



D/DRC Case

710 & 724 Pulaski, S/W Wayne, and 659 & 812 Greene Street

Innovista Design District

TMS: 08915-13-06, 08915-13-01, 08915-13-02, 08915-14-05, 08915-14-03

DESIGN/DEVELOPMENT REVIEW COMMISSION
DESIGN REVIEW DISTRICT
January 9, 2014
EVALUATION SHEET
Case #8 Regular Agenda - Urban

ADDRESS: 710 Pulaski Street, 724 Pulaski Street, and W/S Wayne Street, 659 Greene Street, 812 Greene Street.

APPLICANT: Edwards Communities Development Company

TAX MAP REFERENCE: R08915-13-06, R08915-13-01, R08915-13-02, R08915-14-05, R08915-14-03

USE OF PROPERTY: Residential (Private Student Dormitories)

REVIEW DISTRICT: Innovista Design District (-ID)

NATURE OF REQUEST: Request for Certificate of Design Approval for new construction of private student dormitories.

FINDINGS/COMMENTS:

Note: Comments within this report are organized by improvements upon private property and are then followed by a review of improvements to be located within the public right-of-way. Two buildings are being reviewed. The building on the north side of Greene Street at the NE corner of Pulaski and Greene will be referred to as the north building while the building on the south side of Greene Street at the SE corner of Pulaski and Greene will be referred to as the south building.

Development within Private Property

Site Planning

1.0.1 The manner in which a building and its accessory uses are arranged on a site is critical to how the building contributes to the overall quality of the built environment. This section outlines a series of site planning guidelines that will help establish a human-scale, pedestrian-friendly quality in the Innovista district.

1.1 Parking Facility, Location, Landscaping, and Screening

1.1.1 Location and design treatment of the parking needed to serve Innovista development will have significant influence on the area's physical structure and visual character. One of the most difficult issues in urban development is providing an adequate amount of convenient parking without allowing parking structures and surface lots to dominate the urban setting. The amount of off-street parking required for any new development is prescribed in the City's zoning ordinance; the guidance provided herein should ultimately be reflected in the parking provisions of that ordinance. Following are several principles that should apply to all parking facilities within the Innovista District, both structured and surface.

1.1.2 The use of an entire block for parking (either surface or structure) is discouraged.

1.1.3 Auto access to and from parking lots, structures, and service areas should be from "B" Streets only. (Refer to pages 31-37 of the Innovista Mater Plan to identify "A" and "B" streets.)

Proposal

North Building:

The north building will have its primary façade face Greene Street, while access to parking will occur along Pulaski Street. Approximately 40-50 feet of frontage along Pulaski will be access frontage.

South Building:

The development proposal positions a parking garage at the NE corner of the development parcel near Greene St. and the Rail Road. Access is provided at Pulaski Street approximately 260 feet from Greene and Pulaski. A bank drive through will occur along this access drive. The drive through will be screened from the bank facility.

Recommendations:

Staff has no recommendation as to the plans that have been submitted.

1.2 Structured Parking

1.2.1 The location and design of both public and private parking structures should be governed by the following guidelines:

1.2.2 Where possible, parking structures should be located within the block core, with actively programmed building space fronting on all streets. (Refer to zoning maps for allowable uses in required Ground Floor Activity Zones)

1.2.3 Where location of parking within the block core is not feasible, parking structures should be located to the rear of the principal-use building oriented to front on the address street. The ground floor of the parking structure should be actively programmed on streets with an active commercial frontage.

1.2.4 No parking structure frontage should be permitted on Innovista's "A" streets unless the structure's façade provides a compatible streetscape frontage and active programming on the ground floor. (Refer to pages 31-37 of the Innovista Master Plan to identify "A" and "B" Streets).

1.2.5 Any parking structure which is located adjacent to a street should be set back a minimum of 6 feet and a maximum of 10 feet from the sidewalk. This setback should be landscaped with trees, shrubs, and ground cover to soften views of the structure, provide visual interest, and establish a sense of human scale.

1.2.6 Structured parking configured as a base level podium supporting a high-rise tower should not be permitted.

1.2.7 The parking structure should be compatible in quality, form, materials, colors and textures with the structure's being served.

