments after we hear from the Applicant and if the Historic District Commission members have other questions. But at this point in time, I think your time is best used in hearing from the Applicant and the details of their project. There are a number of the project team members here. I'm not sure who is taking the lead today.

Representatives: Mr. Todd Stonesifer, Chair of the Downtown Dover Partnership Board, Mr. Michael Henry, Becker Morgan Group, Ms. Candice Schuster, CoreStates Group, Ms. Leslie Smallwood-Lewis and Ms. Meagan Whetstone, Mosaic Development Partners.

Presentation

Mr. Stonesifer stated that he lives at 115 N. State Street, Dover, Delaware. I'm also the Chair of the Downtown Dover Partnership. Just to paint a little picture, we would like to present to you as much information as we can to make your decisions easier. We may miss the mark. If so, please ask us questions and if not, then wonderful. We did a good job. I'm here with my team. I'm simply the Chair of the Board of Directors and we have established a wonderful team over the last couple of years. So, in 2021, we set out to find out what the solution is to make Dover more attractive. And the solution is we went through a planning process for a little over one year. We engaged community members to give us input, and the community came together wonderfully to provide feedback and to build through this process where they provided information. We took the

information and collected that into iterations of ideas, brought it back, presented it, they gave us more feedback, we went back and drilled down into finer details.

The Plan was delivered to us in January of 2023. Part of that Plan was that we would find Staff and have someone dedicated to implementing this Plan through a Property Development Director. I am pleased to introduce Mr. Ken Anderson. Then we'll meet the rest of our team: Jed with Colonial Parking, Monica and JD Bartlett with EDiS Construction, Candice Schuster with CoreStates Group, Leslie Smallwood-Lewis and Meagan Whetstone with Mosaic-Colonial Associates, and the Civil Engineers of the Becker Morgan Group. This was a one-year process just to get us to the overarching Plan that conceptualized this. We have now been working on the implementation stages to get us to this point.

Mr. Ken Anderson stated that he is the Property Development Director Consultant for the Downtown Dover Partnership. I am so excited to be at this portion of the project. In my role over the last 18 months, I've primarily been responsible for the assessment with some key structures that are specific to our Downtown Dover Master Plan. As a result of site assessments, overseeing the bid and procurement process, identifying remediation requirements from some of the structures, and having to come before you previously for a couple of little structures where we had to get permission to demolish certain buildings.

I'm grateful that through all the community input that we got as part of that process, all the feedback, and the menagerie of phone calls we received while demolishing buildings. While doing remediation, we have successfully gotten to this point. I think this building is a benchmark and is iconic representation of what this Master Plan is all about.

When Todd asked me to come and participate with this incredible team, this is what I was looking forward to. At this moment, I'm grateful that when we came to you regarding our request to demolish the old Acme building, you gave us unanimous consent to do so. As a result, concurrent with all these other activities that we just heard about, the design process took place by this team. We are at, I think, an incredible next step and next phase of the Master Plan. Thank you for your input today as we look forward to going forward.

Mr. Stonesifer mentioned that we'll turn it over to Meagan and Leslie from Mosaic Development Partners. They are the ones really driving the train on this design and leading the charge.

Hello, I'm **Ms. Meagan Whetstone** the Senior Vice President at Mosaic Development Partners. I'm here today with those Development Partners. What we are really trying to talk to you about is the broad sweeping market identity for this project. You know, a healthy walkable city comes with the verb and people to drive it. And so, what we are trying to do with this Site is not only embrace outcomes of the new Mobility Center but also pay attention really carefully to New Street and make sure that there is no real backdoors, which is an incredibly hard thing to do in a building that is supposed to have grocery and retail and all these amazing things. We're trying to do it really carefully because within that Historic District, the scale has to be at the pedestrian level. So, what we're hoping to achieve here is something that fits the cadence along Governors really matches the identity of the town. And also allow for people to really inhabit the space. What we are envisioning in the residential part of this is affordable luxury units that are going to be delivered at kind of a market luxury level, but with different funding mechanisms used on our

capital stack side to enable people of any income level to join in on this project and be part of the community.

It's not really, you know, for any one type of person. It's for everybody, but really providing a high level of care and community within the building itself. With that, a lot of the units have requirements, but there's a really high level of mix so we can have emerging professionals as well as families starting to enjoy this space as they're looking to put permanent footing down in Dover. The retail is along South Governors. A lot of times the grocery store actually heads back to most of the space because it all requires refrigeration. So, what we've done is have three special little micro-retail pieces along Governors to kind of give startup space back to the community and to provide a front door. Then the grocery store itself is more extended back into the building. It is accessible for both sides just thinking about the way people will engage with the building itself.

Mrs. Melson-Williams noted that Michael Caine from CoreStates Group has also joined us online.

I'm going to turn it over to Ms. Candice Schuster of CoreStates Group and she'll talk to you more about the architectural realization as well as the programming along the street.

Good afternoon. My name is Ms. Candice Schuster and I'm the architect for 120 South Governors. I'm the Associate Director of Housing for CoreStates Group, formerly known as Bernardon. The proposed community is a four-story multifamily, mixed use, mixed income residential property offering thoughtfully designed apartments while maintaining the historic character. Exterior and shared spaces help in reinforcing the street grid and the historic pedestrian connectivity. The ground floor of the building is programmed to serve a variety of activities which promote the urban experience. Key occupancies will include a grocer, a cafe, a daycare, and three small retail and restaurant spaces that are perfect for small businesses serving a community. This building concept proposes two front doors as Meagan previously stated which gives revitalization to New Street as well as Governors Avenue. These two spaces will give use to the exterior courtyard located at the rear of the building to help stitch in the existing community. There is surface parking at the back that will accommodate both the grocer and the daycare. The upper floors are a mix of studios, one beds, two beds, and three beds with an outdoor rooftop courtyard above the grocer.

Rendering

Although contemporary in design, the development's architecture respects the historic context rather than replicating the neighborhood structure. The building incorporates the guideline principles of scale, rhythm, proportion, and materiality. It enables the structure to harmonize with the surroundings and avoid appearing foreign in the community, while introducing additional contemporary textures and materials to complement the historical context. The building massing follows the surrounding historical communal vernacular. The building is scaled with the urban fabric of Dover's Downtown context. The southern façade is four stories while the facade steps down to the north of the building where we have two-story adjacent buildings to weave in with the fabric that's existing there. The facade lends itself to more of a neighborhood aesthetic to fit in with a local community. The dynamic process of the facade allows for a pedestrian friendly walkway both on Governors Avenue and New Street. It also creates identifiable entry points at

the corners of the building as well as the residential entry in the center. The facades are treated with brick, masonry, and historic talent aligned with the context in the surrounding neighborhoods. Decorative cornices and bandings align with the historic cornice heights within the district, upper floors are treated architecturally to blend and maintain focus on the first story. Large storefronts on the ground floor with tall narrow windows are to maximize the comfort of the units and the aesthetic of the overall building. Railings will tend to hold historic character while using modern materials. The façade will feature a primarily retail frontage alternating between masonry piers, glazing, and premanufactured panels. The brickwork employs varying orientations, particularly in the column bases and at the cornices or perceived cornice lines of the building. This technique ensures the harmonious line of Dover's historic vernacular. All street facing elevations, follow the brickwork pattern up to varying cornice lines that step down as you get more into the residential area of Dover that's on the north side of the property. These design choices reflect the commitment to honoring the previously received public input, integrating the contemporary style with historical contexts, and aligning with the *Design Standards and Guidelines* of the City for the Historic District Zone.

Chairman Czerwinski asked if the Board members had any questions? He mentioned that he had questions. Mrs. Richardson mentioned that she had questions, but would like to see and hear the full presentation before asking questions.

Chairman Czerwinski asked if there was anyone else presenting? There were no other presenters.

Mrs. Richardson mentioned that she was in favor of the project and was also impressed.

Mrs. Richardson asked about the off-street parking on page 16 of the pictorial presentation. It shows a hedge. The presentation shows a hedge and a hint of a low fence. Will the final design include both a fence and a hedge? If you don't have a fence, someone is going to walk right through it.

Mr. Mike Henry (Civil Engineering Team of the Becker Morgan Group) replied that right now, only a screening hedge has been shown, but there is a possibility; we just haven't proceeded that far at this point. Mrs. Richardson said she would recommend it.

Okay there is a screening requirement and the hedge meets that, but I'm asking if there's going to be a fence condition because if there's an illusion of it maybe you can't really see it on that.

Ms. Leslie Smallwood-Lewis mentioned that they were also concerned about putting up a fence and creating an optics of that the community is not welcome and we don't want them in; sometimes provides that illusion. So, we want to make sure of that because there is going to be interior space that public installations might be able to occur. We don't want it to look like we are closed off. It's something that we just want to make sure that we consider collectively.

Mrs. Richardson mentioned on page 4 of the pictorial presentation it stated that there are 14 parking spaces. She asked will there be a maximum time limit on parking in these spaces? The proposal indicates that this parking lot is to accommodate the needs of residents, business owners, and shoppers. And if it's going to be the employee of a business, they are going to come in at 7:00 o'clock in the morning and park all day, when they only have 30 minutes.

Ms. Smallwood-Lewis mentioned that primarily, this parking has been envisioned to serve the grocery user, which is a big because of the size of the grocery actually really requests further needs, really high turnover parking and not a lot of them. Another use we're envisioning is for leasing so you can come in and then daycare drop off is a huge part of it. That's kind of why it's a wide lane and for fire lane use. It is more of a temporary stay lot with the parking envisioned across the street.

Mrs. Richardson said but back to part of my original question. Do you plan to have a limit, like a 2-hour parking limit on these spaces like the rest of the town? Ms. Smallwood-Lewis responded by saying that it has not been considered yet, but certainly could be considered. Mrs. Richardson stated that she would recommend it.

Mrs. Richardson asked on what street will the entrance to the parking lot be located? On page 5 of the pictorial presentation, it indicates that it will be on Minor Street, which is just an alley. Is that how you are going to get into the parking lot? It's one way, you know, the one entrance and then the other side is the exit.

Mr. Henry replied the parking will come off of New Street. It's basically a U-shape. Minor Street is technically a paper alley that doesn't truly exist.

Mrs. Richardson asked, is it the same entrance as the truck access to the back of the grocery loading area? Mr. Henry replied yes.

Mrs. Richardson mentioned it appears that there is only one return for grocery carts which are located on South Governors. Are there other areas planned? Will there be a routine collection of carts which have not been returned? For example, if carts were left near where customers parked.

Ms. Weststone replied that they are going to park across the street in the parking garage. Mrs. Richardson said then they are going to leave the carts up there. They are not going down and pull them (the carts) across the street.

Mrs. Richardson asked if they are in the parking lot, do they come in the back door? There's only one cart return area and it's looking to be at the front of the grocery store away from where anyone is going to park.

Ms. Weststone replied we have discussed these operational questions with the grocer as well as the parking team to understand the best-case scenario for them. Likely, it would be an operational exercise by the grocers themselves. The grocery has two entrances and so that the hallway in between that funnels in the middle is envisioned as that collecting space for the shopping carts. Should we need to add more (cart) parking in the same parking lot or elsewhere we can certainly consider it. Right now, the grocer that would go here is a smaller on their footprint and more of a grocery basket type. So, it's not envisioned that they would need it and they're not heavy cart users.

Mrs. Richardson mentioned that she understood. She assumed that it would be the grocer's responsibility, but the concern was it didn't look like you could return your carts through the backdoor. It was only at the front of the grocer.

Ms. Weststone replied that it is also in the back. There will be a sliding door to connect to that corridor.

Ms. Horsey asked if she could interact with that because she had the same question about the shopping carts. We have shopping carts left all over the Dover and it's a huge problem. I would suggest that this grocer please charge \$0.25 (twenty-five cents) like Aldi's. They don't have any carts anywhere. They are the one place where you get your quarter back after returning the cart. She would really like to see that.

