D/DRC Case

500 Huger St. & S/S Blossom St.

Innovista Design District

TMS: 08914-16-01, 02

DESIGN/DEVELOPMENT REVIEW COMMISSION
DESIGN REVIEW DISTRICT
EVALUATION SHEET
Urban Regular Agenda – Case 2

ADDRESS: **500 Huger Street & S/S Blossom Street**

APPLICANT: Ben Arnold, Arnold Family Corp.

TAX MAP REFERENCE: TMS# 08914-16-01, 08914-16-02

USE OF PROPERTY: Residential (Private Student Dormitory)

ZONING DISTRICT: MX-2

REVIEW DISTRICT: Innovista Design District (-ID)

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

Background Summary:

On October 11, 2012 and August 8, 2013 the Commission granted conditional design approval for private dormitories at this location.

This version entails the construction of a +/- 482,000 sq. ft. private dormitory on +/- 4 acres. The proposed private dormitory consists of 237-units with 640 bedrooms (4-five, 88-four, 25-three, 73-two and 19-one bedroom units). The required number of vehicular parking spaces is 480 (.75 per bedroom) and the required number of bicycle parking spaces is 160 (.25 per bed) all of which will be provided within the parking garage.

FINDINGS/COMMENTS:

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.

1.1.3 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

This proposed project has a separate on-site parking structure located south of the principal structure. Automotive access to the adjacent parking structure is proposed for "B" streets in the Innovista Master Plan.

Comments and Recommendations:

The applicant is working with the Zoning Administrator to ensure compliance with all applicable parking requirements for vehicles and bicycles.

Wheat Street Right-of-way Improvements

Proposal

The applicant also is proposing construction of parking spaces in the Wheat Street right-of-way. The site plan shows a 10-foot sidewalk, an 8-foot planting area, and angled parking on the north side of the street. Curb extensions occur at driveways and intersections. Driving lanes have not been indicated.

Innovista Plan

The Innovista master plan classifies Wheat Street (between Pulaski Street and Huger Street) as a Street I. The plan provides a typical cross section of such a street. This includes 2 driving lanes of traffic (10-11 feet), one (9- 10 feet) turning lane, and on-street parallel parking. An 8-foot planting strip and a 10-foot sidewalk is to be provided along both sides of the street. The current right-of-way is 100 feet.

Comments and Recommendations:

Staff recommends that the parking and pedestrian amenities within the Wheat Street right-of-way be planned and constructed substantially similar to the Innovista Master Plan. (Note: perpendicular parking is not recommended, and is not supported by Streets, Engineering, or Public Works.) The cross section of improvements for the northern portion of Wheat Street should include the following:

- Property line/ Min. 10 foot sidewalk/ Min 8 foot planting Strip/ parallel parking / driving lane/ turn lane/ and driving lane.

Improvements for the south side of the street beyond the driving lane would occur at a later date.

Right-of-way amenities, lighting, pavement designs, and details have not been provided at this time. This information shall be provided prior to the issuance of a Certificate of Design Approval.

Pulaski Street Right-of-way Improvements

Proposal

The applicant is proposing constructing sidewalks, parking, and driving lanes within the Pulaski Street right-of-way south of the Blossom Street access road. The site plan shows a 10-foot sidewalk, an 8-foot planting area, and angled parking on the east and west sides of the street. Curb extensions occur at driveways and intersections. A turn around area has not been provided.

Innovista Plan

The Innovista master plan classifies Pulaski Street (between Blossom Street and Wheat Street) as a Street I. The plan provides a typical cross section of such a street. This includes 2 driving lanes of traffic (10-11 feet), one (9- 10 feet) turning lane, and on-street parallel parking. An 8-foot planting strip and a 10-foot sidewalk is to be provided along both sides of the street. The current right-of-way is 100 feet in width.

Comments and Recommendations:

Staff recommends that the parking and pedestrian amenities within the Pulaski Street right-of-way be planned and constructed substantially similar to the Innovista Master Plan, with one major deviation of providing angled parking rather than parallel parking. (Note perpendicular parking is not recommended, and is not supported by Streets, Engineering, or Public Works.) The cross section of improvements for the northern portion of Wheat Street should include the following:

- Property line/ Min. 10-foot sidewalk/ Min 8-foot planting Strip/ parallel parking / driving lane/ (repeat)

Right-of-way amenities, lighting, pavement designs, and details have not been provided at this time. This information shall be provided prior to the issuance of a Certificate of Design Approval.

The current design anticipates two driveways and allowing vehicles to turn around. It is recommended that driveways be designed with curb cuts, the side walk be continuous and loop, and that a turning radius area be provided to allow for vehicles to turn without accessing the driveways.

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)

Proposal

The parking structure for this proposal is located on the southern portion of the site, adjacent to Wheat Street. The residential structure will architecturally wrap along Huger Street, but will not continue along the Wheat Street façade. The Pulaski Street elevation has not been provided at this time.

Comments and Recommendations

While placing the parking deck in the middle of the development is not required, the design and articulation of a parking structure in this position becomes critical to the overall design and visuals of the site, as well as the overall pedestrian realm on the adjacent sidewalks.

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.

Proposal

The parking structure for this proposal is located on the southern portion of the site, adjacent to Wheat Street.

Comments and Recommendations

The front of the site is along Huger Street and the rear of site is more towards Pulaski Street given the current street access and configuration, and the fact that Wheat Street will be a principal access street for the project. Motorists traveling north on Huger Street will be able to see the parking structure from Huger Street for considerable distance. Designing the parking structure to appear more consistent in materials, articulation, and fenestration with the overall building would alleviate some of the design issues in this proposal.

Wheat Street is not located within a ground floor activity zone; however, the guidelines state that the ground floor of the parking structure should be actively programed on streets with active commercial frontages. Without creating unsustainable retail areas, staff suggests that placing bicycle parking, and bike conveniences such as repair areas, washing station, and similar amenities, for a portion of the façade. This lends to a minimal level active space to engage pedestrians, as well as make the bicycle parking areas more visible.

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).

Comments and Recommendations

Neither Wheat Street nor Pulaski Street is listed as an "A" Street in the Innovista Master Plan.

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.

Proposal

As located, the parking structure is located 10 feet from the Wheat Street and significantly more than 10 feet from Pulaski Street property line, due to the private drive to access parking, refuse areas, and Pulaski Street right of way.

Comments and Recommendations
The location of the parking structure is consistent with this guideline with the exception of the setback from the Pulaski Street right of way. The DDRC should consider a deviation to the guidelines due to the wetlands located in the Pulaski Street Right of Way.

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

Proposal
The cladding for the parking structure consist of two materials either steel mesh panels and/or precast concrete.

Comments and Recommendations
Neither steel mesh panels nor precast concrete are materials used in the façades of the principal private dormitory structure. Compatibility of the two structures is an important aspect in design continuity for the site, but also for the creation of the streetscape/ pedestrian-realm adjacent to the site.

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.

Comments and Recommendations
Staff does not have a detailed plan to ascertain if this item is complaint with the guideline.

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

Comments and Recommendations
Staff does not have a detailed plan to ascertain if this item is complaint with the guideline.

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.

Proposal
The proposed plans indicate that the building has a setback between 14 to 15 feet with a majority of the building setback at 14± from the right-of-way line. The maximum setback for a building within the MX-2 is 15 feet.

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

The proposed plans indicate building facades that are aligned parallel to the adjacent streets. Facades with residential bedroom areas are located beyond the 15 foot maximum setback and beyond twelve feet from the right-of-way as outlined in Section 1.4.2.

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.

Proposal

As designed, the building is oriented parallel to Huger Street, Blossom Street, Wheat Street and Pulaski Street. Due to the topography on the site, in conjunction with the location of the Blossom Street flyover to the north of the site, the principal vehicular entrances are along Wheat Street and Pulaski Street. The design of the building includes public elements allowing this development to interact along Huger Street and at the Blossom Street/Huger Street corner via the entry plaza.

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.

Proposal

The building as currently designed has three main activity areas consisting of the leasing office/clubhouse amenities at the corner of Huger Street and Wheat Street, a secured entry mid-block on Huger Street and an entry plaza at the corner of Blossom and Huger Streets. Other entries and exits have not been detailed to staff at this time.

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

Proposal

The principal façade of the proposal is parallel to Huger Street. The side elevations of the building are parallel to Wheat Street, Pulaski Street, and Blossom Street.

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.

Proposal

Based upon provided drawings, the ground floor residential units appear above the landscaped area of Huger Street, and with some difference on Wheat Street, Blossom Street, and Pulaski Street. A significant retaining wall will exist along Pulaski Street and Blossom Street. Dimensioned drawings have not been provided to ascertain the exact elevation of the building versus grade at this time.

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.

Proposal
The proposed building is estimated to have 80% lot frontage on Huger Street, Blossom Street, Wheat Street and Pulaski Street.

Comments and Recommendations
Specifications, design details, and materials for retaining walls and other constructed site features shall be provided prior to issuance of a building permit.

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
A public entry has been provided at mid-block on Huger Street, and a secured entry has been proposed at the Blossom Street and Huger Street corner. The designs of the plaza and details regarding building interaction have not been finalized at this time.

Comments and Recommendations
The intersection of Blossom Street and Huger Street is one of the most prominent corners within the Innovista District and within the City of Columbia. This area is proposed to be designed as an urban plaza with amenities such as seating, landscape covered spaces, and pavement patterns that complement the building and other nearby areas that have experienced redevelopment.

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.

Proposal
A grading plan has been provided that indicates the building will be slightly raised as it proceeds along Huger Street. The remainder of the site will be mostly level and the building will be on a flat site at approximately 168 feet. The sidewalk along Huger Street & Blossom Street is set to be at 163 feet, Huger Street & Wheat Street at 168 feet, Wheat Street & Pulaski Street at 169 feet, and Blossom Street & Pulaski Street at 181 feet. At the intersection of Pulaski Street and Blossom Street there will be about a 16-foot grade change that will occur through the use a retaining wall.