1.2.8 Parking structure roof lines which are visible from the street should be level; ramping should occur within the structure or on the interior of the block where it is screened from the street.

1.2.9 Light sources within parking structures shall be screened, architecturally or otherwise, from the street.

Proposal

The developer is proposing 297 parking spaces within the structure. The structure will be four stories. The structure will have a faux façade at the corner of Greene and the Railroad. A stair tower element will occur between the housing structure and the parking garage. The façade of the parking garage along Greene Street will have three architectural metal panel elements as well as exposed openings with railings. The structure will be located along Greene Street and on an "A" Street.

Comments:

The ground floor will not be programed as the Greene Street Bridge will be elevated at this point. Staff did work with the developer to have the parking Garage engage with the Greene Street bridge, however the fire department has required an at grade access lane, thus 24.7 ft setback. The façade will have three vertical rectangles consisting of Hardie Board Panels to coordinate with the facades of the housing structure. The parking garage is provided with a façade that is complimentary with regard to building materials relating to

the main building. The developer is currently discussing options for possible expansion of the parking garage to Devine Street to create a shared parking garage for development of the Palmetto Compress Property.

Recommendations:

Staff recommends that the commission defer details of the existing stature and any future expansion of the parking garage to staff.

1.3 Surface Parking

1.3.1 New surface parking lots should be designed to minimize the negative impact of large paved surfaces on the quality of the visual environment. They should be located behind the building(s) they serve.

1.3.2 New surface lots should meet the City's landscape ordinance; however, if a parking lot does not meet the threshold for which the Landscape Ordinance applies, screening and street trees shall be provided per the following:

1.3.3 Street trees should be provided along all street frontage and spaced at 35-40 ft. intervals.

1.3.4 Continuous landscape screening (along 100 percent of the street frontage except at entrances and exits) must be provided by a evergreen hedge.

1.3.5 Street trees should be installed at a minimum size of 2 ½ inch caliper and should be 14-16 ft high.

1.3.6 Hedges should be installed at a minimum height of 24 inches, with a maximum spacing of 30 inches; hedges should be maintained at a height of 36 to 42 inches. Hedges should be installed in a minimum 5 foot wide continuous landscape zone.

1.3.7 Irrigation is required in all landscaped areas.

1.3.8 Solid masonry walls 30 to 36 inches high, or a knee-wall 18 to 30 inches topped with decorative metal fencing can be substituted for hedges to screen parking areas; material should match the site's exterior building materials. Where such walls replace hedges, the 5 foot landscape zone may be reduced to the minimum width required for the wall plus a 12-inch planting zone for planting vines or other vegetation.

1.3.9 Where surface parking is not feasible to locate to the rear of the building, and is adjacent to the public sidewalk, specialty paving such as pavers, stamped concrete, or permeable paving should be used to minimize the visual impact on the pedestrian realm.

Proposal

North:

The applicant has made many attempts to located parking internal to each city block. Parking along Pulaski will start at about 20 feet from the right of way and will be screened by plantings.

South:

No surface parking will occur on site.

Comments:

At the time of permitting, a more detailed and specific landscaping plan will need to be provided for compliance with the guidelines and code requirements.

Recommendations:

1. Details of the hedges will need to be provided, details to be deferred to staff.
2. Street trees shall be installed at a minimum size of 2 ½ inch caliper and should be 14-16 ft high, details to be deferred to staff.
3. Internal landscaping shall meet the requirements of the landscaping ordinance.

4. An irrigation plan showing generally how irrigation will be provided internally to all landscaped areas shall be provided, details to be deferred to staff.
5. An irrigation plan for all landscaping within the right-of-way will need to be provided, details to be deferred to staff.
6. Details of masonry walls and retaining walls will need to be provided, details to be deferred to staff.

1.4 Setbacks

1.4.1 Setbacks shall be determined by the underlying zoning district. Further, detailed setback suggestions are provided in the Innovista Master Plan and should be considered where at all possible, on a site-specific basis.

1.4.2 Main building facades should be aligned to define a continuous street edge. When residential buildings face the street on the majority of a block face, the main façade of the building should be recessed up to twelve feet from the edge of the right-of-way to provide privacy on the first floor of the building.