Mrs. Richardson asked why we are using three different types of bricks versus staying consistent (reference page 7, item IV #2 of the submitted proposal)? This is reminiscent of the smorgasbord of material used on the Dover Library. She has heard many comments around town after the library was built that it was obvious a committee put that building together.

Ms. Schuster mentioned looking at all the different materials here, it can seem like a lot. We studied this building for quite a long time as was said previously. When we got all of the opinions and the public's comments on this building, we decided that to fit in with the neighborhood of Dover and to really stitch into the fabric that we were going to go for more of a communal façade. That look is where you kind of start getting these different materials. Now, we are very careful that these materials relate to each other. It may be a different brick color, but the brick size may stay the same. The portions of the building are going to stay materially continuous in that section. We are not mixing and matching different materials within the same portion of the building where we have one brick type. We are keeping that and then we are having a separate façade look. We are doing something that compliments that, but it's not matching the building to get one cohesive building feel although the scale is breaking down to more of a pedestrian level.

Mrs. Richardson stated that she did understand that, and you did clarify that in your initial comments.

Mrs. Richardson, other than two very plain metal cornices, the design doesn't seem to include any decorative historical details that other buildings in the area have. That is a disappointment to her (see picture of Priscilla Block another historic building in the area). I'm not seeing anything historical in this building.

Ms. Schuster mentioned when we were looking at this building, we certainly wanted to have a nod to the historical context of Dover, which is very important. The building should feel like it fits. We did also look at the building having a little bit more of a contemporary look to kind of lead the future building opportunity. We can certainly look at putting some cornices in, but I think the way that the cornices lay out with this façade kind of stepping down feels appropriate too to the building façade.

Mrs. Richardson said it is very plain. It doesn't add anything to it.

Ms. Whetstone stated that I think one thing about replicating what is there is respecting it, which we do because we are trying to pull the columns up and really connect it to the edges to get

context and those kinds of cornices. I don't think they are in the drawings, but you can kind of see them in the rendering where you start to get a little more play with the brick and articulation. I think one thing that we're thinking about, you know, is the marketing of this space and bringing people down. It is also a second layer of bringing additional private investment in with other people. And so its having that kind of fresh feel while merging it into the middle. Plain, we don't want plain. So, we will absolutely look at that and how it kind of demonstrates the shadow lines coming together to become clearer. I think that's coming back to what we're talking about with the pedestrian scale. You really feel it when you're on the ground floor. But also coming back with the bricks. You're coming down Main Street and every single brick building is brick and it's worn brick, but they come from a very slightly different place. It is a slightly different clay, and they are all a little different as you march your way down. That's kind of what we are trying to do; so, you feel like you're not just walking past a monolith and it's something to get past, but it's something to stop and consider. So, with this lens of trying to bring people in and trying to make something familiar for everybody. Within a historic district, it has to have that scale. From an investment perspective, you know making people understand you know Dover is doing something here and it's something really cool. And what does that look like? So, it looks like a little bit of everybody but with that same rhythm and then with that same scale demonstrates I think you're speaking to. That is our vision.

Mrs. Richardson said okay, thank you.

Mrs. Richardson said none of the windows pictured in the pictorial presentation reflect any hint of historical connection with the area. They are all modern windows.

Ms. Schuster mentioned that with the window sizing and proportion of the window, we tried to match what was in the vernacular. That means tall and more narrow in size. The materials of the window are going to be more modern. I think that kind of lends to the type of living that's going to be happening in this building and the users at the end of this using these apartments. But with the proportion of the windows, we try to match the historical context.

Ms. Whetstone mentioned on the brick buildings, you're seeing a black frame on the windows and on the newer stuff, you're seeing the white frame. Coming back to that play of old and new, the brick is kind of replicating the idea of more of a warehouse window look. So, it's old and it's going to be reminiscent of what's already typically within the brick frame. I'm wondering if this is a render issue because it's so early in this concept is reading a little flat. It would be more set in. We would get shadow lines. There are millions on there that you would start to see. We can definitely take a look at how that could read with modern materials in a more contextual way.

Mrs. Melson-Williams asked if they could look at page 15. I think that page would probably help a little bit in the discussion you are having about cornice lines, windows, and old versus new.

Ms. Whetstone said that it is absolutely helpful. I defer to my team for all of the technical stuff, but that's not my strength. I do want to just note from a more global approach to this is the Master Plan. That is what Mosaic was brought in to focus on and to make sure that there is a true impact on Downtown Dover. In order to do that, there's constantly a balancing act that has to occur where we respect your City, because we love it so much. It's got such a quite feel to it because of its historic background. But we also know that it's very important to meet the needs of

what people are looking for now in their living environment. And a lot of that has to do with a somewhat of a fresher look, the windows, the balconies, how things are laid out, and the amenities that will be in this building. We are charged with making sure that we actually do what was put into the Master Plan. We know and have done this so much that we know what these future residents and commercial tenants are going to be looking for. We are always having this push and pull between what the social needs are going to be for the future residents and tenants and how do we respect the City of Dover to make sure that comes out. It's not going to look exactly how everything else does in Dover because we won't achieve the ultimate goal of really densifying and bringing in a kind of a new generation of residents to Downtown Dover.

Ms. Horsey mentioned overall I really like what you have done here. I think you have achieved the goal of making it people's street level friendly facade. I do have one comment on this north end which is on the right side of the slide is that it seems to be what you see first. It is plain and kind of white and it will definitely show a little more. I was thinking possibly that could be a slightly darker color or maybe a little more interest in just the plain facade that it reads now because it looks like a white cube. So, that would be my only comment. I think you have answered a lot of questions that I had. Some of them were similar to Mrs. Richardson questions. The only other question I might have would be the trees. Are they hopefully canopy trees, or do we know yet or is this too early in the process? I would urge you to plant some canopies to bring in the shade because as we all know, that's what makes Downtown's livable are the trees. Thank you.

Chairman Czerwinski commented that overall, the design is really nice. I think it is a postmodern kind of look. Mixing the old and new, he appreciates that. I think that the idea behind it is wonderful. My concerns about it are as follows. I think when she was talking about the cornices, I think there's an issue when you are dealing with cornices and trying to draw the eye down. So, what you're trying to do is you're drawing everybody away from the higher elevations or higher facade. I think you need a little bit more detail than just putting sheet metal or sheet aluminum because that's what it is going to be or represent the cornice. What we are talking about it simple, either incorporating that within the brick structure by making the cornice itself brick and then adding maybe some bracketing or some dentiling that adds a little bit of design elements to that. Because if you're going to draw people's eyes down and you are going to respect the historical architectural features of Downtown Dover, you are going to have to make those little features.

I say just some simple bracketing or dentiling on the corners. I would hope that maybe you would stick with brick instead of trying to use aluminum. What you're trying to do, and I'm not an architect myself, but, you know, there's a fine line between trying to draw people's eyes down and being brutalistic within building design. Because effectively the top half of the building is not existent; there is no design elements up there. It's just the box, the white box. And so, if you're going to draw people's eyes down, I would ask that you enhance the details of those areas that you want to pop out. I think the idea of making the north elevation and darkening it down to like a gray might work, you know, just to break up the white. I understand what you're saying is you want that to disappear. One of my biggest problems is the south elevation. What I'm finding with these new buildings, and we typically do this all the time, is we ignore the elevation and put everything out on the facade and then there's nothing on the (side) elevation. And the thing is, this is a four-story building. So, from Loockerman. that building is going to stick out. If you have

just an elevation with the brick and then the rest of it is just the white, you are going see a white building from Loockerman. It is going to be a featureless white building going all the way back. I'm asking that on the south elevation is wrapping that brick building all the way around for twelve bays on the elevation side of the building. Because we have another building on the Water Street where they just did the façade and it's very painfully obvious when the roof ends right there at the façade. It cuts off, you can just see where there's no roof there and there is no features. It's going to be the same thing right there especially from Loockerman where all you're going to see is that brick ending at the corner. You are just going to see a plain white building going all the way down to the rest of the building. So, I asked if you could wrap the facade of the south side around the elevation instead of just having to stop. On the back, it's kind of weird because you have the features. Go to page 16 and at the rear of the building, you go to a wainscoting which is kind of weird. The wainscoting really kind of brings out a warehouse look to the building. I'm not sure if that's necessary. I would just stick with the white going all the way around the back. The wainscoting gives off the feature of a warehouse; it's not necessarily attractive. And then where the grocery building is, you kind of lose all the architectural features and you basically have the rear of a hospital right there. So, I would ask that for the grocery area to put a little more features on that to match the rest of the brick, because that looks really sterile. But basically, it's like the emergency entrance to the hospital and especially from New Street. It's going to be extremely visible if you're walking. You want something that looks neighborly and that doesn't really look neighborly. So, I'd ask that you continue that same sort of treatment as far as the brick with the columns.

Ms. Whetstone mentioned that they are all in set brick panels and it can be a little difficult to see, but okay.

Chairman Czerwinski mentioned they are very subtle. Ms. Whetstone said okay.

Chairman Czerwinski said it's a square box back there. That's another thing I see. But like I said, overall, I think the building design is very well executed. I just wish architects would look more at the elevation sometimes to give a little bit more respect to the elevations. We have the same thing with the other project with parking garage where the side stops, and it just becomes concrete along the whole back side of it. And these are big structures. So, when you are talking about massing and height these things are absorbing everything else, whether it's the Kent County Family Court Building, or whether it's this. These buildings will be seen from blocks away literally because everything else is two to three stories. So, all I ask is to respect the elevations. I know we talked about the facades, but I'm trying to get away from the facade so we can get more into the building to look like a complete building instead of just adding stuff onto the front of it. Ms. Whetstone said okay.

Chairman Czerwinski mentioned as he referred to the Staff notes that this project has unusually not a large number of questions that are brought up in Staff notes. The Staff summary for this was in the Review Staff Report for this project in Section 6. In Section 6, there is a whole list of details that were not clarified in the project and some of it was highlighted by my counterparts here. And so, to me it's kind of hard to go ahead and approve an Architectural Review Certification when you have two or three pages of unclarified details. It's not on the building but the bushes, the fences, the masking of the parking lot, and things like that. If Staff does recommend, then we can go ahead and approve it. However, we need strict adherence to Section

6 of the Review Staff Report to make sure that everything's been addressed to Staff's satisfaction to make sure the project gets pushed through.

Chairman Czerwinski asked if any of his counterparts have any further questions?

Ms. Horsey stated that she thinks they also have to include all the comments in question seven. There are a lot and as long as you are all aware of these and are working on them, I don't really have a problem with this.

Mrs. Richardson asked if they could get clarification on your page 8 of the Staff proposal at the very top: clarify the window glass area material if it's mirrored or colored glass. Ms. Schuster replied that the windows do not have mirrored or colored glass.

The public hearing is open.

Chairman Czerwinski asked if there was anyone who would like to speak.

Mrs. Melson-Williams mentioned that we do have one individual that joined us online and that's Michael Caine from the CoreStates Group. He did not have any comments.

Mrs. Melson-Williams stated that there were no written comments received by any members of the community.

Mr. Tom Smith: I live at 36 The Green. I thought the comments so far have been really good. First, I'd like to say that this morning when I was emptying the garbage, I looked out and I saw the facade on the side of the new parking garage that's for the Family Court had been built. The windows there looked fantastic. I thought, geez, this parking garage is beautiful; and you know, how can a parking garage be beautiful? It was really terrific. It was so good that I wrote a note to Bill Lenihan congratulating him. In some sort of the same manner, my daughter bought a new electric car, a very fancy car. She loved the car, but on the front of it there's a grill. And the grill is totally fake. And you can see right through the grill. You can see the metal of the regular car. And it was just sort of objectionable. In the same way, all the different facades that we're talking about, in some respect to me, are a little objectionable. I think that the facade should be specific for a purpose. To make a distinguishing difference between the residential and the retail, is important. That part is good. I think that in some respects; this may be a little overdone. I think it might be too much, especially if you talked about the hospital appearance with the marketplace; you know, I totally agree with that. I briefly looked over the Plans and I saw where the third and fourth floors that were residential had different colors on the side. And I thought, "Well, what's the reason for that?" And I'm thinking that it's more like the library. Do the windows open because the windows are tricky here and I could see them overtime being not as attractive. For instance, the windows in that parking garage are spectacular, with the trim and so forth. I thought that something needs to be done to dress up the windows here. If they open that's kind of important. That makes them more attractive than if they don't open.