Information concerning the design of the retaining wall has not been provided. The façades of Pulaski Street and Blossom Street are not proposed to adjust to relate to the slope of the site. Although not indicated on drawings, staff has been told that the 54 foot +/- setback along Blossom Street is intended to allow for underground pipes related to an underground stream and storm water management purposes.

Comments and Recommendations
Staff is concerned about how the proposed retaining walls will interact with the pedestrian realm of the adjacent street. Details and materials of the walls shall be submitted for review.

Staff also is concerned about the plaza walkway, grades, and bench areas along Huger Street. Details of this need refinement and modification to assure that the built elements and the grades will work together.

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.

Proposal
This portion of Innovista does not have a strong character or context beyond the single-story warehouses that currently occupy the area. This building will be alone in context, and will set the tenor and form for the area.

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.

Proposal
The material choice and architectural design is sympathetic to the pedestrian realm. The building creates a new context for massing and rhythm along Huger Street. Proposed materials are scheduled to be brick veneer, a composite panel system, corrugated metals, and stucco finishes. Window details have not been provided at this time. Staff recommends urban-style windows be used. This works to create a partial permeable feel due to the inclusion of windows and minor storefront-like elements along the Huger Street and Blossom Street adjacent sides of the façade.

Comments and Recommendations
The overall building is rather significant, and determining the massing and rhythm of the building may be difficult for complete understanding in standard building elevations. Three dimensional images or computer modeling may assist with understanding how the building's architectural details relate and will contribute to a pedestrian-friendly environment.

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.

Comments and Recommendations

The overall architecture of this proposed building is appropriate for the existing urban context of this site.

The pedestrian area and building relationship along Huger Street is good; however, the overall design of these spaces and relationships has not been detailed.

3.0 Building Mass and Organization

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.

Proposal

The proposed height is unique for this particular area of Innovista, but it is consistent with the Innovista Master Plan. While not indicated on drawings, it appears to be in scale with the envisioned master plan heights. The building also is defined vertically with the balconies and material changes at appropriate intervals at the upper-levels.

Comments and Recommendations

The Huger Street corner does not present architecturally in elevations as an entry corner that is proportioned for the wider intersection of Huger and Blossom Streets, but is assisted in this detail by the plaza located at the corner.

The architectural plans are not dimensioned nor do they have a listed scale. Final plans shall have dimensions to confirm mass, bulk, and other related items.

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

The Innovista Master Plan calls for this site to be a minimum of four stories along Blossom Street, three along Huger Street, and two for the remainder of the site. The proposed design meets the recommended minimums on this site.

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 height of the proposed building would not exceed the 1:1 ratio; therefore, it is compliant. The rise in the building as it progresses east within the site also is consistent to the elevated portion of Blossom Street adjacent to this site.

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 massing of the façade is broken up with extended balconies that continue for the majority of the upper height of the building; however, the façade does appear to incorporate some measured variations in movement and breaks to create pedestrian-scaled bays within ground-level sections of the Huger Street and Blossom Street façades. The proposed uses of the lower floors adjacent to the Blossom Street right-of-way are drawn close to level with the sidewalk. Detailed measurements for the façade elevation have not been provided at this time.

The parking deck does not have any broken sections constructed into the façade of the structure. A similar treatment could be created through the use of material changes and/or landscaping elements. Neither of these items is proposed at this time.

Comments and Recommendations

The overall residential building façades have a rhythm and proportion that are scaled for the pedestrian-level, allowing for pedestrians to negotiate a street by providing a standard measure of progress. To provide a more human-scale along Huger Street and Wheat Street, building details, ramp walls, plaza interaction, and landscaping will need to be reviewed to ensure further designs allow for pedestrian relationship between all design/site elements.

The Wheat Street façade of the parking deck does not appear to have any fenestration or alterations in the façade to provide a sense of scale and place for the pedestrian. The comments under 1.2 "Structured Parking" also address many similar design items.

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).

Proposal

At the corners, the building does present with a defined corner architecture as the material does change and does wrap the corner. The difference between the upper story and street level openings is less differentiated with regard to glazing amounts.

Articulation of the site plan with regard to the site amenities and layering of public and semi-public spaces within the more residential areas of the building can help differentiate the lower floors from the upper levels of the building.

Comments and Recommendations

Given that the use of the building is residential and that the "public spaces" are distributed throughout the Huger Street ground-level of the building, it has a similar window pattern for this level and a different pattern in the upper floors. None of these floors appear to have

70% glazing. The upper floors have additional glazing not present in the ground-level floor. Exact measurements and drawings have not been presented at this time.

3.4 Wall Articulation

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).

Proposal

The façades of the building are broken up horizontally by the material/glazing changes between bays and through the floor structure of the building with the exception of along the ground-level. The massing of the façades is broken up vertically by the projecting bays that continue through the upper floors. Changes in material help punctuate the façades of the upper floors.

The parking deck along Wheat Street does not have an analogous material or articulation pattern as the rest of the residential structure.

Comments and Recommendations

The façade condition of the parking structure along Wheat and Pulaski Streets will need to be detailed in a manner that is consistent with the principal residential structure and the design guidelines.

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.

Proposal

In some areas, the façade of the building is broken up regularly with projecting bays. Overall, these articulation elements are designed to be seen from a distance, such as from across the street, not adjacent at the pedestrian-level.

At the street level, the street walls become more monolithic to pedestrians, principally in material and regular introduction of constantly sized glazing elements.

Wheat Street and Pulaski Street, as currently designed, will have a prominent monolithic street wall due to the materials and design of the parking garage.

Comments and Recommendations

Articulation of the streetscape as an urban area through a variety of plantings, paving, and other amenities at various intervals can successfully create both vertical and horizontal articulation in areas along Blossom Street, Pulaski Street and Wheat Street, and shall be provided.

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 building does not have a storefront located on the first level. The window placements along the ground-level present more as individual rooms and spaces rather than as a constant storefront-like system.

Comments and Recommendations
This level of detail may be more apparent as the design is finalized and refined. At this time, details in this respect have not been provided.

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.

The roof of the building is flat, and complies with this guideline.

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
Information pertaining to roof top mechanical and utility equipment has not been provided.

Comments and Recommendations
Information pertaining to such items, and how they will be screened, shall be provided through elevation, details, or three-dimensional drawings as appropriate.

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.

Proposal
The design of the exterior does have a defined stylistic expression. The building has a modified base and middle/upper-level design features. In addition, a number of vertical elements punctuate these façades. Most of the exterior required building façades are comprised of brick, glazing, stucco, composite panel system, and corrugated metal panels. The lower level will have brick and indeterminate trim details. The middle/upper portion of the building will have glazing, a corrugated metal panel system, composite panel system, and brick in the indents. The upper-level cornice/trim material is also not identified.

Comments and Recommendations
Staff recommends that more detailed information pertaining to materials and their usage be provided.

Staff also recommends that details pertaining to how materials turn corners of projection and bays be provided. How materials turn a corner will have a greater impact as to the appearance of the building when completed.

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 trawled)
New or used face brick
Cut stone, rusticated block (cast stone)

Proposal
The exterior walls of the building are proposed to be brick, glass, stucco, composite panel system, and corrugated metal panels. A number of the minor building materials depicted in the drawings have not been indicated. Due to a lack of information, it is difficult to determine if the materials are consistent with the Innovista Guidelines and/or the building's architecture.

Comments and Recommendations
A detailed list of building materials and finishes should be provided in writing, or as a material sample board.

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.

Proposal
The main entry placed at the mid-block of Huger Street provides a clear entry for the lobby and leasing area. The private entry at the corner of Huger Street and Blossom Street provides a clear entry to the building.

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.

Comments and Recommendations

Information with regard to the glass has not been provided. Glass within renderings is depicted as blue. A sample should be submitted before issuance of a Certificate of Design Approval to ensure compliance with this guideline.

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.*

Proposal

Within the recessed parts of the upper floors, the material changes help tie this higher elevation to that of the ground-level. The amounts of glass at this level are differentiated from the building's lower elevations. The projecting bays and balconies continue to the upper floors creating a strong connection but do not appear to connect to the ground-level providing the visual integrity of the façade.

Comments and Recommendations

Detailed drawings for the cornice and other elements have not been provided. Detailed drawings should be provided prior to issuance of a Certificate of Design Approval.

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 upper levels include decorative roof projections above selected bays that project towards the street, with a proposed composite panel material and corrugated metal material that will be the principal defining material for these upper-most floors.

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.

Comments and Recommendations

Detailed drawings and materials for the cornice were not provided with this submission.

6.2 Wall Materials

6.2.1 Wall materials should be selected to coordinate with neighboring structures and complement the design of the storefront.

Proposal

Many of the smaller neighboring buildings within this section of Innovista are comprised of brick. The proposed project is in keeping with the surrounding context in material selections. Using the proposed composite panel material and corrugated metal material at the upper portions of the building is consistent with more contemporary buildings recently proposed/constructed within and near the Innovista Design District.

6.3 Windows

6.3.1 Upper story windows should create a sense of human scale and add articulation and visual interest to the upper façade.

Comments and Recommendations

Information pertaining to the windows is proposed to be Vinyl. Vinyl is not a material that is encouraged in the district. At the last approval date the window materials was not specified. Other applicants in the Innovista area have been denied for proposing vinyl windows. Alternative windows will need to be selected. Staff recommends details of windows to be deferred to staff.

6.4 Piers

6.4.1 The piers that frame the storefront and visually anchor the upper façade play an essential role in creating the unified architectural framework which organizes the street level's visual diversity. Where these piers have been eliminated or reduced in size, the architectural definition of the façade will be weak and the upper architecture inadequately balanced. The piers' width and spacing should give support to the façade. Piers which segment the storefront are recommended on wise buildings to improve proportional balance. To emphasize the piers' integral role in defining the architectural character of the upper façade they should be treated with the same surface material.