Proposal

North

The north building will be located 9.6 to 13.9 along Greene Street and 2.6-2.8 feet along Pulaski Street. Setbacks within the MX-2 is 0-15 feet and 12 feet for residential buildings.

South

The north building will be located 30 ft to 35 ft along Greene Street and 1 ft to 3.9 ft feet along Pulaski Street. Setbacks within the MX-2 is 0-15 feet and 12 feet for residential buildings.

Refer to Open Space in Private Developments for more information regarding the 30-35 ft setback.

Recommendations:

Staff has no recommendation as to the plans that have been submitted.

1.5 Street Orientation

1.5.1 The way in which a structure is oriented to the street plays a major role in establishing the overall feeling of the street. As a general rule, building should be oriented to engage the pedestrian, not only visually, but functionally. This section provides specific directions on how this can be accomplished.

1.5.2 Storefronts should be designed to orient to the major street frontage. While side or rear entries may be desirable, the predominant major building entry should be oriented toward the major street.

1.5.3 The front building façade should be oriented parallel to the street or toward a major plaza or park.

1.5.4 The ground floor of buildings should be located at the same level as the open space or sidewalk to emphasize the physical and visual connection with the street. If the primary use is residential, the ground floor may be raised up half a level to protect the privacy of occupants.

1.5.5 Residential buildings should include the following:

- *Townhouses or other single-family attached: front door or stoop addressing the public sidewalk. Fences/walls should be transparent if they are higher than 24" above grade.*
- *Multi-family: An entrance to the lobby or common area addressing the public sidewalk.*

1.5.6 At least 80% of the lot frontage should be covered by a building structure and the remaining land should be landscaped. Spacing between buildings should be minimal to none in order to maintain the continuity of the building edges. Spacing of up to 35 feet between buildings is permitted to provide pedestrian access to parking or courtyards located behind buildings.

1.5.7 Building architecture should address the corner to take advantage of the prominent location and having two street frontages. Buildings on corners should typically have corner entrances, and include storefront features for at least 50% of the wall area on the side street elevation.

Proposal

North:

The applicant has created a site plan and located buildings in such a way as to establish an overall pedestrian feeling for the street. No storefronts have been provided, but overall the first floors of major pedestrian streets have established a rhythm and functional access. The main Lobby Entry is along Pulaski. The north building has 96% frontage along Greene Street with less than 35% opening and 70% frontage along Pulaski with more than 35 feet of spacing.

South:

The applicant has created a site plan and located buildings in such a way as to establish an overall pedestrian feeling for the street. Storefronts have been provided at the intersection of Pulaski and Greene with a leasing office, club room, and fitness room. Active uses extend about 50 feet along Pulaski and 60-70 feet along Greene. The main entry is on Pulaski. The south building has 83% frontage along Greene Street with less more than 35 feet of spacing at the railroad –Pedestrian access area and 80% along Pulaski and about 40 feet spacing. For information pertaining to the pedestrian access area see open space in private developments.

Comments:

The applicant has provided a lot frontage that is either compliant or substantially compliant with section 1.5.6.

Recommendations

Staff has no recommendation as to the plans that have been submitted.

1.6 Grade Change

1.6.2 If a street and sidewalk are sloping, the building façade elements should step down along the façade to address the slope and continue storefront features along the street.

1.6.2 If a street and sidewalk are sloping, the building façade elements should step down along the façade to address the slope and continue storefront features along the street.

1.6.3 Minimize the use of retaining walls where they would limit access between spaces.

Proposal

North:

The applicant has a proposed a building with minimal slope in the east west direction. Variation is within a few feet from east to west with the center as the high point. Minor grading of the site will occur.

South:

The applicant has a proposed a building with minimal slope in the east west direction. Variation is within 5 feet from east to west with the most significant changes occurring at the parking garage area with the center as the high point. A three foot variation will occur along Pulaski.

Note:

When the Greene Street Bridge is constructed the intersection of Pulaski Street will rise between 2 and 3 feet. This could cause the structures to appear sunken from the intersection. Staff has discussed this with the applicant. Staff recommends that the slab elevation of both structures be within 6 inches above the elevation of the intersection of Pulaski and Greene.