Chairman Czerwinski asked for clarification if the windows open or don't open? Ms. Whetstone asked if he could be more specific regarding which windows. Chairman Czerwinski said any

apartment windows. Ms. Whetstone replied that the residential windows are operable. For the portions of the windows are operable. The storefront on the ground floor, those are fixed.

Ms. Schuster mentioned for clarification that this building is going for a really, really high level of sustainability. We are not only considering LED, but also Passive House. And so, as we explore the Passive House, which is like a Net Zero, it's a really incredibly resilient and environmentally responsible type of building. That might limit our ability to do operable windows, but it would only be because of that reason we would not.

Chairman Czerwinski asked is that something that you actually had in your design. I assume that you had it in the design elements for the building that there was supposed to be a "green" building. Ms. Schuster replied yes. Chairman Czerwinski said he was just checking.

The public hearing was closed seeing no one else wishing to speak in the room or virtually.

Chairman Czerwinski commented that there are a lot of Staff notes that would have to be questions that have to be addressed. I know there's design elements that I would like to see and then I don't want to approve the Application as is: the problems with the cornices and the change of the wraparound of the façade onto the elevation on the south elevation. They did it on the north but not on the south.

Mrs. Melson-Williams mentioned that I think we can probably ask the applicant to clarify that question on the north and the south elevations because I think that it is in our packets if there's questions about material on those.

Chairman Czerwinski mentioned that page 13 shows the elevations. If you look at the south elevation it is a little confusing of how it is presented. It has the south and then the north, but is the north, I assume at the bottom?

Mrs. Melson-Williams replied we are on page 13, and it's the interior of the courtyard. This is a u-shaped building if that helps you. So, the page before it, page 12 is actually the true, I guess, north elevation and south elevation of the building.

Chairman Czerwinski mentioned that he was satisfied with that. Perhaps we request a redesign of the cornice with more elements.

Mrs. Richardson stated that she would prefer to seek more Historic District details included. I understand the basic concept. I appreciate that you did your homework and went around to the different historical details around town and took pictures. I'm not seeing where they've been incorporated into the design.

Chairman Czerwinski mentioned that he could see what they were talking about regarding the Victorian window massing.

Mr. Stonesifer mentioned regarding the elements that you would like to see, can we approach this from a conditional approval and have Staff and Planning help us work through that in the interest of time? We are open and certainly open to doing all the suggestions.

Mrs. Melson-Williams noted that Planning Staff to the Historic District Commission are making a recommendation on the Architectural Review Certification for this project. So, if you have specific concerns, you can note those in making your recommendation. The ultimate issuance of the Architectural Review Certification for this project will be issued by the Planning Commission as part of their review of the Site Development Plan for this project, because it's required to go to them. The Staff presented a series of comments and recommendations. A number of these are, I would consider them more minor things, or they may be things that are more in the realm of some of the Code requirements that the Planning Commission would be looking at: things like screening of that parking lot area, some of the other tree planting requirements, and those types of things. Some of them are truly comments or things that were not real clear, such as that window glass area.

Then its clarifying what the material truly was in the Presentation that we had received in their graphics package. So, there are a number of things that way. Certain elements that were not real clear, like is it mirrored (the glass) or tinted? We have determined that answer is no. What are the certain edge treatments for things like the railings and other elements of the building or site detailing. I think as the project progresses they will be flushed out. But if there is certainly some particular elements or design features of the building that you have concerns with, your action on the recommendation for this building could certainly articulate those.

Chairman Czerwinski moved to forward a motion of the Recommendation of the Architectural Review Certification for Conditional Approval of the Architectural Review Certification of HI-25-02 Mixed Building at 120 South Governors Avenue with inclusion requirements of complying with Section 6 of the Staff Review Report to be in compliance with those. In addition, with a requirement for consideration for redesign of the north and south elevations and façade cornices to incorporate the brick elements with the possible dentiling and/or bracketing. With one or the other to improve the cornice presentation of the building to better reflect the Downtown Dover area. The motion was seconded by Ms. Horsey and approved 3-0. Ms. Mason was absent.

Mrs. Melson-Williams summarized the motion that your recommendation regarding this Application is for conditional approval of the Architectural Review Certification. It's subject to compliance with the items identified in Section 6 (of the Review Report), which is the Staff Comments and Recommendations, and then to consider potential design changes on the north and south elevations and cornice areas to add potentially more brick in certain areas and/or cornice detailing.

Mrs. Melson-Williams noted that a written Notice of Decision, the information found in this Report and the action of the Historic District Commission will be forwarded to the Planning Commission. It will accompany your Site Development Plan once that is filed. That next step of a Site Development Plan review process is with the City's Planning Commission.

NEW BUSINESS

Review of Permits Referred to Commission

Mrs. Melson-Williams mentioned that there were no Permits to specifically bring to the Commission today.

OLD BUSINESS**Certified Local Government (CLG) Program**

Mrs. Melson-Williams mentioned as you know in the past the City of Dover had the opportunity for grant funding. At the federal level, it has taken a bit for the Historic Preservation Fund monies to even to be released for FY'25 for State of Historic Preservation Offices and for Historic Preservation Offices to even have access to that funding. I believe there's been some steps in what I've read in recent weeks to release what would be FY' 25 monies.

I have not heard anything from the State of Historic Preservation Offices as to their intent of them opening that Grant cycle especially when they have concerns about availability of FY'26. So, if you have interest in those things, certainly take a look at the National Trust or Preservation Delaware who are following those issues more closely regarding Historic Preservation funding at the Federal level that then translates to the State.

Implementation of 2019 Comprehensive Plan

Mrs. Melson-Williams mentioned that this is the time of year when we actually have to be submitting an Annual Report regarding how things have been progressing and the implementation of the Comprehensive Plan. Planning Staff will be working to finish that Report to get that to the State Office. There are not any particular items to bring to you on that today.

Chairman Czerwinski asked if there were any questions or comments before we adjourn?

Mrs. Richardson moved to adjourn the meeting seeing no other items of business, seconded by Ms. Horsey, and unanimously carried 3-0 of the members present. Mrs. Mason was absent.

Meeting adjourned at 4:49 PM

Sincerely,

Maretta Savage-Purnell
Secretary

| FILE# | PLAN NAME | LOCATION | TYPE | ACTION | STATUS |
|----------|--|---|--|--|--|
| HI-25-01 | The Old Post at 55 Loockerman Plaza | 55 Loockerman Plaza (Old Dover Post Office) | Site Plan for development of mixed-use with apartments | Review for Architectural Review Certification of Site Plan; Public Hearing and Review by HDC on 2/20/2025. Recommended approval of ArchRevCert for project. | Site Plan reviewed by Historic District Commission for Recommendation. Site Plan Application (S-25-07) filed and granted conditional approval and ArchRevCert by Planning Commission on 3/17/2025. Applicant to be working to finalize Site Plan documents. |
| HI-25-02 | Mixed Use Building at 120 S Governors Avenue (The Governor) | 120 S Governors Avenue | Site Plan for development of mixed use building | Revised Application filed June 2025. Review for Architectural Review Certification of Site Plan; Public Hearing and Review by HDC on 7/17/2025. Recommend approval of ArchRevCert for project. | Application initially filed in March 2025 then placed on hold by the Applicant for continued design work. Revised Application filed. Site Plan reviewed by Historic District Commission for Recommendation. Site Plan Application (S-25-11) just filed and will be scheduled for Planning Commission Review on 9/1/2025. |
| HI-25-03 | Biggs Museum Expansion: Selected Removals at 15 and 21 The Green | 15 The Green and 21 The Green | Review for Architectural Certification for Select Removal/Demolition of Rear Additions | Review for Architectural Review Certification. Public Hearing and Review for Architectural Review Certification by HCD on 5/15/2025. Granted Approval subject to conditions. | HDC completed review of Request to remove/demolish portions of the rear additions at the buildings as associated with future project for the Biggs Museum of American Art expansion. Granted Architectural Review Certification; moving into design phase for project that will be subject to future ArchRevCert. |
| | | | | | |

| FILE# | PLAN NAME | LOCATION | TYPE | ACTION | STATUS |
|----------|--|------------------------|---|--|---|
| HI-24-01 | Referral of Fence Permit #23-1868 at 146 S. State Street | 146 S. State Street | Fence Permit | Permit #23-1868 referred to HDC by City Planner for consultation on Architectural Review Certification; 1/28/2024 HDC deferred action on ArchRevCert seeking additional information on its materials, location, and another nearby fence. 2/15/2024 HDC granted ArchRevCert subject to conditions. | Permit Application received 12/13/2023 and Referred to the HDC for consultation. The Fence is subject to Code Enforcement Case #23-3983 for installation without a Permit. It is a vinyl fence that is six foot in height. HDC granted ArchRevCert subject to conditions: Fence #2 must be wood and 4 feet in height. Fence #1 due to location can remain at vinyl at 6 feet. Permit issued in April 2024. Part of Fence removed. |
| HI-24-02 | Building Demolition at 148 S. Bradford Street | 148 S. Bradford Street | Review for Architectural Certification for Demolition | Public Hearing and Review for Architectural Review Certification by HDC on 5/16/2024. Action to deny ArchRevCert. | Request to demolish existing building (currently used as offices). HDC denied ArchRevCert for demolition. Applicant filed an Appeal to the Planning Commission; Appeal considered by Planning Commission on 6/17/2024. Planning Commission granted approval of ArchRevCert to allow Demolition of Building. Demolition Permit #24-1835 issued; demolition complete. |
| HI-24-03 | Building Demolition at 150 S. Bradford Street | 150 S. Bradford Street | Review for Architectural Certification for Demolition | Public Hearing and Review for Architectural Review Certification by HCD on 5/16/2024. Action to deny ArchRevCert. | Request to demolish existing building (currently used as offices). HDC denied ArchRevCert for demolition. Applicant filed an Appeal to the Planning Commission, Appeal considered by Planning Commission on 6/17/2024. Planning Commission granted approval of ArchRevCert to allow Demolition of Building. Demolition Permit #25-408 issued; demolition complete. |

| FILE# | PLAN NAME | LOCATION | TYPE | ACTION | STATUS |
|----------|--|--|---|---|--|
| HI-24-04 | Legislative Hall Parking Garage at 425 East Avenue | 425 East Avenue, corner of East Avenue/ E. Water Street and Martin Luther King Jr. Boulevard South | Site Plan Review for Architectural Review Certification | Public Hearing and Review for Recommendation on Architectural Review Certification by HDC on 5/16/2024. Recommended approval of ArchRevCert for project. | Site Development Plan review for new Parking Garage Structure and associated site improvements. Recommendation on ArchRevCert will be forwarded to Planning Commission for future consideration during Site Plan review process. Application filed with Board of Adjustment for variances related to floodplain requirements; BOA considered on 6/20/2024 and granted approval of two variances (V-24-01). Site Plan Application (S-24-14) filed and granted conditional approval and ArchRevCert by Planning Commission on 9/16/2024. Applicant working to finalize Site Plan documents; Final Plan approval pending. |
| HI-24-05 | Building Demolition at 120 S. Governors Avenue | 120 S. Governors Avenue | Review for Architectural Certification for Demolition | Public Hearing and Review for Architectural Review Certification by HDC on 6/20/2024. Granted approval of ArchRevCert to allow Demolition of building. | Request to demolish existing commercial building (was Acme grocery store then recent tenants of auto parts store and a Child Day Care Center). Demolition Permit issued and demolition activities underway in Fall 2024. Demolition of building completed. |
| HI-24-06 | Delaware Supreme Court Building Addition and Renovations | 55 The Green | Site Plan Review for Architectural Review Certification | Public Hearing and Review for Action on Architectural Review Certification by HDC on 9/19/2024. Granted approval of ArchRevCert to allow building addition. | Review of ArchRevCert for one story Building Addition. Project is subject to an Administrative Site Plan process; Administrative Site Plan filed and currently under review. |