Proposal

The proposed project does not use piers, but rather projecting bays. These projecting bays and balconies punctuate the façades, providing articulation. They do not appear to project too vertically from the second floor to the ground-level.

Comments and Recommendations

The projecting bays provide a level of layering of the façade that creates a clear body and mass of the building with projecting bays.

STAFF RECOMMENDATIONS:

The current proposal has a number of site and architectural issues that still must be addressed.

(These are outlined within the site plan review evaluation.)

Modifications to the site may necessitate the building design be modified beyond details.

However, at this time, staff is able to recommend approval of this application subject to compliance with the guidelines and the conditions listed below. If the commission should make a motion to approve, staff recommends that the following items be included in any motion:

1. Right-of-way improvements shall be completed and approved through a permanent encroachment process to the satisfaction of the city's reviewing departments, and done so to comply with the Innovista Master Plan;
2. Per Section 17-321 which states "Private dormitory shall conform with any designated historic or design overlay district design guidelines" this project when submitted for permitting shall comply with all guidelines of the Innovista District.
3. Detailed vehicular and bicycle parking plans shall be provided to staff to ensure compliance with all parking requirements;
4. Final detailed design and material specifications for the parking deck façades shall be provided;
5. Refine the exterior cladding material of the parking deck to be more compliant with the principal structure and with the Innovista design guidelines;
6. Detailed elevation drawings, with full dimensions, for all façades shall be provided to ensure compliance with all building envelope and zoning requirements;
7. Materials, details, designs, and other features for the site's retaining wall shall be provided prior to the issuance of a Certificate of Design Approval, wall material and texture shall coordinate with the architecture of the site, and all detail deferred to staff;
8. Provide trim material sample and information to staff prior to the issuance of a Certificate of Design Approval;
9. Details regarding the windows, glass, cornices, sun screens, green screens retaining walls and ground-level storefront system shall be provided prior to the issuance of a Certificate of Design Approval;
10. Final design, materials, and placement of the plaza be a detail deferred to staff and completed in accordance with the permanent encroachment approvals;
11. All site planning, landscaping, and civil drawings shall be coordinated to ensure approved designs are constructed;
12. Vinyl. Plans indicate the use of vinyl windows. Vinyl is a discouraged material. Vinyl windows have not been approved within the Innovista Design Guideline area;
13. Details of cornices, shade devises, window depth, shall be provided;
14. Signage shall be approved under a separate Certificate of Design Approval;
15. All remaining details are deferred to staff.

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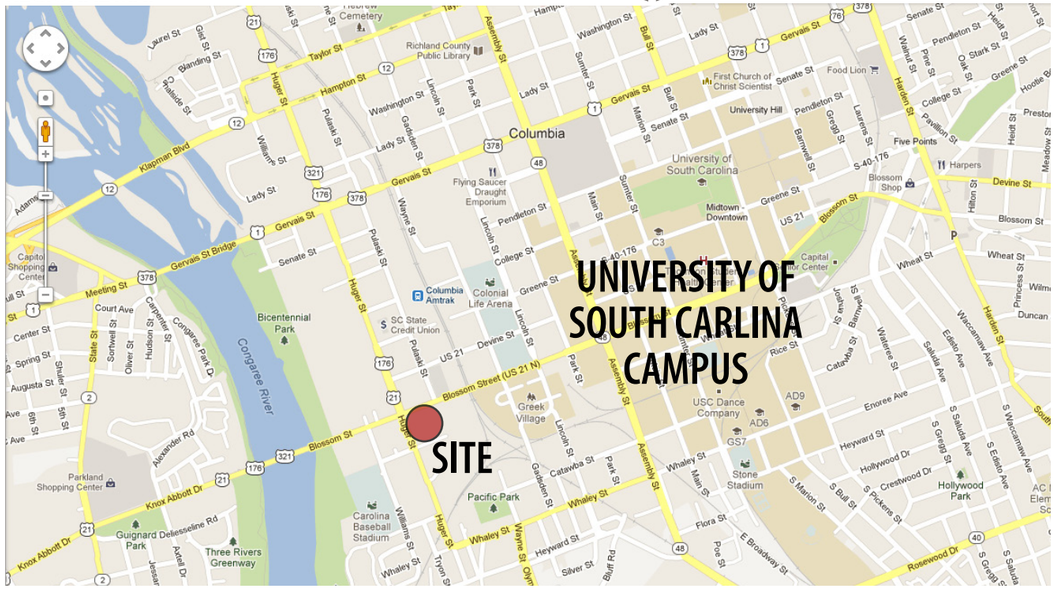
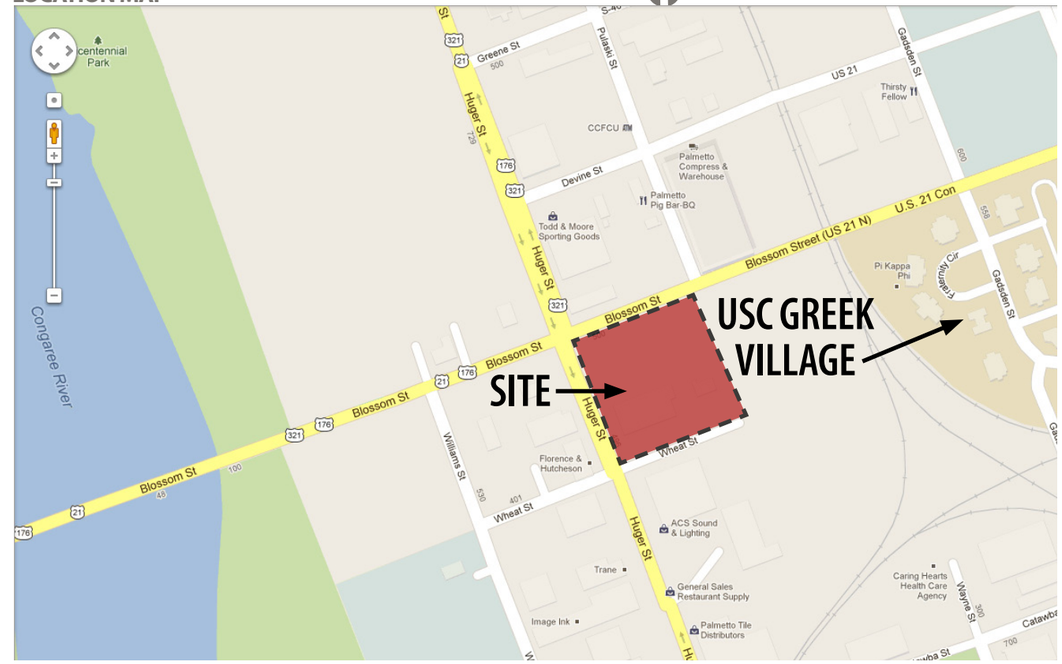
REGIONAL MAP



LOCATION MAP



UNIT & DEVELOPMENT SUMMARY

UNIT/BED SUMMARY & AREA TOTALS:

FLOOR	1 BED STUDIO 450 SF	1 BEDROOM 550 SF	2 BEDROOM 892 SF	3 BEDROOM 1,120 SF	4 BEDROOM 1,410 SF	5 BEDROOM 1,808 SF	TOTAL UNITS	TOTAL BEDS	NET RESIDENTIAL RENTABLE AREA	CIRCULATION, MECH./ELEC. AREA	GROSS RESIDENTIAL AREA	CLUB HOUSE & AMENITIES	GARAGE	TOTAL AREA*
5th	4	6	15	5	19	1	50	136	52,678 SF	9,717 SF	62,395 SF	0 SF	10,000 SF	62,395 SF
4th	4	6	15	5	19	1	50	136	52,678 SF	9,717 SF	62,395 SF	0 SF	39,899 SF	62,395 SF
3th	4	6	15	5	19	1	50	136	52,678 SF	9,717 SF	62,395 SF	0 SF	39,899 SF	62,395 SF
2nd	4	6	15	5	19	1	50	136	52,678 SF	9,717 SF	62,395 SF	0 SF	39,899 SF	62,395 SF
G	3	4	13	5	12	0	37	96	37,666 SF	13,052 SF	50,718 SF	11,300 SF	39,899 SF	62,018 SF
TOTALS	**19 UNITS**	**28 UNITS**	**73 UNITS**	**25 UNITS**	**88 UNITS**	**4 UNITS**	**237 UNITS**	**640 BEDS**	**248,378 SF**	**51,920 SF**	**300,298 SF**	**11,300 SF**	**169,596 SF**	**311,598 SF**