Recommendations

Staff recommends that as the construction drawings are created and developed that attention will need to be provided for elevations with grade changes. Staff recommends that the floor slabs of the structures be placed at 6 inches above the proposed intersection. Staff recommends that final review of the grading be deferred to staff.

1.7 Open Spaces in Private Development

1.7.1 Innovista District's primary open spaces should be located and designed according to the Innovista master plan.

1.7.2 To invite public use and ensure user security, plazas or other public open spaces should be visible from streets and sidewalks, and should be surrounded by actively programmed building spaces such as shops, restaurants, and residential units or offices.

Proposal

The Innovista master plan does call for two open space elements within this two block area. These items are the pedestrian access along the railroad, and the sculpture park.

Pedestrian Access

The plan does call for a pedestrian route parallel to the railroad right-of-way from the unopened portion of Wheat Street north to Greene Street through this and other properties. The applicant has provided such a path on this project although it is depicted as a driveway for fire access and a series of sidewalks.



Comments:

Staff has had conversation with the developer about making this fire access driveway into a pedestrian area that is designed to allow for fire access.

Recommendations

Staff recommends that details for the pedestrian access path be deferred to staff.

Sculpture Park

The plan does call for a 70 foot sculpture parking running parallel to the Greene Street right of way from the Railroad to Williams Street. The developer has provided a space of 30-35 feet for this amenity. In addition the developer has provided a design that is compatible with the Greene Street schematic design. This open space element will set the tone for developments further to the west of Pulaski.

Comments:

Because there are still many unknown regarding the Greene Street Bridge that will not be resolved until 6-12 months into the future it is staff's recommendation that details related to this open space be deferred to staff and that the developer is allowed to provide a two phased plan of implementation of this area.

Recommendations

Staff recommends that details related to this open space be deferred to staff and that the developer is allowed to provide a two phased plan of implementation of this area.

2.0 Architectural Style or Theme

2.0.1 No predetermined architectural style or theme is mandated in Innovista; however, the design of a building should be compatible with its function and with its surroundings (context) provided those surroundings are urban, pedestrian-oriented developments. New buildings should be compatible with existing, more traditional buildings where present; their design, particularly front facades, should be influenced by those existing facades on the street, but should not attempt to copy them.

2.0.2 New buildings should take care in materials selections and architectural detailing so they do not look like cheap historic imitations. These projects should be sympathetic and compatible with urban pedestrian friendly buildings in terms of mass, scale, height, façade rhythm, placement of doors and windows, color, and use of materials without giving the feeling that new or renovated structures must duplicate an architectural style from the past to be successful. Most importantly, buildings should be true to whatever architectural style they are designed, for example, articulating a simple brick warehouse or office building with classical details would not be appropriate.

2.0.3 Modern and/or innovative architecture is strongly encouraged. To that end, consideration will be given to buildings that are determined to be strong examples of such, that in specific guidelines typically applied to traditional "main street" architecture may not be appropriate in some situations. Encouraging a mix of uses in an urban setting with building which contribute positively to the pedestrian environment is the primary goal of these guidelines.

2.0.4 Architecture should be urban and therefore flexible for various businesses over time. A building should not be so strongly identified with a single business that it cannot reasonably be adapted to another use in the future. Corporate identity should be contained in signage, storefront displays, and/or artwork.

Proposal

The applicant-created building designs are not of a specific architectural style, but of a design that references warehouse buildings of the past century. Both structures will be four stories. The north building will have a gabled roof near the railroad. Overall brick massing appears along the entire 1st floor, 85 percent of the parking lot façade will be materials other than brick while Greene and Pulaski will have substantially more brick. Balconies are recessed.

Comments:

Staff is concerned about certain elements and materials.

Recommendations

Please see recommendation under 3.0 and 4.0.

3.0 Building Mass and Organization

3.0.1 Much of the existing context in this underdeveloped area is comprised of wide, one-story buildings, such as many of the metal storage buildings and warehouse structures. While this building type was appropriate when the area was an underutilized, industrial district, it will not contribute to the density and urban character necessary to encourage pedestrian activity. On blocks where the context is such, or on largely undeveloped blocks where little or no context exists, buildings should begin a precedent for urban, pedestrian friendly development.

3.0.2 The height and scale of new buildings within Innovista should complement existing structures while providing a sense of human scale and proportion.