| FILE# | PLAN NAME | LOCATION | TYPE | ACTION | STATUS |
|----------|---|--|---|--|--|
| HI-24-07 | Legislative Hall Building Addition | 411 Legislative Avenue | Site Plan Review for Architectural Review Certification | Public Hearing and Review for Recommendation on Architectural Review Certification by HDC on 10/17/2024. Recommended approval of ArchRevCert for project. | Site Development Plan review for Building Addition and Plaza Area and associated site improvements. Recommendation on ArchRevCert will be forwarded to Planning Commission for future consideration during Site Plan review process. Site Plan Application filed and granted conditional approval with ArchRevCert by Planning Commission on November 18, 2024. |
| HI-24-08 | Referral of Building Permit #24-1399 at 21 N. American Avenue | 21 N American Avenue (and previously 19 N American Avenue) | Building Permit | Permit #24-1399 referred to HDC by City Planner for consultation on Architectural Review Certification; Scheduled for HDC Review on 10/17/2024. Recommended Approval of ArchRevCert subject to conditions. | Permit Application received 9/25/2024 and Referred to the HDC for consultation. Project for demolition of rear addition, rebuild of rear addition, renovation to first rear addition, remove asbestos siding and reclad with vinyl siding, and porch renovations. HDC per conditions of ArchRevCert allowed demolition of rear addition and reconstruction, recladding with vinyl siding, and minor change to rear window placements. Permit issued subject to conditions. |

| FILE# | PLAN NAME | LOCATION | TYPE | ACTION | STATUS |
|-------------------------------------|--|---|---|--|---|
| HI-24-09 and Revised HI-24-09 | Dover Mobility Center (Parking) Garage | 133 S Governors Avenue, 139 S Governors Avenue, 145 S Governors Avenue, 136 S Bradford St, 148 S. Bradford St, 150 S Bradford St | Site Plan Review for Architectural Review Certification | Public Hearing and Review for Recommendation on Architectural Review Certification by HDC on 12/19/2024 and recommended ArchRevCert subject to conditions. Revised HI-24-09 filed and scheduled for HDC Review on 8/21/2025 for consideration of architectural design revisions. | Site Development Plan review for Dover Mobility Center (multi-purpose Parking Garage) and associated site improvements. Recommendation on ArchRevCert will be forwarded to Planning Commission for future consideration during Site Plan review process. Site Plan Application (S-25-01) filed and Planning Commission granted conditional approval in January 2025. Design revision to architecture and removal of S. Bradford garage entrance require additional review of ArchRevCert by HDC and PC. |

Summary of Permit Applications with Architectural Review Certification
 2025- Updated Thru 7-31-2025

Item 3.

| DATE | PERMIT # | LOCATION | TYPE | ACTION ON ARCHITECTURAL REVIEW CERTIFICATE | NOTES |
|-----------|----------|---|---|--|---|
| 1/17/2025 | 24-1399 | 21 N American Avenue | Building Permit - Interior & Exterior Renovations | Staff Approval as per HDC Action on ArchRevCert HI-24-08. | Demolition of rear addition and its rebuild, exterior finish renovations to allow vinyl siding, renovations to front porch. Permit was referred to the Historic District Commission for review. |
| 1/13/2025 | 24-1835 | 148 S Bradford Street | Demolition Permit | Staff Approval as per PC Final Action regarding ArchRevCert (appeal of HDC denial of ArchRev Cert) HI-24-02. | Demolition of existing one-and-half story building for future redevelopment of site. HDC denied request on 5/16/2024 and Appeal to Planning Commission granted approval 6/17/2024. Demolition complete. |
| 2/5/2025 | 25-132 | 45 The Green, Sykes Building | Building Permit - Interior Renovations | No ArchRevCert Required | Interior Renovations to subfloor in the office buildings. |
| 2/18/2025 | 25-136 | 107 S State Street | Sign Permit | Staff Approval | Post Panel sign. |
| 2/20/2025 | 25-148 | 151 Kings Hwy SW, Woodburn | Roof Permit | Staff Approval | Roof replacement project with synthetic slate material and associated flashing and gutter systems. |
| 3/11/2025 | 25-209 | 307 S State St | Sign Permit | Staff Approval | installation of Projecting Sign for office |
| 3/19/2025 | 25-277 | 12 Kings Hwy SE, Building at Elizabeth W. Murphy School | Roof Permit | Staff Approval | Replacement of EPDM roof system (flat roof) with the same following repairs. |
| 3/10/2025 | 25-284 | 201 W Loockerman St | Roof Permit | Staff Approval | Replacement of flat roof on commercial building. |
| 3/10/2025 | 25-286 | 30 S American Ave | Roof Permit | No Planning Staff Review. | Removal and replacement of shingle roof. |
| 4/7/2025 | 24-1152 | 26 S State Street, Apartment Building | Window Permit | Staff Approval | Replacement of windows of various sizes & formats on all elevations, repair and repaint of trimwork areas and shutters. |
| 4/2/2025 | 25-395 | 214 S State Street | Roof Permit | Staff Approval | Roof Replacement on main block of building with metal roofing system. |

Summary of Permit Applications with Architectural Review Certification
 2025- Updated Thru 7-31-2025

Item 3.

| DATE | PERMIT # | LOCATION | TYPE | ACTION ON ARCHITECTURAL REVIEW CERTIFICATE | NOTES |
|-----------|----------|---|--|--|--|
| 4/15/2025 | 25-408 | 150 S. Bradford St | Demolition Permit | Staff Approval as per PC Final Action regarding ArchRevCert (appeal of HDC denial of ArchRev Cert) HI-24-03. | Demolition of existing two story building for future redevelopment of site. HDC denied request on 5/16/2024 and Appeal to Planning Commission granted approval 6/17/2024. Demolition complete. |
| 5/1/2025 | 24-1510 | 33 W Loockerman St | Sign Permit | Staff Approval | New Window and Wall Signs for new restaurant tenant |
| 5/29/2025 | 25-285 | 500 W Loockerman St | Building Permit - Accessory Structure (Solar Canopy) | Staff Approval | Freestanding canopy over a series of parking spaces with solar panels and equipment for EV changing stations. |
| 5/21/2025 | 25-515 | 55 The Green | Building Permit - Exterior Renovations | Staff Approval | Replacement of wood columns on rotunda entry. |
| 5/15/2025 | 25-599 | 401 Federal St | Building Permit - Generator Replacement | No Planning Staff Review. | Replacement of generator |
| 5/22/2025 | 25-693 | 426 S State St, George & Vyas Attorneys | Sign Permit | Staff Approval | Replacement of signs for new law office tenant. |
| 6/4/2025 | 25-670 | 500 W Loockerman St | Building Permit - Interior Renovations | Staff Approval | Interior Renovations on third floor for tenant fit-out. |
| 6/5/2025 | 25-704 | 32 W Loockerman St, Loockerman Square | Siding Permit | Staff Approval | Replacement of existing siding on side of building. |
| 6/18/2025 | 25-738 | 523 S State St, Christ Church | Temporary Sign Permit | Staff Approval | Temporary Sign Banner installation. |
| 6/13/2025 | 25-763 | 145 S State St | Building Permit - Exterior & Interior Renovations | Staff Approval | Extension of previous Permit to convert existing building into 4 apartment units |
| 6/12/2025 | 25-796 | 121 S State St, M&T Bank Dover Financial Center | Roof Permit | Staff Approval | Replacement of flat roof area |
| 7/14/2025 | 25-990 | 2 Kings Highway, NE | Siding Permit | Staff Approval | Replacement of clapboard style (horizontal) siding on residence with the same. |



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

- Application: Dover Mobility Center Garage, HI-24-09 REVISED
- Owners: 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.
- Location: North of Minor Street Alley between South Bradford Street and South
Governors Avenue
- Addresses: 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
- 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
- Additional Parcel: 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.
- Project Area: estimated at 0.8577 acres +/-
- Present Uses: Parking Lot (and previously Two Residential-Style Buildings Used as
Offices, now demolished)
- Proposed Use: 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.
- Present Zoning: C-2 (Central Commercial Zone)
H (Historic District Zone)
- For Consideration: 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 *Façade 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 façade. 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*.



August 1, 2025

Dawn Melson-Williams, AICP
Principal Planner
City of Dover, Delaware
Department of Planning & Inspections

RE: Application HI-24-09 Dover Mobility Center Garage at 133 S. Governors Avenue

Dear Ms. Melson-Williams,

In reference to previous correspondence related to the subject application, the Downtown Dover Partnership has elected to implement a series of refinements that strengthen the project's connection to the historic fabric of Downtown Dover while enhancing the pedestrian experience and maintaining the architectural philosophy presented at the December 19, 2024, Historic District Commission hearing.

Overview of Design Revisions:

- **Expanded Retail Footprint:** Increased ground-floor retail space to highlight the Mobility Center, creating a more vibrant, pedestrian-focused environment with direct street-level access.
- **Improved Public Amenities:** Improved features such as bike and scooter parking, public restrooms, and higher ceiling heights on the ground floor to enhance the appeal and function of retail and public spaces.
- **Reduced Neighborhood Impact:** Removed the garage entrance along S. Bradford Street to maintain the quiet, residential character of that corridor and concentrated all garage ingress/egress along S. Governors Avenue, a more appropriate urban thoroughfare.
- **Contextual Building Scale:** Reduced the overall building height along S. Governors Avenue by removing one tier of parking on this elevation, further aligning the building's scale with its historic surroundings.
- **Refined Architectural Character:** Maintained the use of brick facades with detailed cornices as key pedestrian focal points and enhanced the highlighting of brick elements and darkening the precast concrete spandrel panels at the second level to allowing the brick elements to maintain visually prominence.
- **Master Plan Alignment:** Reduced the total parking capacity from 400 to 329 spaces to better align with the intent of the Capital City 2030: Transforming Downtown Dover Master Plan.





These changes reflect our commitment to hearing and addressing the Commission's comments and concerns and we believe the design maintains alignment with the Downtown Dover's historic context and enhances its long-term livability and economic vitality.

The enclosed package includes the following documents for further consideration by the Historic District Commission:

- Revisions to the originally submitted Design Narrative with deleted items denoted with a ~~strikethrough~~ and added items denoted in **bold text**.
- Updated responses to previous Historic District Commission recommendations.
- Updated architectural graphics package, with revised sheets incorporated and denoted as "Revised" with a maroon border and dated August 1, 2025. For ease of review, we have retained the original submission sheets, dated December 19, 2024 without the maroon border.

We appreciate the continued collaboration of the City of Dover and the Historic District Commission as we seek recommendation for Architectural Review Certification. Please do not hesitate to contact us should you have any questions or need additional information.

Sincerely,

J.D. Bartlett, PE
Operations Manager
EDiS Company



August 1, 2024

Department of Planning & Inspections
City of Dover
PO BOX 475
Dover, DE 19903

The Dover Mobility Center will be a newly constructed 4-story, ~~400-space~~ **329-space** multi-purpose garage in the heart of Downtown Dover. The structure will be situated at 133 S. Governor's Avenue, Dover, DE 19904, a future consolidation of six contiguous parcels currently known as 133 S. Governors Ave., 139 S. Governors Ave., 145 S. Governors Ave., 136 S. Bradford St., 148 S. Bradford St., and 150 S. Bradford St. The intended lot consolidation will require vacating a portion of an existing paper alley that currently runs through the boundaries of the project parcels. The site is located one block north of Lookerman Street, the site is bordered by S. Governors Avenue to the west, S Bradford Street to the east, and Minor Street Alley to the south. Currently, surface parking lots on this site serve as public and permit parking for the downtown district.