* TOTAL DOES NOT INCLUDE GARAGE

SITE PLAN

NORTH

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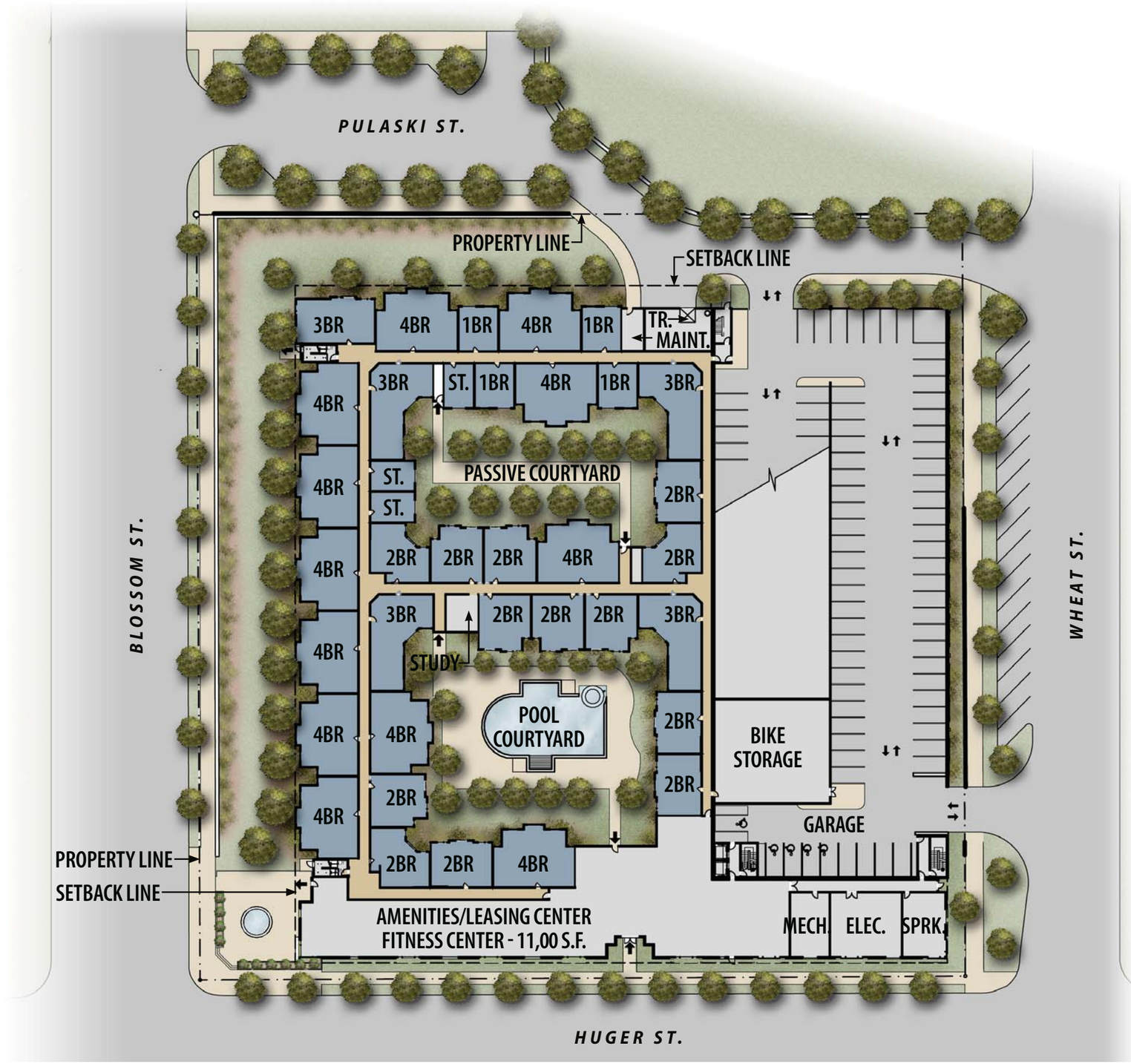

SITE PLAN

NORTH

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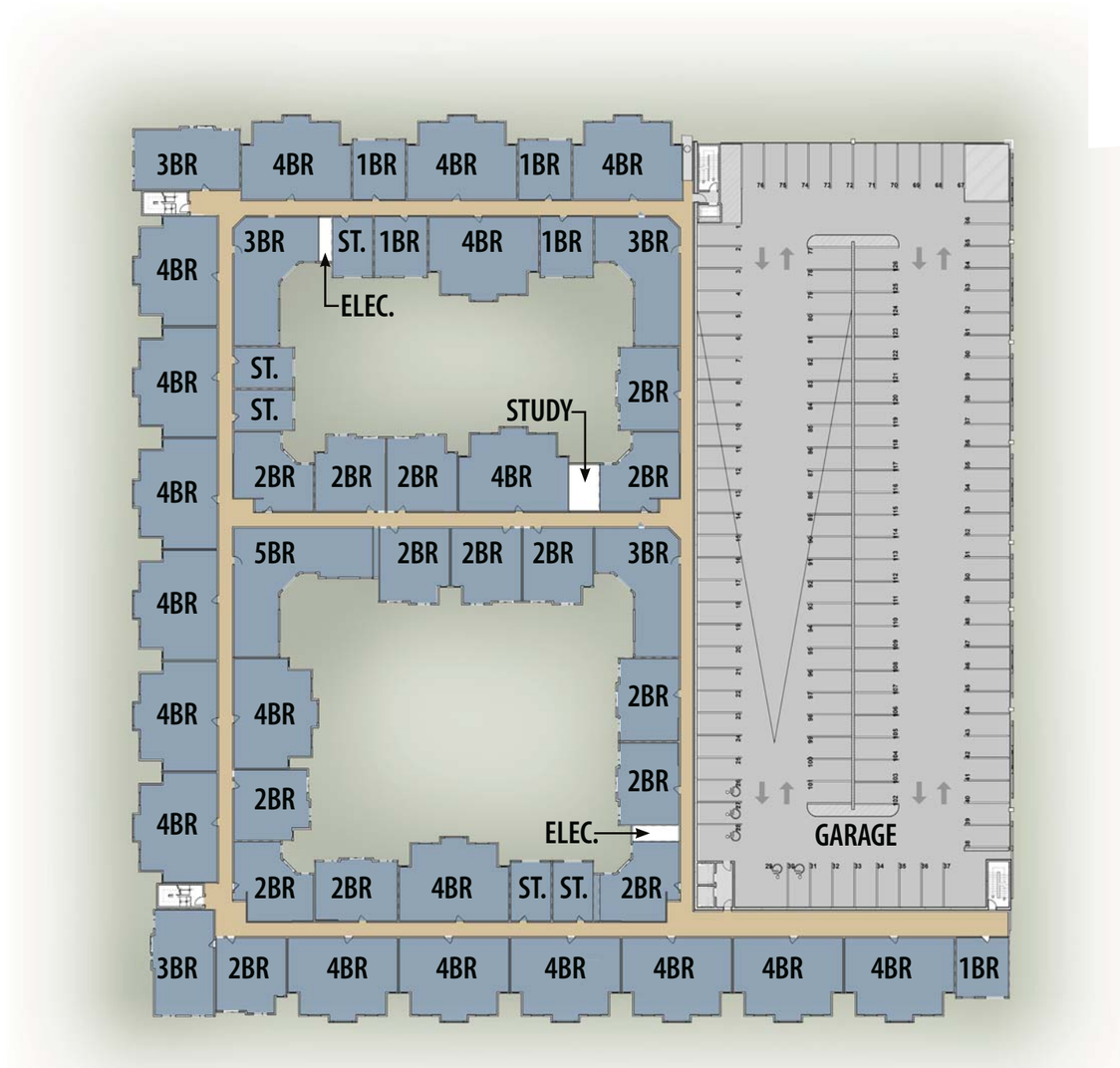

TYPICAL UPPER FLOOR PLAN

NORTH

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WHEAT STREET ELEVATION

PULASKI STREET ELEVATION

CONCEPTUAL ELEVATIONS

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BLOSSOM STREET ELEVATION

HUGER STREET ELEVATION

CONCEPTUAL ELEVATIONS

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VIEW AT HUGER AND BLOSSOM

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VIEW AT WHEAT AND HUGER

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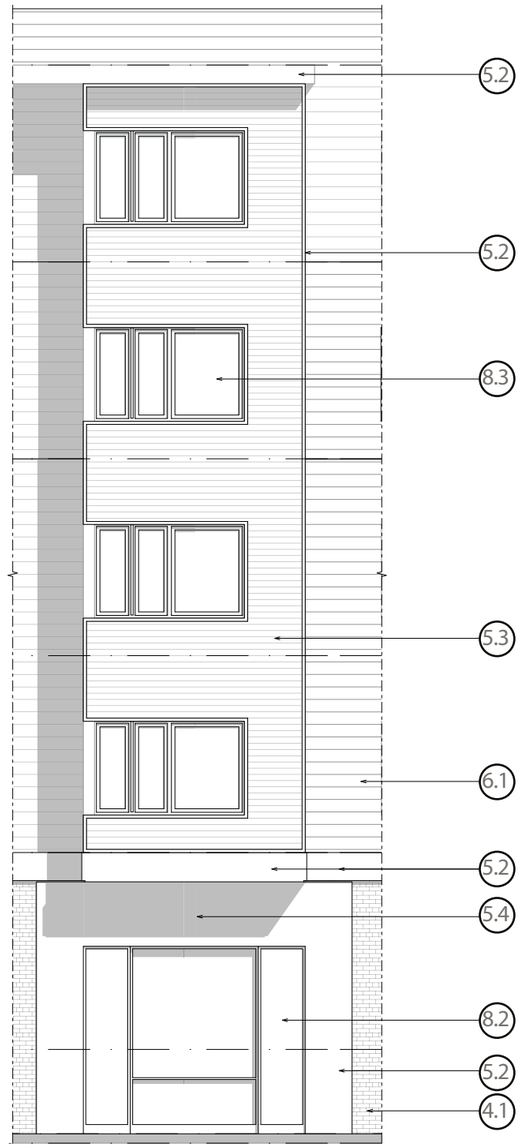
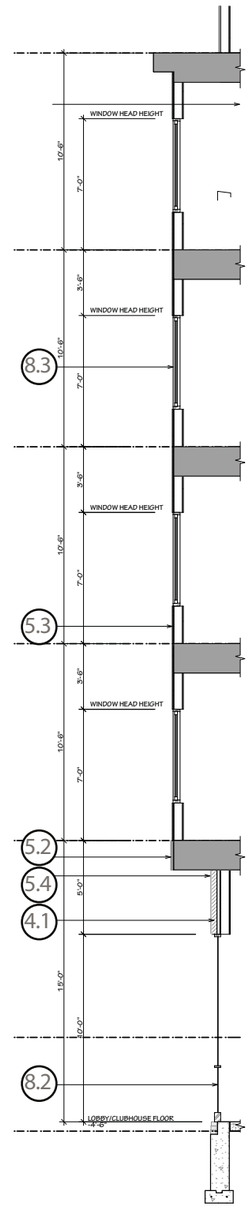
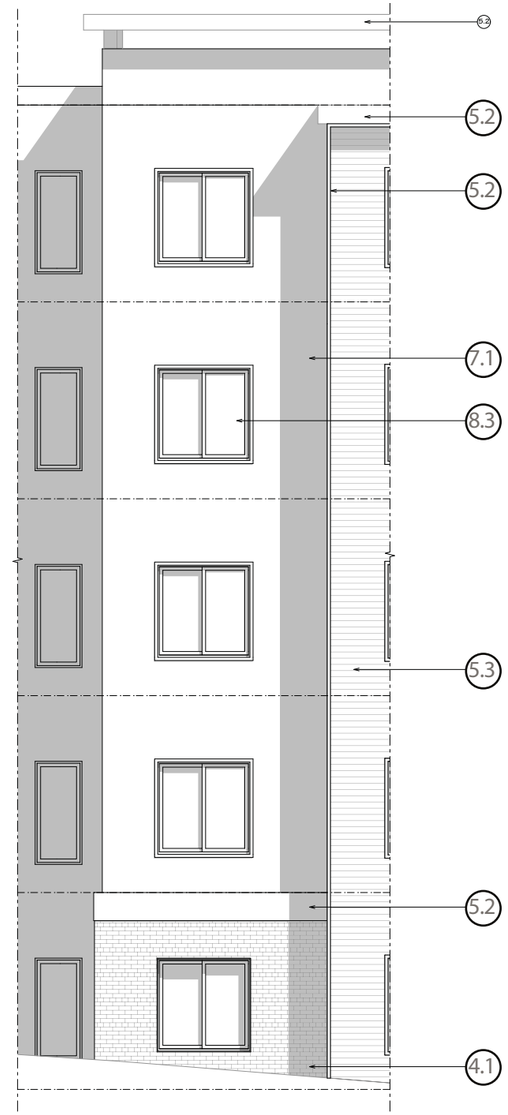