3.0.3 Buildings heights are determined by the underlying zoning district. Consideration should be given to upper floor step-backs and/or street-façade articulation to mitigate dramatic height adjacencies. More specific guidance on building height and upper floor step-backs should be gleaned from the Innovista Master Plan.

Proposal

This development is on a parcel that has had limited built elements on it during the urbanization of Columbia. The new buildings are proposed to be not more than 4 stories with a few elements such as entry elements, corner elements and stair towers. The street right-of-ways within the area are 100 feet. The ratio of road right-of-way to building ration is more 1 to .50.

Comments

Staff has no comments as to the plans that have been submitted.

Recommendations

Staff has no recommendation as to the plans that have been submitted.

3.1 Building Mass and Organization

3.1.1 The spatial definition of the streets within the Innovista area are characterized by the relationship between the height of buildings and the space they face. That ration is ideally 1:1, the width being measured from façade alignment to façade alignment. Should the façade of the building be higher than the 1:1 ratio, additional stories should be recessed at least 8 feet from the main plane of the façade.

Proposal

The street right-of-ways within the area are 100 feet. The ratio of road right-of-way to building ration is more 1 to .50.

Comments

Staff has no comments as to the plans that have been submitted.

Recommendations

Staff has no recommendation as to the plans that have been submitted.

3.2 Façade Proportion and Rhythm

3.2.1 The façade is literally the exterior of the building that “faces” the street. It is the architectural front of the building and is typically distinguished from other faces by elaboration of architectural or ornamental details. Building facades are critical to the pedestrian quality of the street. The width and pattern of façade elements can help a pedestrian negotiate a street by providing a standard measure of progress. This is true regardless of the overall width of the building; for example, a building can extend for the full length of the block and still have a façade that divides the building into smaller, pedestrian-scaled elements. The following guidelines deal with establishing a pedestrian-friendly rhythm in new buildings, while subsequent sections address façade detail.

Proposal

The building has been designed as four-sided architecture. The elaboration of architectural elements and ornamental details is equal on all side of the building with an assumption that adjoining structures will not occur. Less architectural details are provided on the south façade of the parking garage. The building architecture makes references to industrial brick, wood, and metal structures of the last century with a contemporary interpretation.

Comments

Staff has no comments as to the plans that have been submitted.

Recommendations

Staff has no recommendation as to the plans that have been submitted.

3.3 Proportion of Openings

3.3.1 Maintain the predominant difference between upper story openings and street level storefront openings (windows and doors). Usually, there is a much greater window area (70 percent) at the storefront level for pedestrians to have a better view of the merchandise displayed behind as opposed to upper stories, which have smaller window openings (40 percent).

3.3.2 Whenever an infill building is proposed between two adjacent commercial structures, the characteristic rhythm, proportion, and spacing of existing door and window openings should be maintained.

Proposal

The design of the building (being residential) does not have a 70 / 40 window area. The window areas on the first floor are the same except at the main entry element and the few active uses in the south building near the Greene St. and Pulaski intersection.

Comments

Staff has no comments as to the plans that have been submitted.

Recommendations

Staff has no recommendation as to the plans that have been submitted.

3.4 Wall Articulation

3.4.1 Whenever an infill building is proposed, the common horizontal elements (e.g., cornice line and window height, width, and spacing) established by neighboring structures should be identified and the infill design should complement and accentuate what is already in place.

3.4.2 Long, blank, unarticulated street wall facades should not be allowed. Facades should instead be divided into a series of structural bays (e.g., masonry piers which frame window and door elements).

3.4.3 Monolithic street wall facades should be “broken” by vertical and horizontal articulation. These features are characterized by breaks in the surface of the wall, placement of door and window openings, or the placement of balconies, awnings, and/or canopies.

3.4.4 Large, unbroken façade surfaces should be avoided, especially at the storefront level. This can be achieved in a number of ways, including:

- *Dividing the façade into a series of display windows and smaller panes of glass,*
- *Constructing the façade with small human-scale materials such as brick or tile along the bulkhead,*
- *Providing traditional recessed entries,*
- *Careful sizing, placement and overall design of signage, and*
- *Providing consistent door and window reveals.*

Proposal

The design of the building facades has a horizontal design with regard to cornice, windows, and other elements. The development minimizes long, blank walls for sides of buildings by use of a variety of building materials to divide the façades.