The proposed Mobility Center aims to accommodate the increased parking demands resulting from incentives outlined in the *Capital City 2030: Transforming Downtown Dover Master Plan*, which anticipates greater business activity and an influx of new residents downtown in mixed-use redevelopment projects. The Center's parking infrastructure is crucial in supporting the transformation of the Capital City into a vibrant hub for commerce, living, and cultural activities projected through 2030 and beyond.

Architectural Design and Adherence to Historic District Guidelines

The architecture of the Mobility Center is crafted to creatively reflect and honor the historic district while adhering to its guidelines. The design aligns with the Historic District Zone's standards, emphasizing that:

“...the slavish and literal copying of architectural styles and elements will trivialize and confuse the genuine historic architecture of the City of Dover... Contemporary architecture should be representative of the time in which it is created and should thus contribute to Dover's architectural diversity for the appreciation of future generations.”¹

Although “contemporary” in style, the Center's architecture respects the historic context rather than replicating neighboring structures. Drawing inspiration from the tectonics of early Victorian-era carriage and horse stables—the antecedents of modern automobile garages—the building incorporates their guiding principles of scale, rhythm, proportion, and materiality. This approach enables the structure to harmonize with its surroundings and avoid appearing contextually foreign.

¹ *Design Standards and Guidelines for the City of Dover Historic District Zone*; John Milner Associates, 1992; 4-2

Aligned with the Design Standards and the new C-2 zoning regulations, the building's massing incorporates a tripartite form with a six-foot setback. This setback, applied on both frontages after the second floor, scales the building comfortably for public interaction. It also enables the use of materials on the first two levels that correspond with the historic context by aligning with elements like the historic cornice lines prevalent within the historic district.

With the core approach of respect rather than replication, the building takes cues and architectural style from the buildings downtown, rather than direct forgery. An example of which is the building's brickwork, which takes cues such as the size, shape, color variation, and uniformity of bricks prevalent downtown. The patterning of the brick, mainly running bond with accents of soldier coursing, is a common theme downtown and serves as an acknowledgement and method of folding the building into the fabric of Dover.

On the upper levels, contemporary materials and forms predominate. Precast concrete spandrel panels reference historic cornice styles, incorporating dynamic spandrel panels with historically inspired insets. The exposed stair towers on S Governors and S Bradford introduce modern glass construction, serving as a wayfinding beacon. To acknowledge the building's place in the ongoing history of Downtown Dover, the glass also serves as a mirror to reflect its neighboring architecture and sky.

Site

The building is designed to adhere closely to C-2 zoning requirements, which call for a zero-foot setback, positioning the Mobility Center directly along the sidewalk edge. At the entry points, the sidewalk will be expanded to enhance pedestrian flow and create a welcoming, accessible frontage. This expansion is further supported by thoughtfully planned site elements such as light poles and wall sconces that provide essential lighting while complementing the architectural design.

In addition, a selection of street trees and landscaped plantings along the building's perimeter will create a comfortable, shaded environment for pedestrians, contributing to a pleasant streetscape. **In response to Staff and HDC comments, we will explore canopy tree options to provide enhanced greenery and shade.** To the north of the structure on S Bradford Street, a greenspace area is proposed, incorporating trees, shrubs, and various plantings to enhance the aesthetic quality of the site and provide a natural respite within the urban landscape. This greenspace will serve as a "pocket park", offering a convenient and valuable amenity for residents and visitors with pets.

All site elements, including landscaping and lighting, will be carefully positioned to ensure they do not obstruct visibility for drivers or compromise pedestrian safety in addition to limiting light pollution for neighboring properties. Special attention will be given to sightlines at entry and exit points, promoting a safe, pedestrian-friendly environment that aligns with the broader vision of Downtown Dover as a vibrant

and accessible community space. **In response to Staff and HDC comments, exterior and street lighting will complement in their style the light fixtures prevalent throughout the Dover Historic District.**

Ground Floor Programming and Design

The ground floor of the Mobility Center is thoughtfully programmed to serve a variety of needs, enhancing both functionality and accessibility. Key features include ~~a welcome center,~~ **with expanded retail spaces for various local businesses,** public washrooms accessible through **the bike & scooter parking area on S. Bradford Street.** ~~welcome center~~ during business hours to support visitors, as well as a bicycle repair hub that encourages cycling as a sustainable transportation option. **In addition to the retail,** the ground floor also houses a management office, **storage for building operations,** and designated parking areas for bicycles and scooters, which will be complemented by lockers to facilitate secure package delivery and retrieval. Vertical circulation elements, including stairwells and elevators, connect this level to the upper floors, while back-of-house spaces support the operational needs of the facility.

~~In addition to general garage parking,~~ The ground floor is designed with a number of specialized parking spaces, such as accessible spots, including those designated for van access., as well as designated electric vehicle (EV) charging stations ~~and short-term 30-minute parking spaces.~~ These additions promote inclusiveness, sustainable transportation, and convenience for ~~short-term~~ **Dover** visitors.

An exterior location along Governors Avenue is designated for bikeshare docks, aligning with the objectives of both the Kent County MPO's strategic plan and the *Capital City 2030: Transforming Downtown Dover* plan by the Downtown Dover Partnership (DDP). This bikeshare docking area supports regional and local goals to encourage sustainable transportation options and increase bike accessibility for residents and visitors. The placement along Governors Avenue strategically situates the bikeshare docks for easy access, allowing users to seamlessly connect to other downtown destinations and transportation nodes. The integration of bikeshare infrastructure into the Mobility Center not only supports eco-friendly transit but also contributes to Dover's vision of a more connected, pedestrian- and cyclist-friendly urban core.

Garage entrances and exits ~~are~~ **is** strategically placed on ~~both S Governors Avenue and S Bradford Street,~~ enhancing access to the facility while limiting a burden of vehicles on ~~either side~~ **S. Bradford Street.** The S Governors Avenue entrance is expected to handle ~~a higher~~ **the** volume of traffic due to its status as a state road with larger traffic flows, allowing for efficient circulation in and out of the garage. This thoughtful layout ensures a streamlined experience for all users, aligning with the Mobility Center's goals of accessibility, sustainability, and integration within the downtown infrastructure.

Façade Design and Materiality of the Pedestrian zone

The Mobility Center's garage façade will feature primarily precast architectural concrete with brick cladding that matches the color and scale of surrounding buildings. This material selection, as well as the overall design, reflects the input gathered from the public at the October 23, 2024 Open House, where attendees helped shape the aesthetic by voting on their favorite of three pre-selected brick samples that range in color and shape. The brickwork employs varying orientations, particularly within column bays and at the cornice level, to introduce architectural texture and provide a contemporary nod to traditional Victorian brickwork. This technique ensures a harmonious blend with Dover's historic aesthetic while expressing a modern identity.

Both street-facing elevations follow this brickwork pattern up to a setback above the second floor. Beyond this setback, the façade transitions to decorative precast concrete spandrels, which, in color and form, were also selected with public input. The thoughtful progression from brick to concrete on the upper floors emphasizes the building's contemporary character while maintaining visual cohesion with the district's architectural language.

Along Minor Street, the brickwork and decorative detailing wrap the corner up to the second structural column, then simplify into a streamlined design. This strategic simplification allows flexibility for future transformations of Minor Street Alley, envisioning a shift from a car-dominated space to a pedestrian-friendly zone. The simplified façade is primed for future additions, such as murals, supplementary lighting, and screening, giving the Downtown Dover Partnership the agency to shape this side of the building as the surrounding area evolves.

The north elevation, which will function as a party wall due to fire safety regulations of proximity to the building's property line and existing adjacent neighbor, has limited openings but retains visual interest through adjacent landscaping. A pocket park with trees, and greenery will create a collaborative public space that draws people into the area. This elevation is specifically designed to host a large mural, turning the party wall into a canvas for public art and adding vibrancy to this side of the building. Together, these design choices reflect a commitment to honoring public input, integrating contemporary style with historical context, and aligning with the Design Standards and Guidelines for the City of Dover Historic District Zone.

Windows, Openings, and Canopies

The windows in the Mobility Center's welcome center, retail, and office spaces are proportioned to align harmoniously with those of neighboring buildings, creating a cohesive streetscape. For the parking garage's pedestrian entries, double doors are planned to match the proportions of surrounding storefronts, integrating seamlessly with the architectural rhythm of the street.

Extending across the length of the ground floor, canopies with dark painted metal fascia will be installed, designed with detailing that complements the brickwork and adds an additional layer of architectural refinement. These canopies are topped with a landscaping tray system, which serves the dual function of managing stormwater runoff and visually lowering the building's scale to create a more pedestrian-friendly atmosphere.

In the main body of the parking garage, much of the structure is open above the safety railing and spandrel panels, maximizing airflow to meet the ventilation requirements of a parking facility. This open design supports efficient air exchanges, enhancing both the comfort and safety of the garage environment. The design choices throughout the structure focus on balancing functionality, historical alignment, and pedestrian comfort, reinforcing the Mobility Center as a well-integrated, accessible element of downtown Dover's urban fabric.

Sincerely,

Michael S. McCloskey, AIA, LEED AP
Vice President
215.609.4609 | mmccloskey@core-states.com

August 1, 2025

J.D. Bartlett, PE
EDiS Company
One Riverwalk Center
110 S. Poplar St. #400
Wilmington, DE 19801

Re: HDC Architectural Review Staff Report, HI-24-09 Dover Mobility Center Garage

JD, please forward to appropriate parties for Core States Group response to Staff comments dated December 19, 2024.

Dear Staff:

Thank you for your review and comment of our proposed Downtown Mobility Center Garage at 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. Below are our responses to the comments provided in your report.

STAFF COMMENTS

The following conditions are recommended by Staff to improve the project’s compliance with the recommended guidelines of the Design Standards and Guidelines. The following are recommended conditions:

| Item | Comment | Response |
|------|--|--|
| 2. | Staff 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. | |
| 3a. | The selected brick choices should be compatible to the brick of other existing buildings in the area. | Color palette will be provided with brick of existing buildings along with our brick selection for demonstration with compatibility. We will provide brick specifications of proposed brick for city review. |
| 3b. | Consideration of wall or free-standing signage may require additional review. | We will design to the guidelines and approved standards and submit for Signage Permit at the |

| | | |
|-----|---|--|
| | | appropriate time during the design and construction process |
| 3c. | 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 | Building lighting selections will be done with careful consideration of existing and nearby areas within the Historic District |
| 3d. | 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 | Agreed |
| 3e. | The south elevation should include treatment to improve the appearance at the roof level, particularly at the southwest corner, as this building will be taller than the adjacent buildings on Loockerman Street and will therefore be visible | <p>The revised parking garage design lowered S. Governor’s Street elevations, along with stairs and elevator tower height.</p> <p>The revised south elevation makes the distinction that the elevator tower along the northwest corner is set back considerably from the south façade, which allows the elevation to read more accurately with the height of the top parking tier at the 4th 3rd tier. Additionally, we have extended the precast raised panel façade treatment throughout all precast spandrel panels to provide architectural articulation throughout.</p> |
| 3f. | 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. | We have reduced the expanse of solid wall while carrying joint lines that extend from the open spandrel panel now proposed along the northeastern half of the north elevation. |
| 3g. | 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 as this no longer appears to be a “party wall.” At the pedestrian level the continuation of brick materials is recommended and other segmentation or | The brick façade has been returned and wrapped to the first precast column bay to create an expression of building depth, improving the visual cues to the urban fabric looking south towards our building. |

| | | |
|-----|---|---|
| | detailing to divide this wall and give dimension. | |
| 3h. | Clarify the treatment of the large openings in the brick facades at the second-floor level, especially on the S. Bradford Street elevation. | <p>These are brick framed openings at the second level garage. The Open garage needs free air flow to reduce mechanical ventilation measures, but the design aims to maintain the 2 story enclosed brick expressions at the retail to improve streetscape.</p> <p>The precast spandrel within these openings will be taller as design refinement continues to provide code-compliant guard heights and fall protection, reducing the actual opening height in these areas.</p> <p>However, those panels will be darker in color to fade into the background and ensure that pedestrian focus remains on the brick detailing along the retail spaces. This concept was matched on S. Governor’s Street as well.</p> |
| 3i. | Any revisions or changes in the identified materials may be subject to further review by the Historic District Commission. | Understood. |
| | | |

Thank you for your time and attention to our development as part of the revitalization of Downtown Dover.