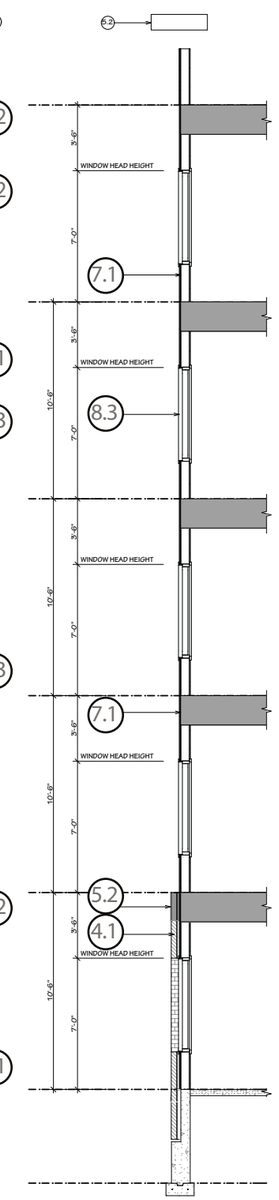
1 WEST ELEVATION
SCALE: 3/8" = 1'-0"



2 PROPOSED EXTERIOR PROFILE
SCALE: 3/8" = 1'-0"



3 NORTH ELEVATION
SCALE: 3/8" = 1'-0"



4 PROPOSED EXTERIOR PROFILE
SCALE: 3/8" = 1'-0"

ELEVATION NOTES

DIVISION 4 – MASONRY
4.1 BRICK VENEER
4.2 8" CONCRETE MASONRY HEADER
4.3 8" H. CONCRETE MASONRY ACCENT BAND
4.4 CONCRETE MASONRY ACCENT TRIM
4.5 PRECAST CONCRETE
4.6 PRECAST CONCRETE DECORATIVE PANEL
4.7 BRICK SOLDIER COURSE HEADER
4.8 BRICK ROWLOCK SILL
4.9 PRECAST CONCRETE COPING

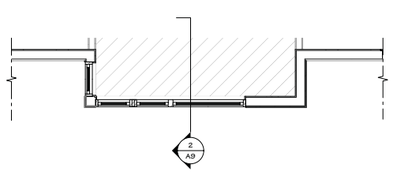
DIVISION 5 – METALS
5.1 ARCHITECTURAL METAL LOUVERS
5.2 ALUMINUM TRIM
5.3 CORRUGATED METAL PANEL
5.4 ALUMINUM PANEL SIGN BAND
5.5 ALUMINUM COPING
5.6 STEEL RAILING

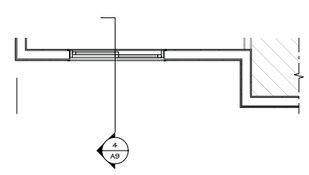
DIVISION 6 – WOODS AND PLASTICS
6.1 COMPOSITE PANEL SYSTEM

DIVISION 7 – THERMAL & MOISTURE PROTECTION
7.1 PORTLAND CEMENT PLASTER (STUCCO)

DIVISION 8 - DOORS & WINDOWS
8.1 EXTERIOR INSULATED DOOR & FRAME ASSEMBLY
8.2 ALUMINUM STOREFRONT WINDOW
8.3 RESIDENTIAL VINYL WINDOW, SEE WINDOW SCHEDULE FOR TYPES & SIZES
8.4 ALUMINUM STOREFRONT DOOR

DIVISION 10 – SPECIALTIES
10.1 BUILDING SIGNAGE, CENTERED UNLESS OTHERWISE NOTED





CONCEPTUAL DETAIL ELEVATIONS AND SECTIONS
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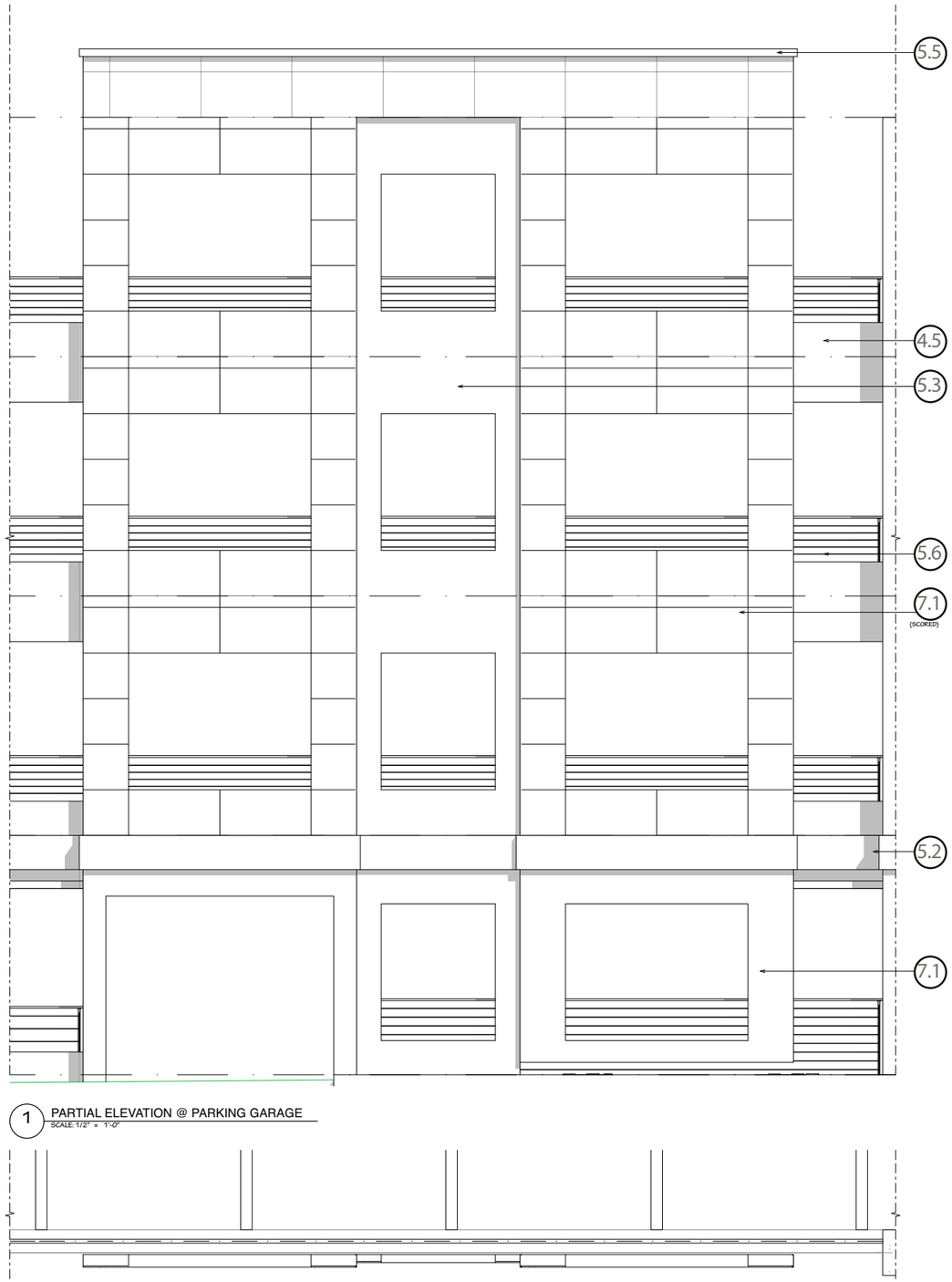
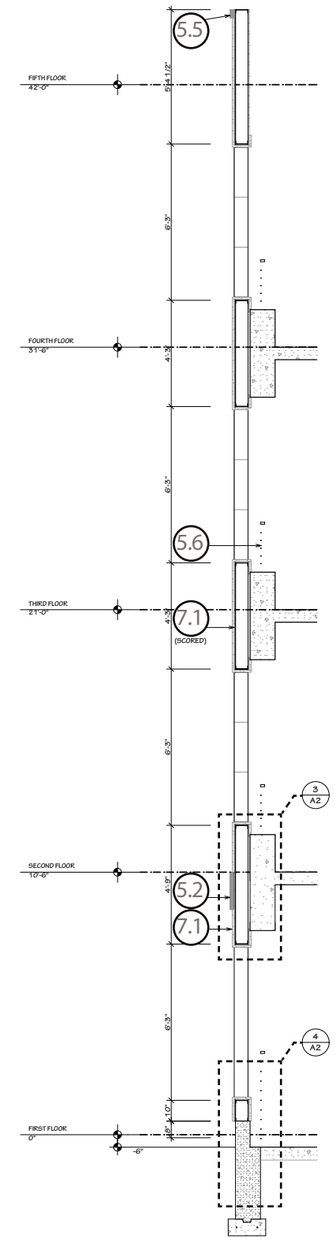
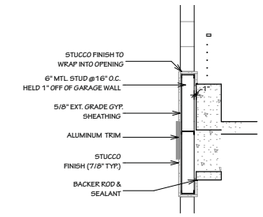