Comments

Staff has no comments as to the plans that have been submitted.

Recommendations

Staff has no recommendation as to the plans that have been submitted.

3.5 Roofs and Upper Story Details

3.5.1 Roofs may be flat or sloped. The visible portion of sloped roofs should be sheathed with a roofing material complementary to the architectural style of the building and other surrounding buildings.

3.5.2 Roof mounted mechanical or utility equipment should be screened. The method of screening should be architecturally integrated with the structure in terms of materials, color, shape, and size. Equipment should be screened by solid building elements (e.g., parapet wall) instead of after-the-fact add-on screening (e.g., wood or metal slats).

Proposal

The building has flat roofs with parapets and the north building has one sloped roof with prefinished metal roofing. HVAC systems will be located on the roof.

Comments

Information pertaining to the HVAC systems locations, parapet heights, and screening elements have not been indicated.

Recommendations

HVAC screening details shall be deferred to staff.

4.0 Exterior Walls/ Materials

4.0.1 The design elements for exterior walls involve two aspects- color and texture. If the building's design is complicated with many design features, the wall texture should be simple and subdued. If the building design is simple (perhaps more monolithic) a finely textured material, such as a patterned masonry, can greatly enrich the building's overall character.

Recommended Materials

4.0.2 Building materials should be high-quality, commercial grade materials, to ensure long-wear and minimal maintenance. Storefront materials should be consistent with the materials used on significant (historically correct) adjacent buildings. The following materials are considered appropriate for buildings within the Innovista District. The number of different wall materials used on any one building should, however, be kept to a minimum (ideally two or less). Most importantly, materials must be appropriate to the style and application in an urban setting.

Building Walls: clear glass, glass block (storefront only)

Glass block (Transom)

Stucco/ exterior plaster (smooth trowled)

New or used face brick

Cut stone, rusticated block (cast stone)

4.0.3 The following building materials are considered inappropriate in Innovista and are discouraged.

Building walls:

- Imitation masonry (e.g. imitation, rusticated block) of any kind, especially at street-level*
- Reflective or opaque glass (at the street level)*
- Vinyl siding*
- Metal siding, as in the case of pre-fabricated butler buildings*
- Imitation stone or flagstone parquet*
- Rough sawn or "natural" (unfinished) wood*
- "Pecky" cedar*
- Used brick with no fired face (salvaged from interior walls)*

- *Imitation wood siding*
 - *Coarsely finished “rough sawn” or rustic materials (e.g. wood shakes, barnwood, board and batten or T-111 siding)*
 - *Plastic panels*
 - *Vertical siding*
 - *EFIS or other synthetic/ imitation stucco*
- Roofs:
- *Crushed stone*
 - *Shake*
 - *Brightly colored tile(orange, blue, etc.)*
 - *Corrugated fiberglass*

Proposal

- The applicant has proposed the following:
- Aluminum windows and doors.
- Cement Composite Siding – Board and Batten/ Horizontal/ – 8 colors
- Brick Veneer - 2 colors
- Prefinished Metal Siding – Ribbed Profile
- Prefinished Metal Rail Assembly

Comments

The applicant has indicated a number of materials that are permitted as well as and some materials are not specifically encouraged or discouraged.

Recommendations

Staff has no recommendation as to the plans that have been submitted.

5.0 Storefront Composition, Accessories, and Detail

5.1 Entries and Doorways

5.1.1 The main entry to a building, leading to a lobby, stair or central corridor, should be visually emphasized, and articulated in a way that is compatible with the style and scale of the building.

5.1.2 Commercial storefront entries are typically recessed and/ or sheltered by a covered arcade structure, canopy or awning. This provides more area for display space, a sheltered transition area to the interior of the store and reinforces the entrance. Recessed entries should be retained and are strongly encouraged in a new storefront construction, although overly-deep entries (over 5 feet) should be avoided.

Proposal

The applicant has provided direct entries into a lobby for the building.

Comments

Staff has no comments as to the plans that have been submitted.

Recommendations

Staff has no recommendation as to the plans that have been submitted.