Sincerely,

Michael S. McCloskey, AIA, LEED AP
Vice President
215.609.4609 | mmccloskey@core-states.com

DOVER MOBILITY CENTER GARAGE

DOVER, KENT COUNTY, DELAWARE
DOWNTOWN DOVER PARTNERSHIP | EDiS, COLONIAL PARKING + MOSAIC DEVELOPMENT PARTNERS JV

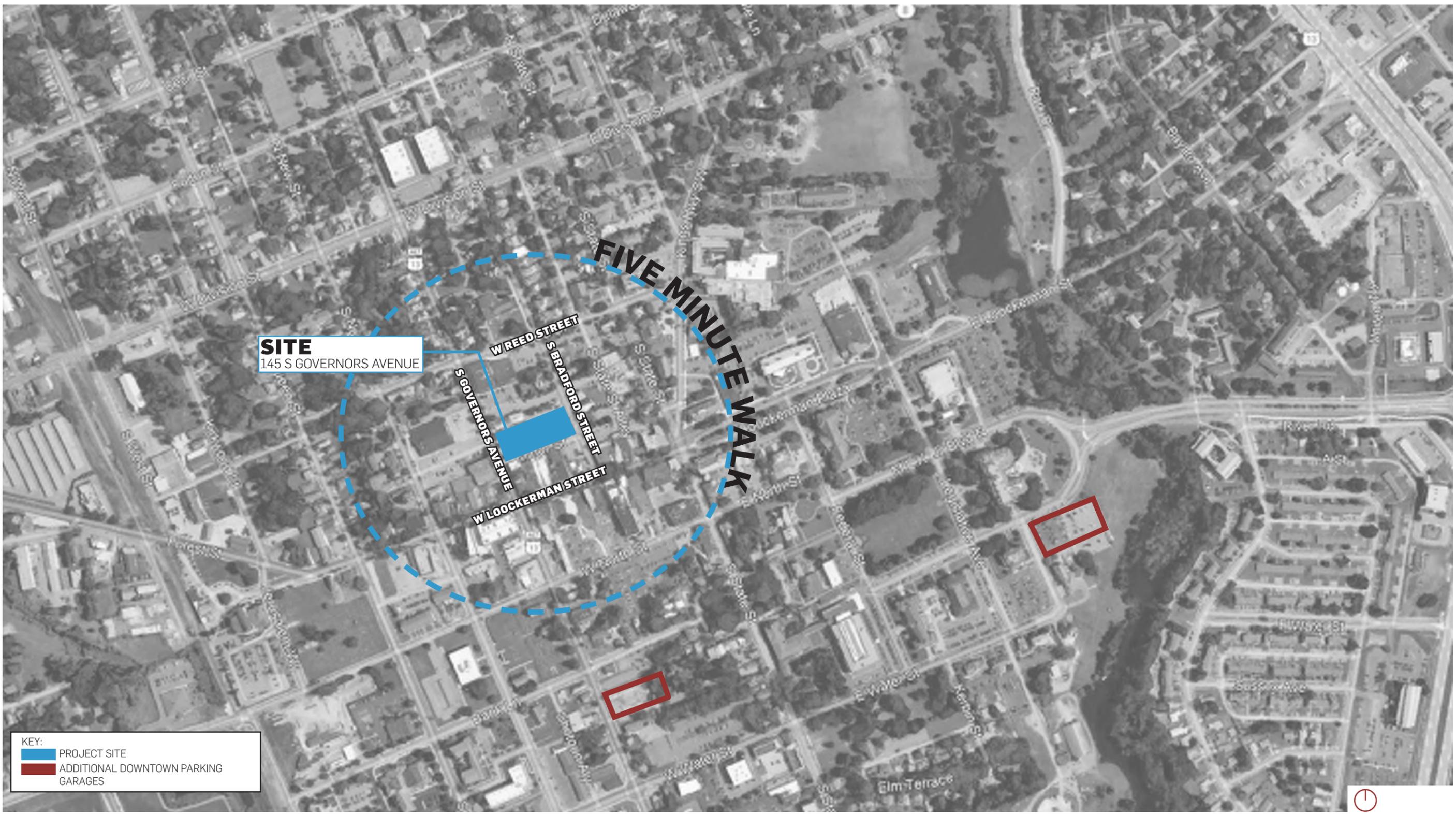
HISTORIC DISTRICT COMMISSION PRESENTATION



DOVER MOBILITY CENTER **GARAGE**

DOVER, KENT COUNTY, DELAWARE
DOWNTOWN DOVER PARTNERSHIP | EDiS, COLONIAL PARKING + MOSAIC DEVELOPMENT PARTNERS JV
HISTORIC DISTRICT COMMISSION PRESENTATION





DEVELOPMENT PARCELS

SITE SELECTIONS AND CONSIDERATION



SOURCE: ESRI COMMUNITY MAPS, CITY OF DOVER

IDEAL LOCATION

- Master Plan identified Bradford Street Parking Lot
- Location: Between S Bradford, S Governors, and Minor Streets

VIABLE SITES ACQUIRED

- Identified parcels owned by DDP, City of Dover;
- 150 S Bradford Street under contract by DDP.

SITE CONTEXT

- Site located one block north of Lookerman Street.
- Walkable link to downtown businesses.

ENVIRONMENTAL CONSIDERATIONS

- Impacted properties identified.
- Mitigation planned / in-progress.

ADDRESSES AND PARCEL ID

- 133 S. Governors Ave**
Parcel ID: ED05-077.09-02-10.00
- 139 S. Governors Ave**
Parcel ID: ED05-077.09-02-09.00
- 145 S. Governors Ave**
Parcel ID: ED05-077.09-02-08.00
- 150 S. Bradford Street**
Parcel ID: ED05-077.09-02-27.00
- 148 S. Bradford Street**
Parcel ID: ED05-077.09-02-25.00
- 136 S. Bradford Street**
Parcel ID: ED05-077.09-02-24.00



KEY:

- RETAIL & AMENITIES
- MANAGEMENT
- SUPPORT / BACK-OF-HOUSE
- PUBLIC FACILITIES
- VEHICULAR ACCESSPOINTS
- PEDESTRIAN ACCESSPOINTS