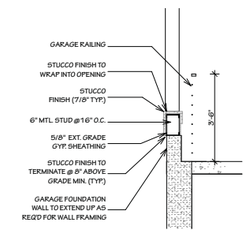
1 PARTIAL ELEVATION @ PARKING GARAGE
SCALE: 1/2" = 1'-0"



2 PROPOSED EXTERIOR PROFILE (2)
SCALE: 1/2" = 1'-0"



3 APPLIED STUCCO VENEER AT INTERMEDIATE FLOOR
SCALE: 1/2" = 1'-0"



4 APPLIED STUCCO VENEER AT GARAGE FOUNDATION
SCALE: 1/2" = 1'-0"

ELEVATION NOTES

DIVISION 4 – MASONRY

4.1 BRICK VENEER
4.2 8" CONCRETE MASONRY HEADER
4.3 8" H. CONCRETE MASONRY ACCENT BAND
4.4 CONCRETE MASONRY ACCENT TRIM
4.5 PRECAST CONCRETE
4.6 PRECAST CONCRETE DECORATIVE PANEL
4.7 BRICK SOLDIER COURSE HEADER
4.8 BRICK ROWLOCK SILL
4.9 PRECAST CONCRETE COPING

DIVISION 5 – METALS

5.1 ARCHITECTURAL METAL LOUVERS
5.2 ALUMINUM TRIM
5.3 CORRUGATED METAL PANEL
5.4 ALUMINUM PANEL SIGN BAND
5.5 ALUMINUM COPING
5.6 STEEL RAILING

DIVISION 6 – WOODS AND PLASTICS

6.1 COMPOSITE PANEL SYSTEM

DIVISION 7 – THERMAL & MOISTURE PROTECTION

7.1 PORTLAND CEMENT PLASTER (STUCCO)

DIVISION 8 - DOORS & WINDOWS

8.1 EXTERIOR INSULATED DOOR & FRAME ASSEMBLY
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8.3 RESIDENTIAL VINYL WINDOW, SEE WINDOW SCHEDULE FOR TYPES & SIZES
8.4 ALUMINUM STOREFRONT DOOR

DIVISION 10 – SPECIALTIES

10.1 BUILDING SIGNAGE, CENTERED UNLESS OTHERWISE NOTED

CONCEPTUAL DETAIL ELEVATIONS AND SECTIONS

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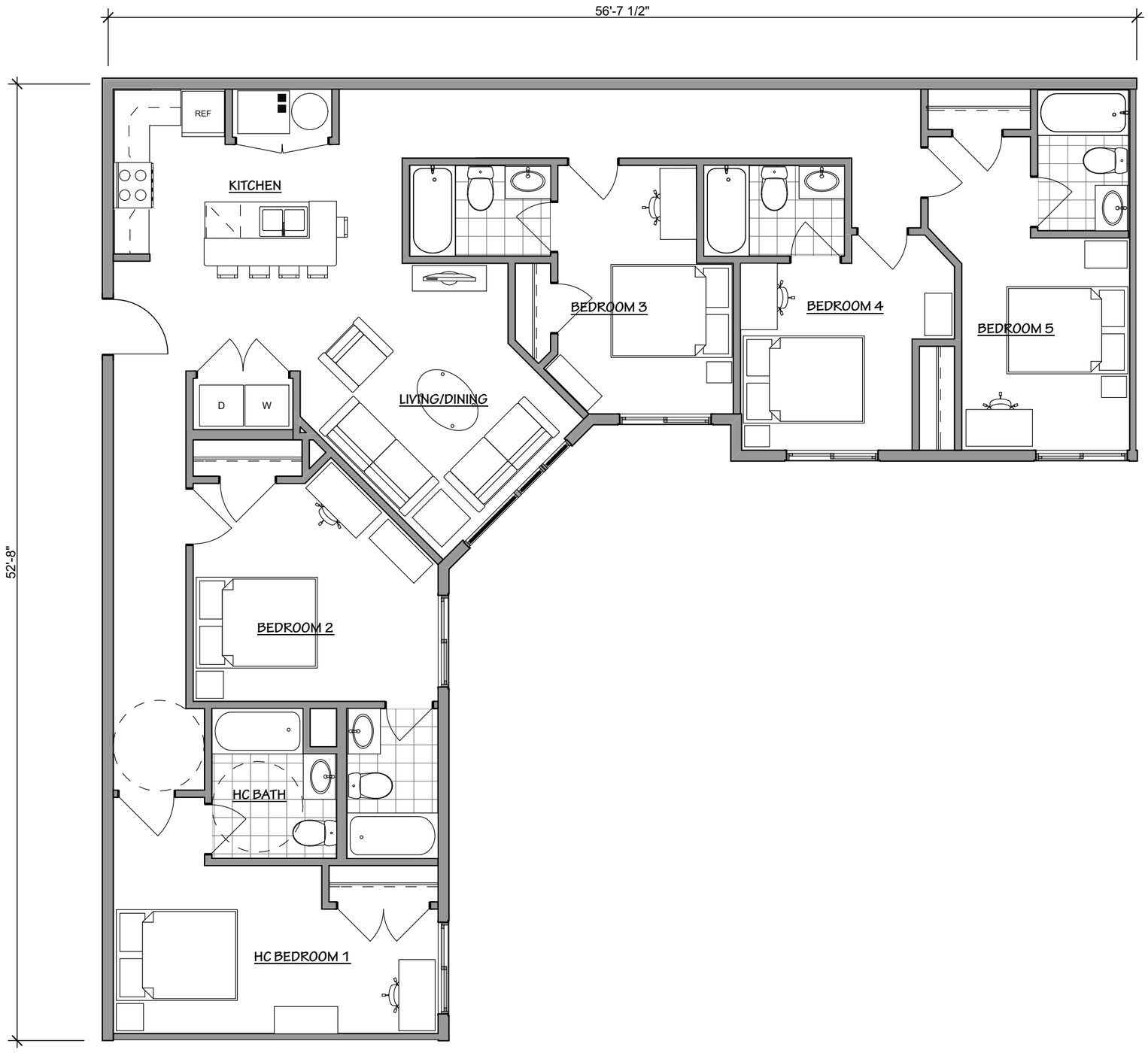

UNIT PLANS
5 BR UNIT - 1770 S.F.

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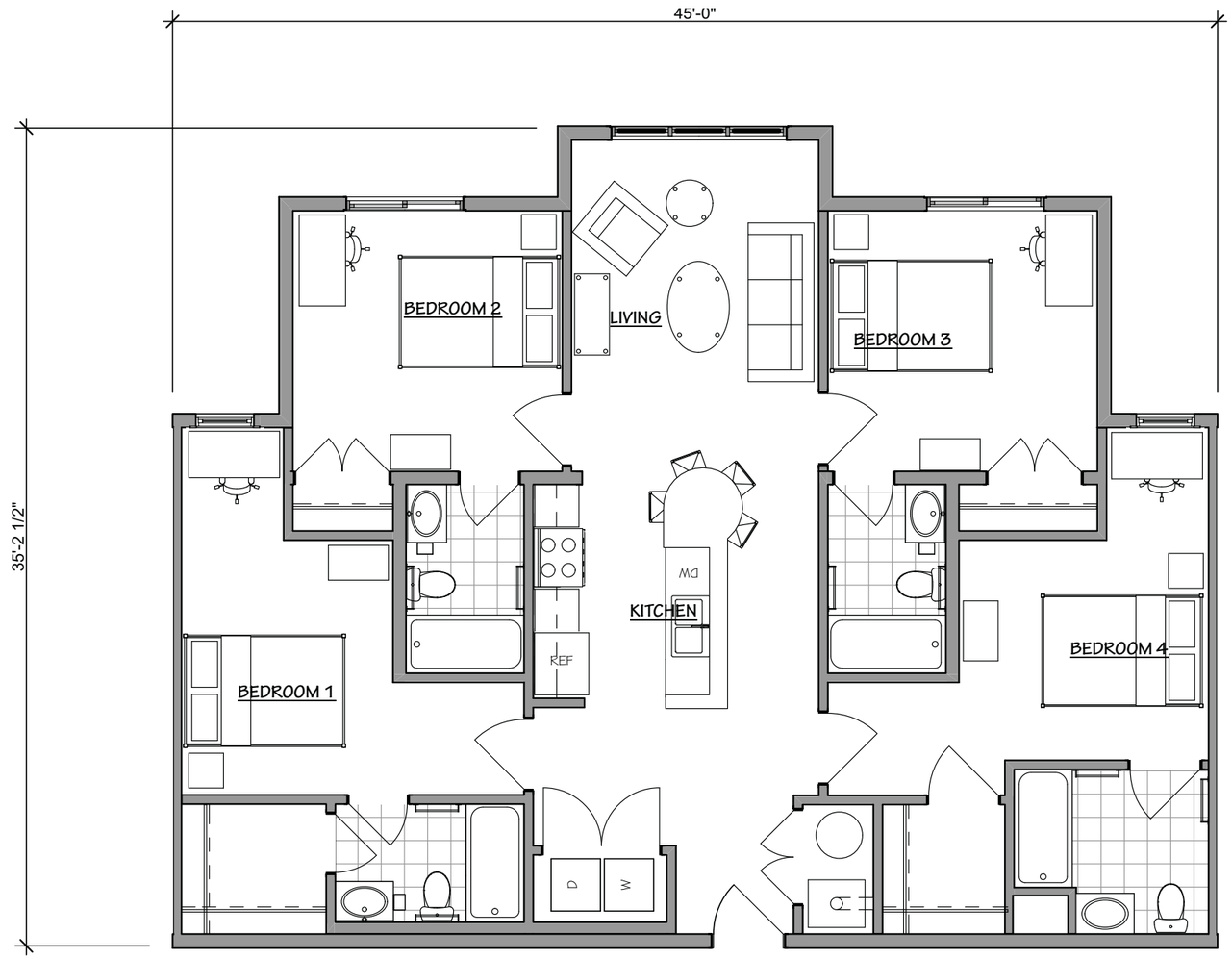