5.2 Door and Window Design

5.2.2 Use of clear glass (at least 88 percent light transmission) on the first floor is recommended.

5.2.3 Window openings and mullions should have a substantial enough profile to help articulate the building with recesses and shadow lines. Muntins without a profile on the exterior of the window are not allowed.

5.2.4 Exterior details will ideally be functional as well as decorative. If a detail is not functional, such as a window shutter, it shall be scaled properly so that it is proportionate to both the window and the building façade.

5.2.5 Permanent, fixed security grates or grills in front of windows are discouraged; as an alternative security glass is recommended. If security grilles are necessary, they should be placed inside the building behind the window display area. (Applicants should also review such features with the fire marshal).

Proposal

As noted above the applicant is proposing the following for windows and doors. Specific details and profiles have not been provided.

Comments

Details and profiles and depth from the main façade material have not been provided. Staff recommends that these details be deferred to staff as typically window manufacturers vary and the choice of manufacture may change during the construction document and costing process.

Recommendations

Staff recommends that window and door details be deferred to staff.

5.3 Awnings and Canopies

5.3.1 Awnings and canopies provide the opportunity to add color and visual relief to buildings, as well as serving a functional purpose by protecting windows from intense direct sunlight. The following guidelines describe the qualities that will ensure that awnings and canopies if used to contribute positively to Innovista's overall design quality.

5.3.2 When several businesses occupy one building, awnings of a compatible color should be used with simple signs on the valance flap that may vary in type style and color to differentiate the individual businesses within the building. Bright and/or contrasting colors should be avoided.

5.3.3 Where the façade is divided into distinct structural bays (sections defined by vertical architectural elements, such as masonry piers) awnings should be placed within the vertical elements rather than overlapping them. The awning design should respond to the scale, proportion and rhythm created by the structural bay.

5.3.4 Fabric awnings, if used, should be of durable, commercial grade fabric, canvas or similar materials having a matte finish.

5.3.5 Permanent awnings of a material integral to the building architecture are strongly encouraged.

5.3.6 Awning frames and supports should be of painted or coated metal or other non-corroding material.

5.3.7 Glossy or shiny plastic or similar awning material is not recommended.

5.3.8 Awnings should be well-maintained, washed regularly, and replaced when faded or torn.

5.3.9 Awnings should have a single color or two-color stripes. Utilizing more colors or patterns is permitted but will be considered as a sign area.

Proposal

The applicant is proposing a metal awning at the north and south entries.

Comments

Staff recommends that these details be deferred to staff.

Recommendations

Staff recommends that awning/canopy details be deferred to staff.

6.0 The Upper Façade

6.0.1 *The upper façade of a building is distinct from the street-level storefront, and the design qualities differ. The upper façade consists of the following components:*

- *The cornice and fascia that cap the building front;*
- *The building's upper stories;*
- *The windows, which provide articulation and interest to the upper architecture;*
- *The piers, which extend to the ground level to visually support the façade and frame the storefront.*

6.0.2 *Typically, the more massive, solid architecture of the upper façade gives the building its feeling of substance and expresses its architectural quality and character. As a result, the design treatment, materials and conditions of the upper façade play an important role in defining the architectural style of the building and in relating it to the neighboring buildings in the block face.*

Proposal

The applicant has provided a variety of cornice details, window shapes and sizes, and recesses with balconies.

Comments

Staff recommends that these details be deferred to staff.

Recommendations

Staff recommends that details of the cornice, cap, windows and other details be deferred to staff.

6.1 Cornice and Fascia

6.1.1 *A cornice or fascia creates a strong roof line and gives a finished appearance to the building façade. The new cornice or fascia should be designed in proportion with the overall mass of the building.*

Proposal

The design has a variety of cornices, some are strong elements, and others are simple trim caps. Details of the cornices have not been provided.

Comments

Staff recommends that these details be deferred to staff.

Recommendations

Staff recommends that cornice details be deferred to staff.

Signage

Proposal

No signage is proposed at this time.

Recommendation

1. Signage for the building shall be approved under a separate Certificate of Design Approval, with details to be deferred to staff.

Bike Parking

Proposal

The applicant is providing bike parking for both sites consisting of 56 to the north and 80 to the south covered and secured and 14 exterior bike parking spaces.