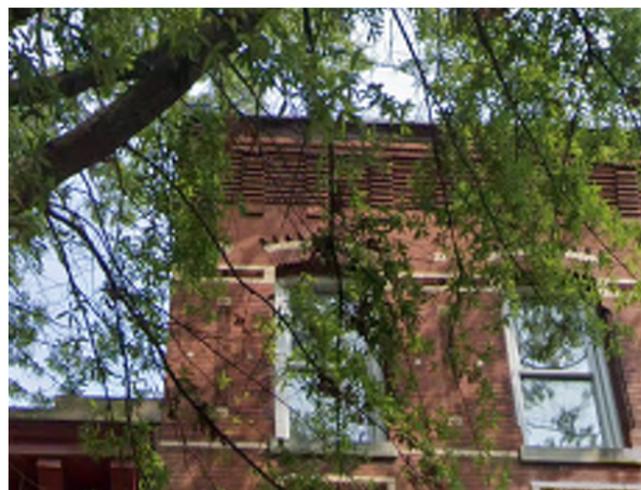
BRICK PATTERNING BRICK COLORING



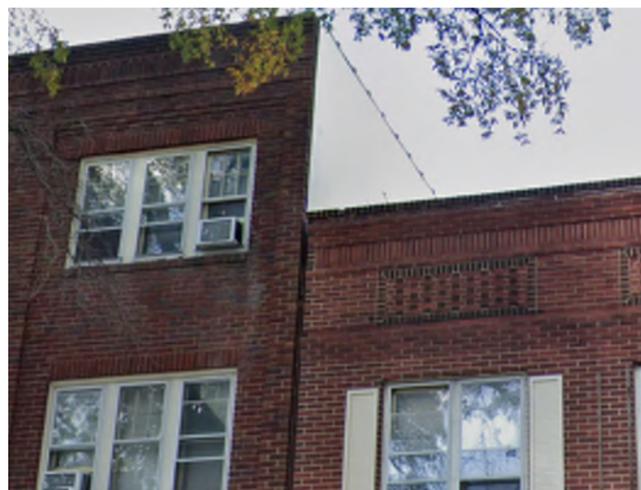
224 W. LOCKERMAN STREET



1 W. LOCKERMAN STREET



27 W. LOCKERMAN STREET



231 W. LOCKERMAN STREET



147 S. GOVERNORS AVENUE



146 S. GOVERNORS AVENUE



101 W. LOCKERMAN STREET



155 S. BRADFORD STREET

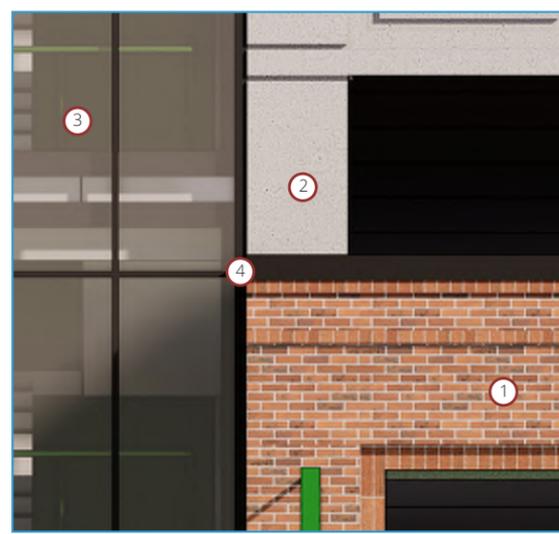


308 S. STATE STREET



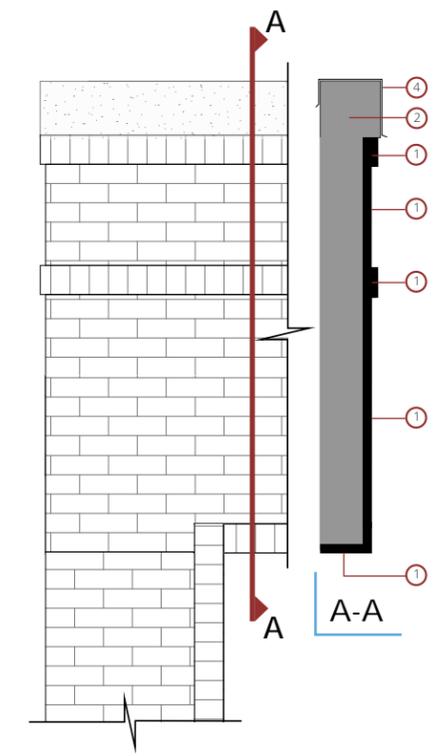
146 S. GOVERNORS AVENUE
DECORATION AND FILIGREE

ELEVATIONS



W: WEST ELEVATION - CLOSE - UP

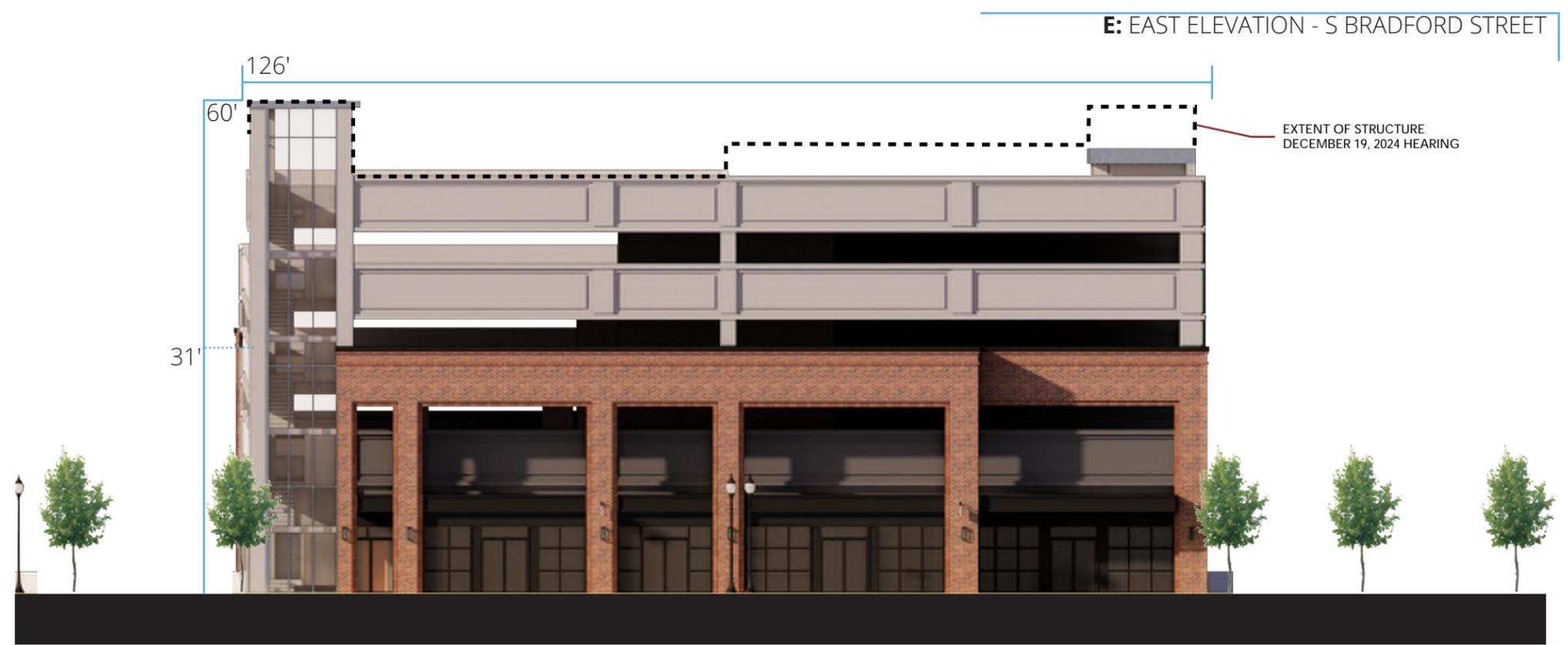
- KEY:
- ① BRICK
 - ② PRE-CAST CONCRETE
 - ③ STOREFRONT / GLAZING
 - ④ PAINTED METAL



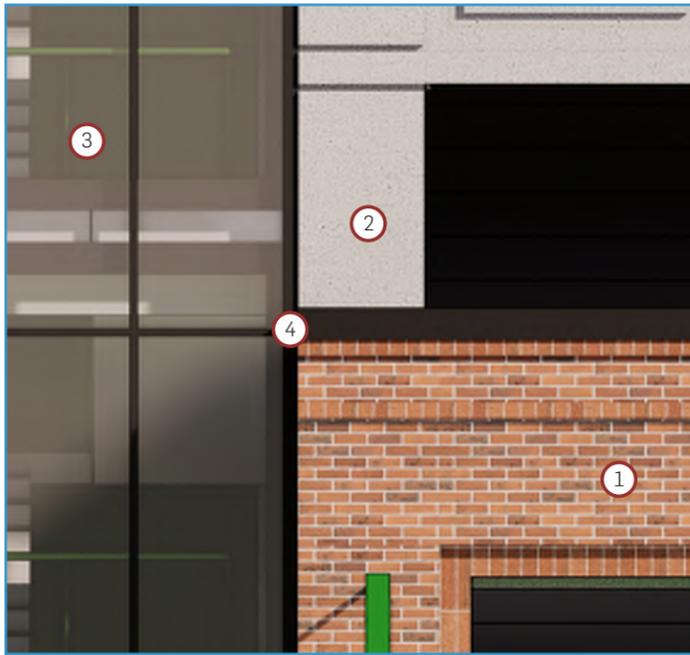
W: TYPICAL CORNICE PROFILE



W: WEST ELEVATION - S GOVERNORS AVENUE

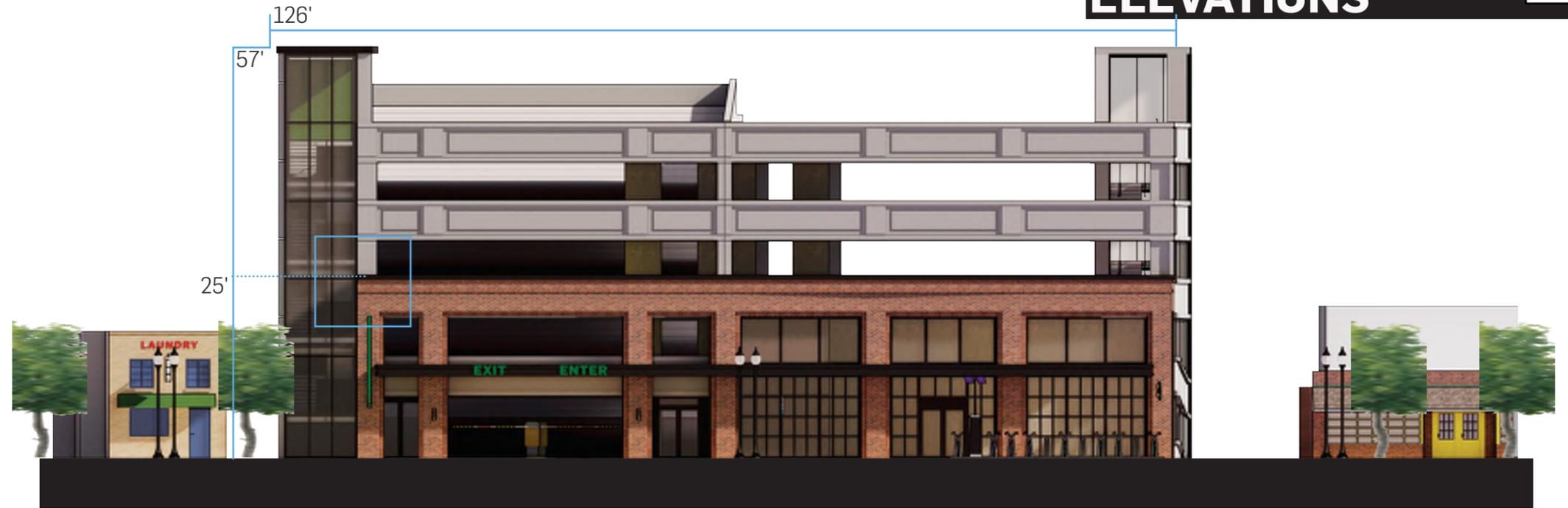


E: EAST ELEVATION - S BRADFORD STREET



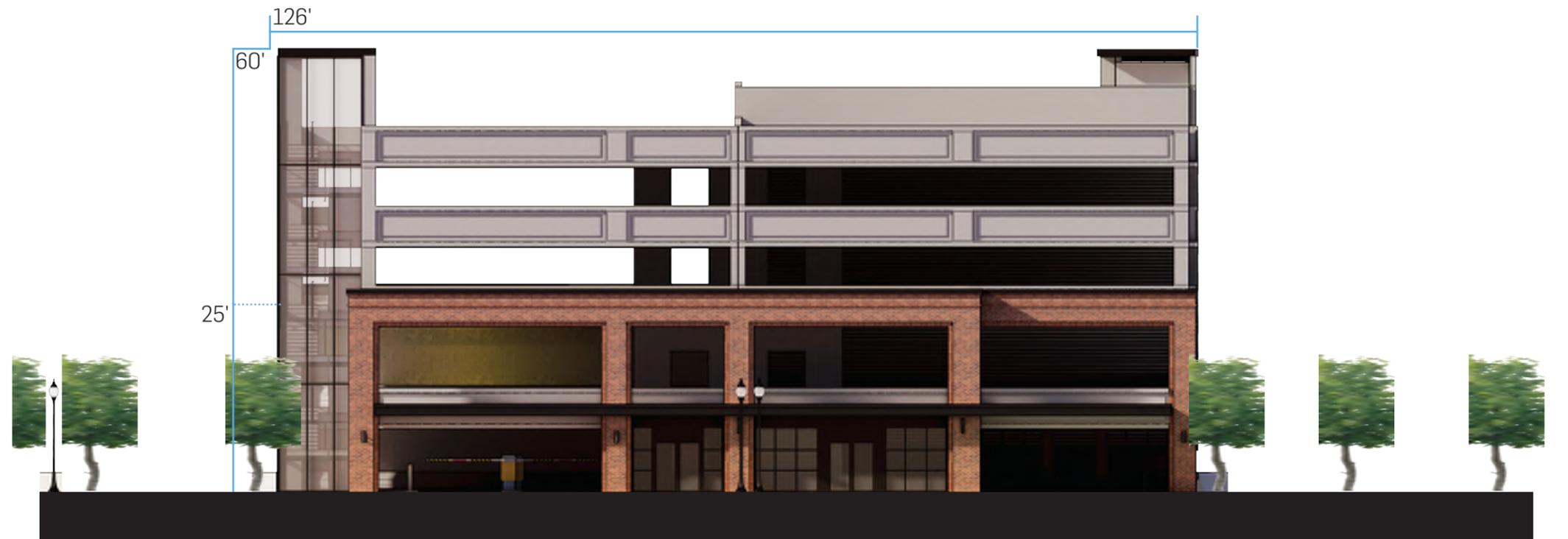
W: WEST ELEVATION - CLOSE - UP

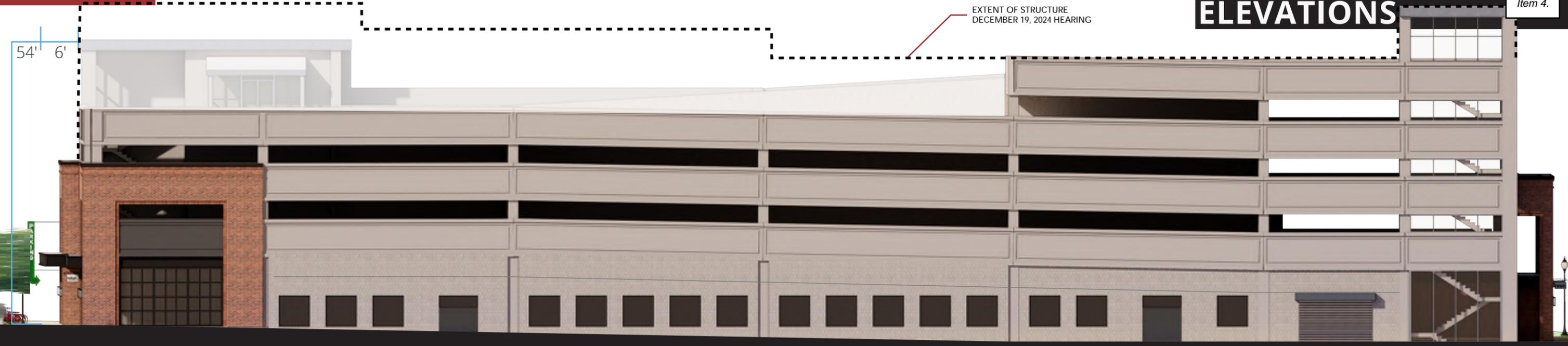
- KEY:
- ① BRICK
 - ② PRE-CAST CONCRETE
 - ③ STOREFRONT / GLAZING
 - ④ PAINTED METAL