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UNIT PLANS
4 BR UNIT - 1386 S.F.

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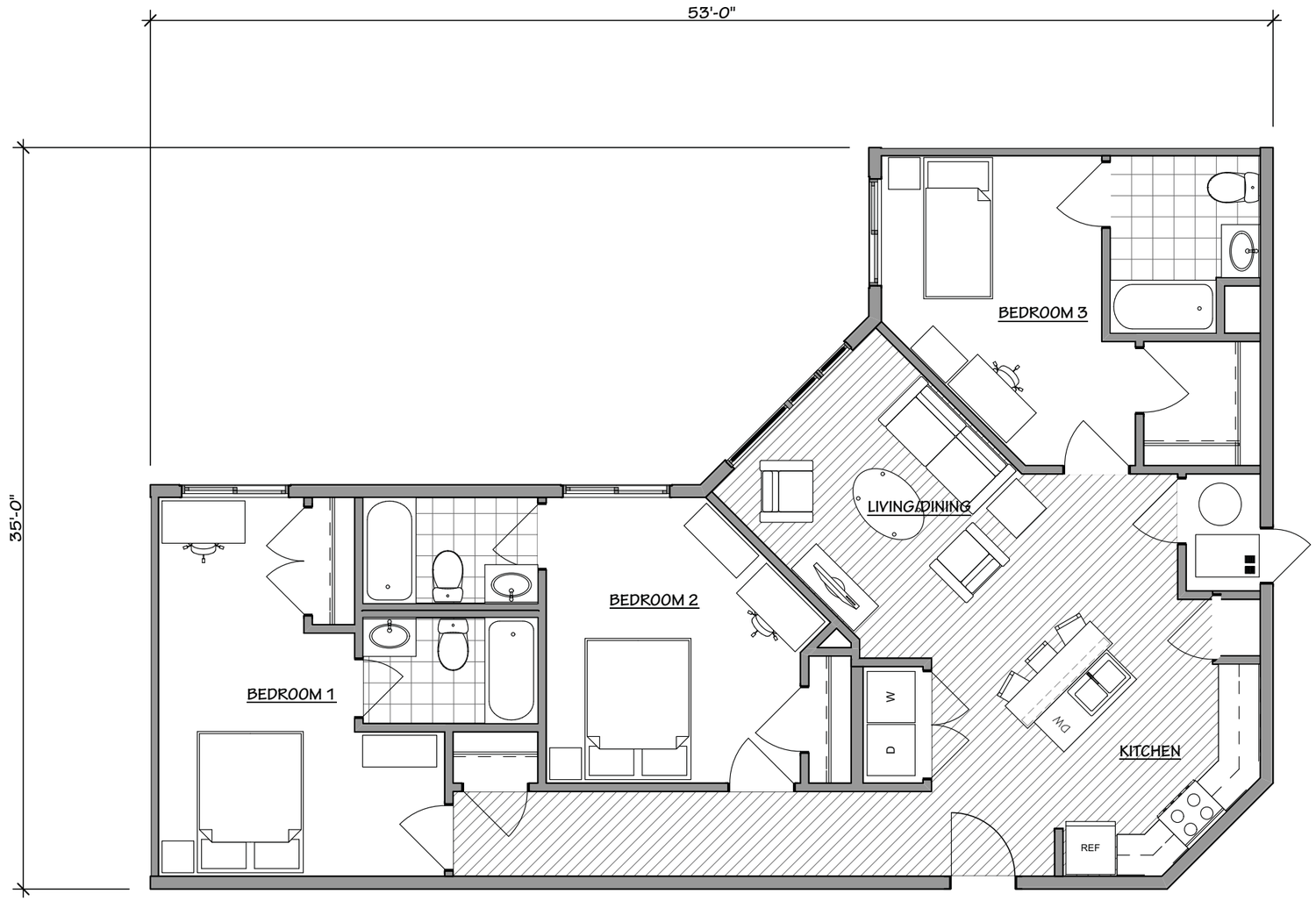

UNIT PLANS
3 BR UNIT - 1304 S.F.

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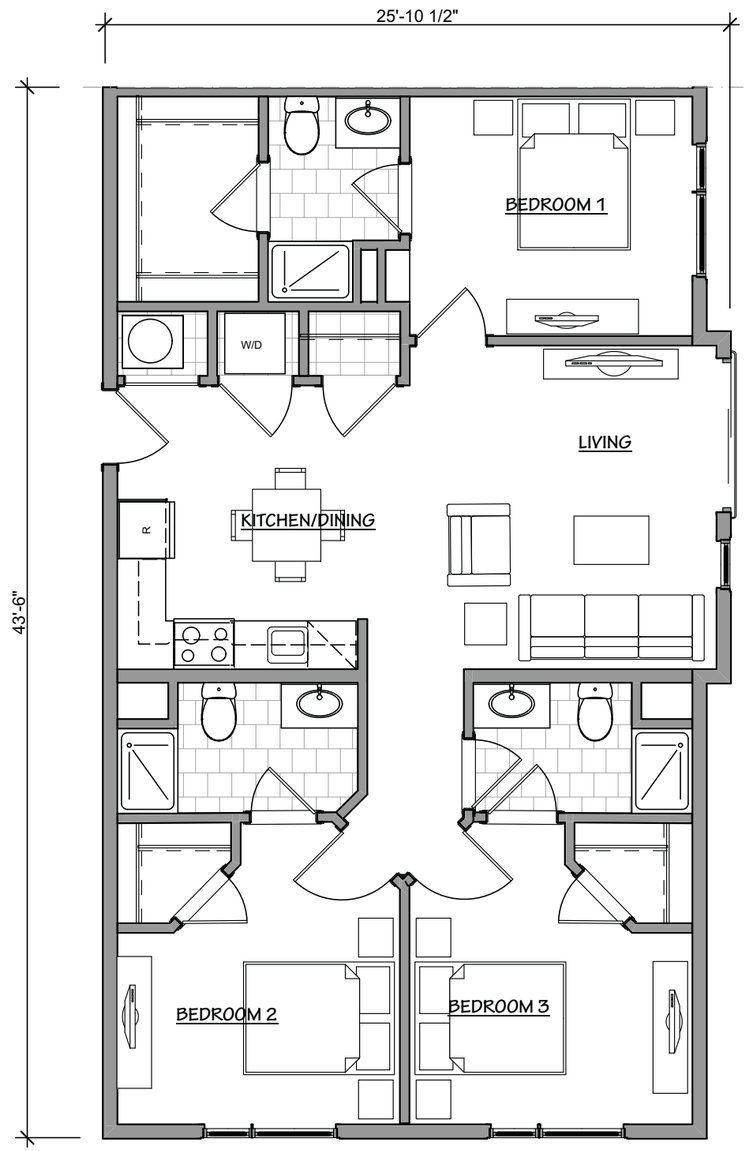

UNIT PLANS
3 BR UNIT - 1087 S.F.