Comments

No information has been provided regarding the rack types. Staff recommends that this could be an item to be deferred to staff.

Recommendations

Exterior Rack information shall be submitted at the time of permitting and details to be differed to staff.

Improvements to be provided within public right-of-way

General

The developer and staff have had multiple conversations about the streetscape improvements and the relationship between the Innovista Master Plan and the desire to have more on street parking that envisioned within the plan. The Innovista Master Plan calls for sidewalks, tree lawns, parallel parking and travel lanes. Below is a summary of the proposed designs by street.

The developer has stated that they will provide street trees, street lighting, and location, for other streetscape improvements. The location of these elements will be determined during final engineering.

Pulaski Street Improvements (South of Blossom)

Proposal

The development is proposing to provide full improvements within the east side of the Pulaski Street Right-of-way adjacent to the project.

Comments

The applicant has proposed the street improvements to be in compliance with the Innovista Plan.

Recommendations

Staff recommend that details of the Pulaski Street right of way be differed to staff for review at the time of application for encroachment.

Greene Street Improvements

Proposal

The developer is not proposing any improvements to the right-of-way of Greene Street.

Recommendations

Staff has no recommendation as to the plans that have been submitted.

Security Fence at Railroad.

The applicant has not provided any security fencing at the railroad south of Greene.

Security Fence under Blossom Street Bridge.

Staff recommends that security fencing be provided that is a simple architectural aluminum fence design that is integrated into the pedestrian access plan.

Recommendation

Staff recommends that any fence used under the bridge should be black and of a simple architectural aluminum fence design.

STAFF RECOMMENDATIONS:

If the Commission should make a motion to approve, staff would recommend that the following items be included in any motion:

Design Recommendations:

1. A detailed landscaping plan with species, foundation plantings, hedges, seasonal plantings, ground cover, and turf areas shall be provided at the time of plan submittal. Plans shall be submitted for both private property and public right-of-ways.
2. Encroachment Permits will need to be applied for, and granted by, SCDOT and the City of Columbia for all items requiring such approvals.
3. Per section 1.2.9 of the guidelines. Lighting for the parking structure shall be screened, architecturally or otherwise, with details to be deferred to staff.
4. Street trees shall be installed at a minimum size of 2 ½ inch caliper and should be 14-16 ft high.
5. Hedges shall be installed at a minimum height of 24 inches, with a maximum spacing of 30 inches; hedges shall be maintained at a height of 36 to 42 inches. Hedges should be installed in a minimum 5 foot wide continuous landscape zone, details to be deferred to staff.
6. An irrigation plan showing general how irrigation will be provided internally to all landscaped areas will need to be provided, details to be deferred to staff.
7. An irrigation plan for all landscaping within the right-of-way will need to be provided, details to be deferred to staff.
8. Staff recommends that the commission defer details of the proposed parking structure and any future expansion of the parking garage to staff.
9. Staff recommends that details for the pedestrian access path be deferred to staff with consideration of pedestrians as a priority with regard to design and materials, while allowing for fire access.
10. Staff recommends that details related to the sculpture park/open space along Greene Street be deferred to staff and that the developer is allowed to provide a two-phased plan of implementation of this area.
11. Details of masonry walls will need to be provided, details to be deferred to staff.
12. Details of building bases where grade changes occur along public rights-of-ways will need to be provided, details to be deferred to staff.
13. HVAC screening along public rights of way shall be screened with both solid screening devices and when space permits year round landscaping.
14. Details and profiles and depth from the main façade of windows shall be deferred to staff.
15. Awnings/canopy details shall be deferred to staff.
16. HVAC units shall be screened, details to be deferred to staff.
17. Cornice details of all materials shall be deferred to staff.
18. Signage for the buildings shall be approved under a separate Certificate of Design Approval with details to be deferred to staff.
19. Exterior bike rack designs shall be deferred to staff.
20. Fencing parallel to the Railroad right-of-way shall be required, integrated with the pedestrian access area, and shall be an architectural aluminum with black finish with details to be deferred to staff.
21. Details of all right-of-way improvements shall be deferred to staff.
22. All remaining details to be deferred to staff.