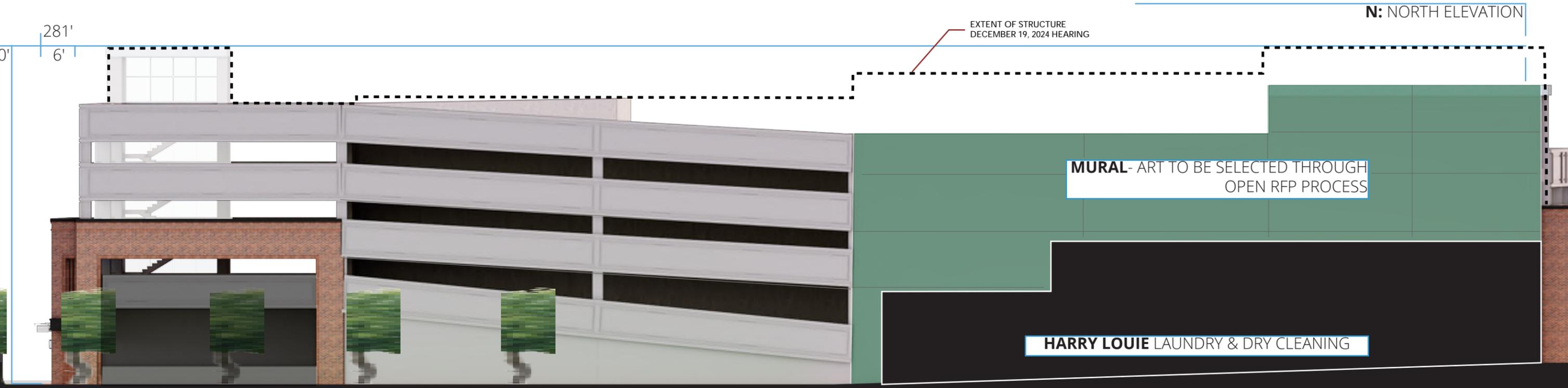
W: WEST ELEVATION - S GOVERNORS AVENUE

E: EAST ELEVATION - S BRADFORD STREET





S: SOUTH ELEVATION - MINOR STREET ALLEY

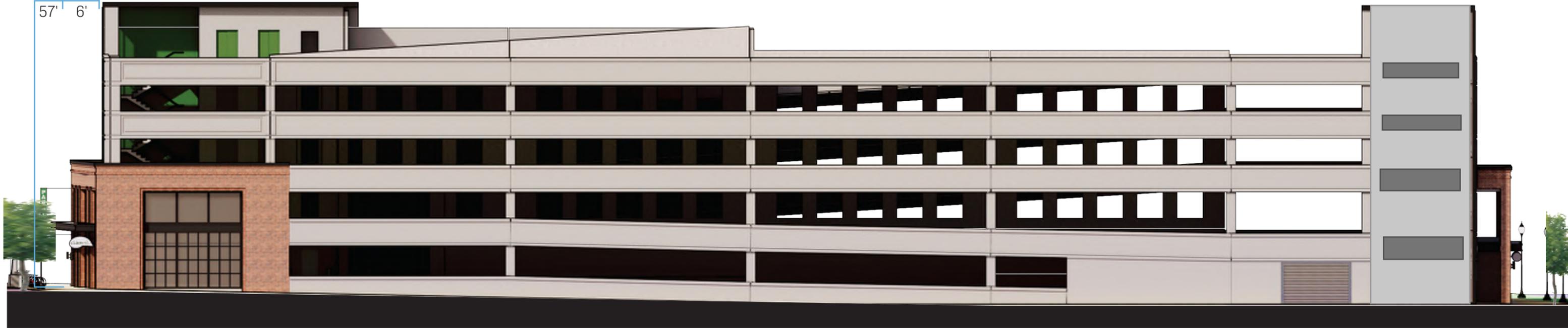


N: NORTH ELEVATION

MURAL- ART TO BE SELECTED THROUGH OPEN RFP PROCESS

HARRY LOUIE LAUNDRY & DRY CLEANING

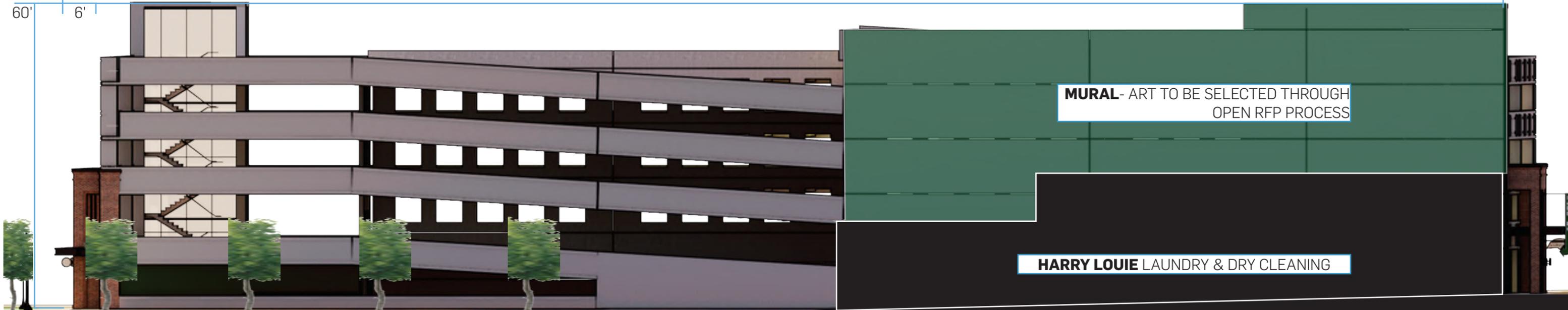
min.
57' 6"



S: SOUTH ELEVATION - MINOR STREET ALLEY

N: NORTH ELEVATION

281'
60' 6"



MURAL- ART TO BE SELECTED THROUGH OPEN RFP PROCESS

HARRY LOUIE LAUNDRY & DRY CLEANING



A: VIEW LOOKING NORTH-EAST FROM S GOVERNORS AVENUE



A: VIEW LOOKING NORTH-EAST FROM S GOVERNORS AVENUE



B: VIEW LOOKING NORTH-WEST FROM S BRADFORD STREET



B: VIEW LOOKING NORTH-WEST FROM S BRADFORD STREET



1: VIEW FACING NORTH FROM S BRADFORD STREET



2: VIEW FACING SOUTH FROM S GOVERNORS AVENUE



1: VIEW FACING NORTH FROM S BRADFORD STREET



2: VIEW FACING SOUTH FROM S GOVERNORS AVENUE

BECKER MORGAN GROUP

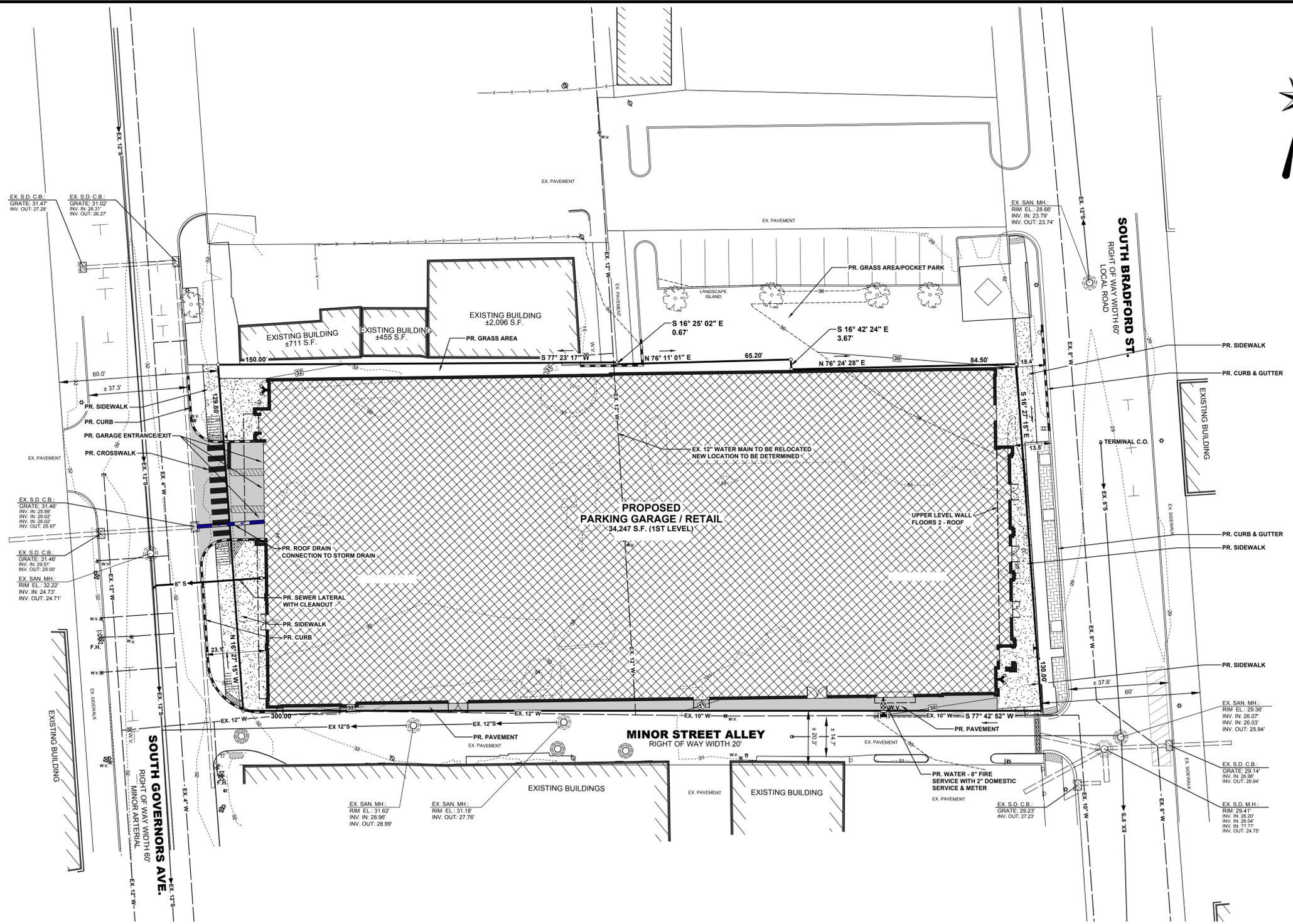
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ENGINEERING

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Newark, DE 19713
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Salisbury, MD 21801
410.546.9100

North Carolina
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Wilmington, NC 28403
910.341.7600

www.beckermorgan.com



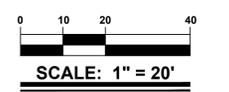
PROJECT TITLE

DOWNTOWN DOVER PARTNERSHIP DOVER MOBILITY CENTER HUB

S. GOVERNORS AVE.
CITY OF DOVER
KENT COUNTY, DE

SHEET TITLE

SITE, UTILITY, & GRADING PLAN



| MARK | DATE | DESCRIPTION |
|-------------|-------|-------------|
| LAYER STATE | C-201 | |

PROJECT NO.: 2024314.00
DATE: 8-1-25
SCALE: 1" = 20'
DRAWN BY: A.J.S. | PROJ. MGR.: M.J.H.

SHEET

C-201

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