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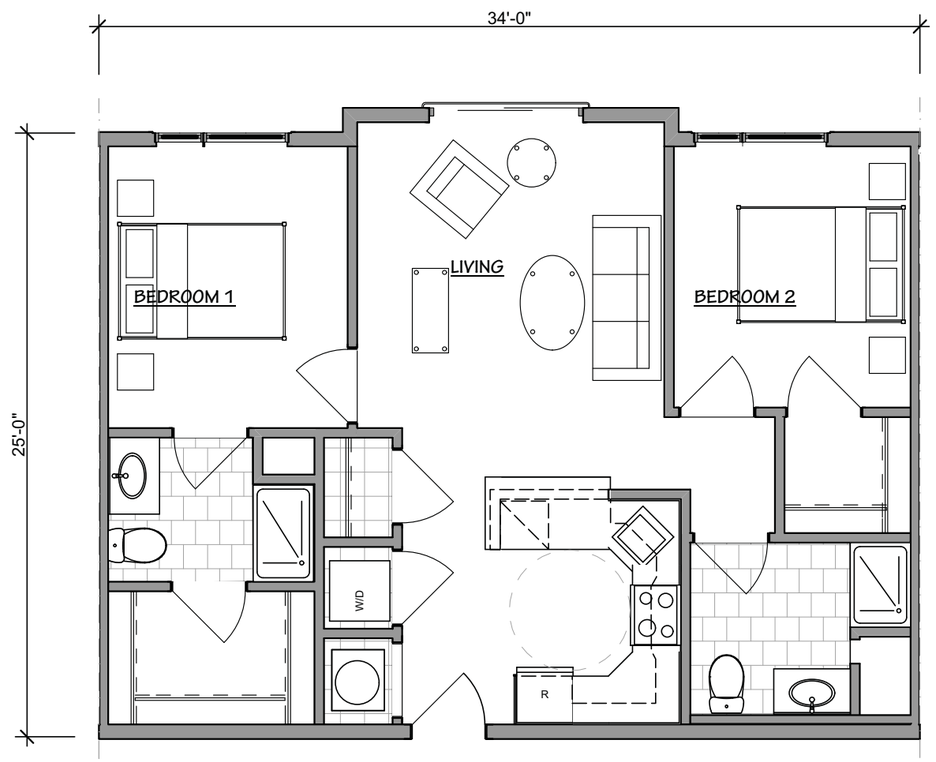

UNIT PLANS 2 BR UNIT - 856 S.F.	
DATE: 03 FEBRUARY 2014	K&A #: 13092.001

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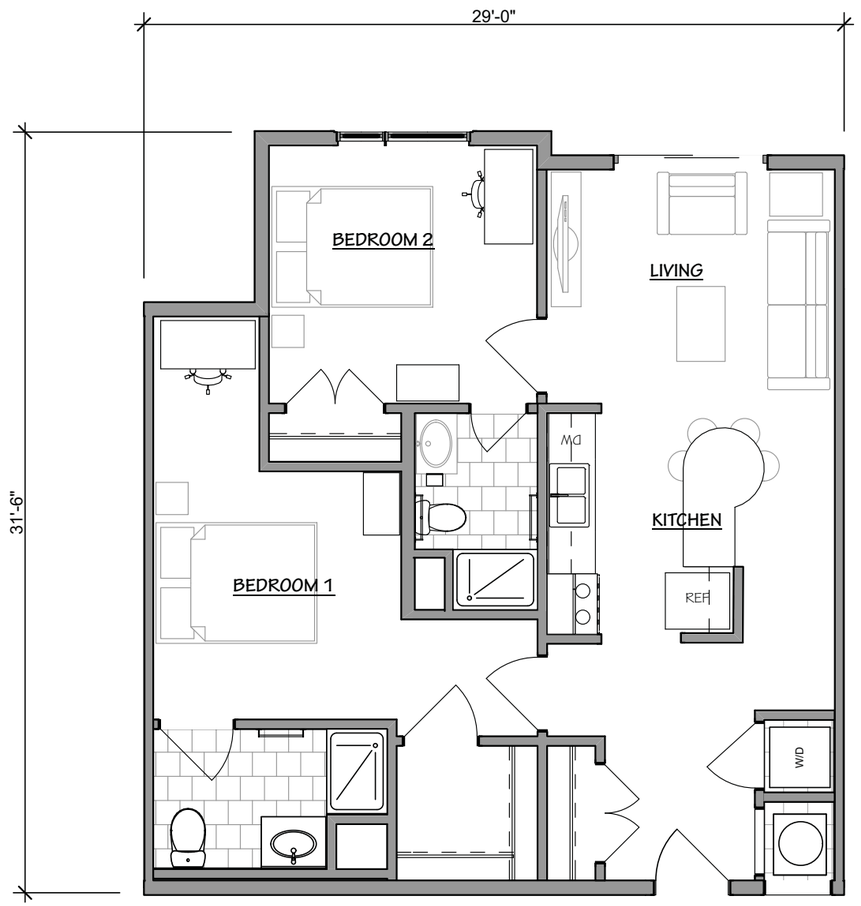

UNIT PLANS
2 BR UNIT - 862 S.F.

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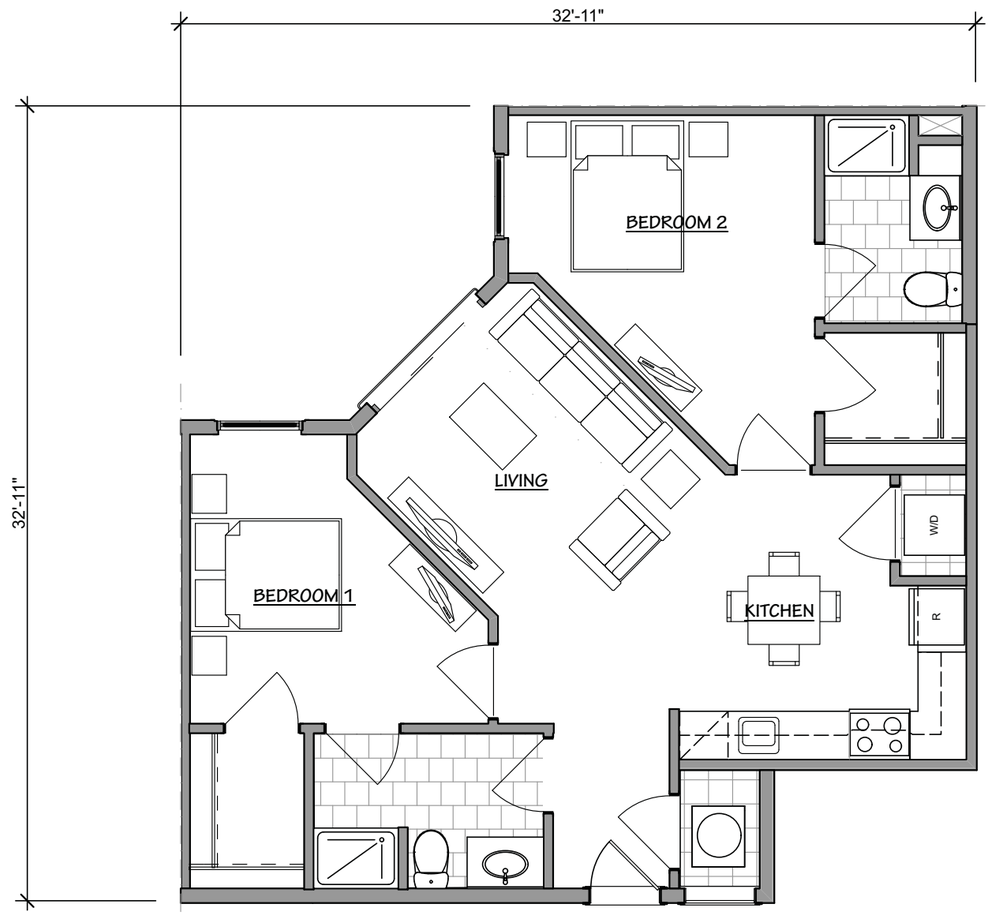

UNIT PLANS
2 BR UNIT - 885 S.F.

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ARNOLD COMPANIES
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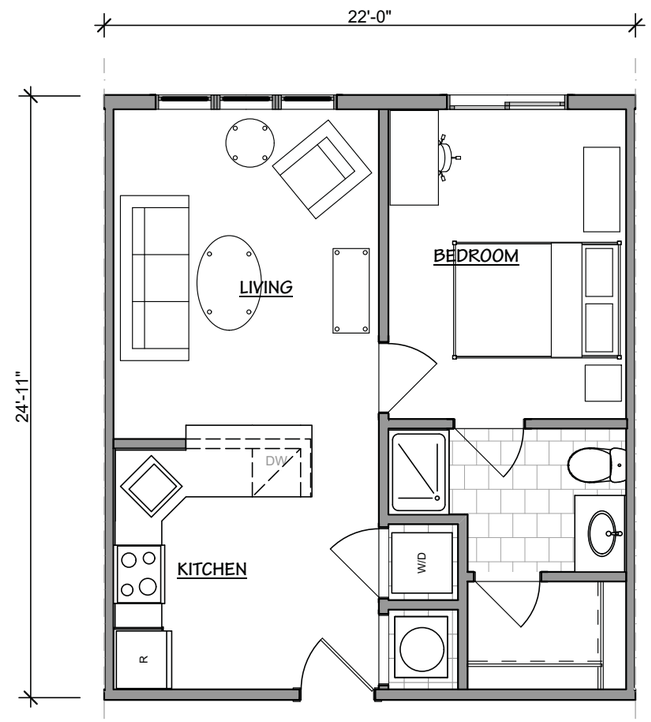

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UNIT PLANS
1 BR UNIT - 545 S.F.

DATE: 03 FEBRUARY 2014 | K&A #: 13092.001

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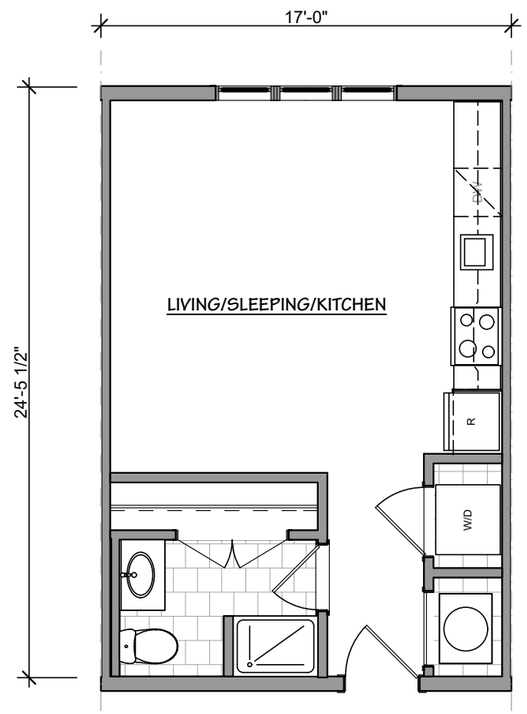
Ben Arnold Commercial Real Estate



UNIT PLANS
STUDIO UNIT - 420 S.F.

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