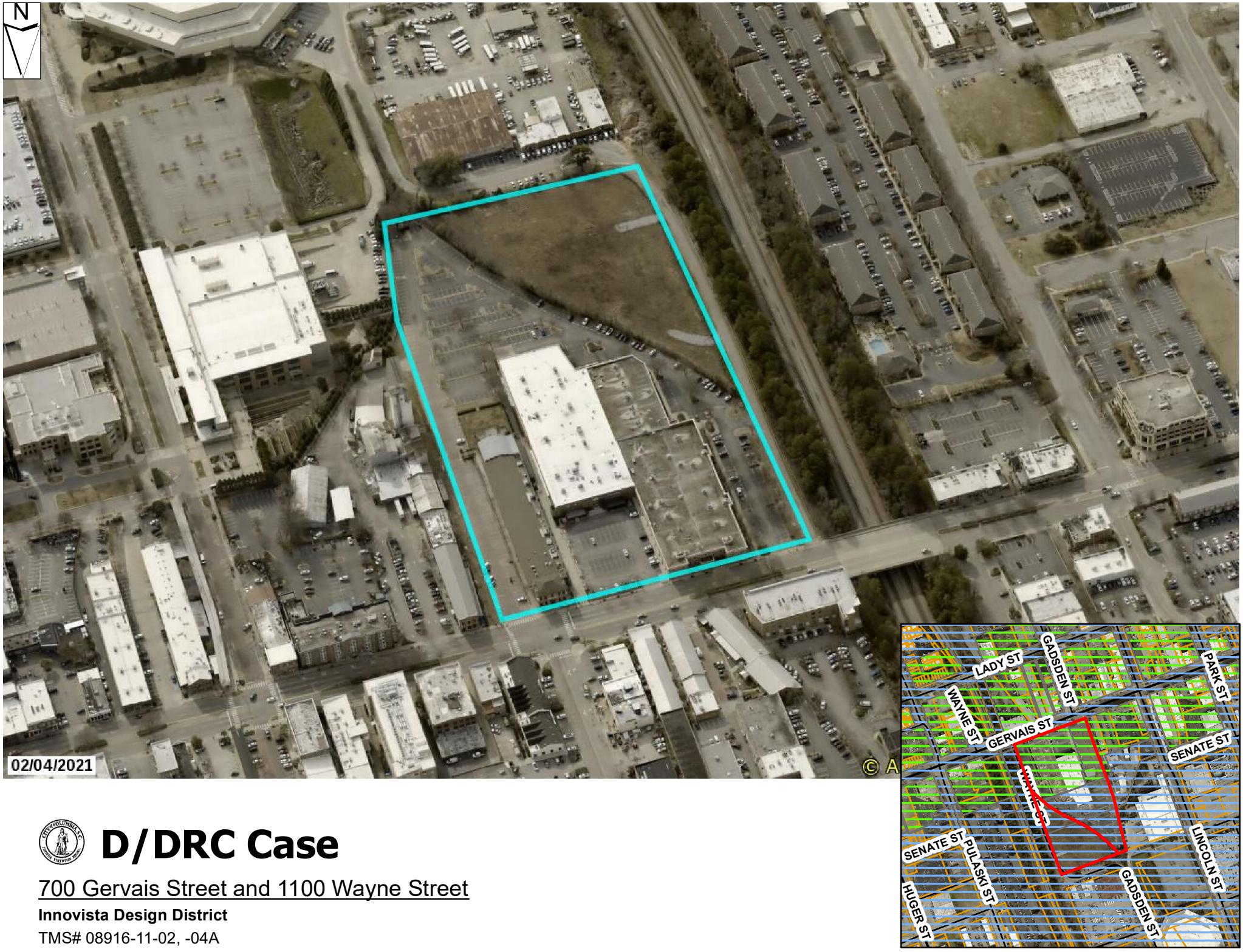


D/DRC Case

700 Gervais Street and 1100 Wayne Street

Innovista Design District

TMS# 08916-11-02, -04A

DESIGN/DEVELOPMENT REVIEW COMMISSION

URBAN DESIGN REVIEW DISTRICT

Evaluation Sheet

Case # 1

ADDRESS: 700 Gervais Street and 1100 Wayne Street

APPLICANT: Ben Arnold, developer

TAX MAP REFERENCE: TMS# 08916-11-02, 08916-11-04A

USE OF PROPERTY: mixed commercial

REVIEW DISTRICT: Innovista design District (-ID)

NATURE OF REQUEST: Request for Certificate of Design Approval for new construction

PROJECT SUMMARY:

The proposal is for two (dual-branded) hotels- the first, an 11-story building with 172 rooms, restaurant, and roof-top bar. The other, an extended stay hotel will be a 5-story building with 128 rooms. The proposal also includes a 183-unit multifamily building and a below-grade parking structure. The location of the development is on the southern 5-acre portion of the partially developed area between Gervais and Pendleton, and Wayne and Gadsden Streets. The development sits back from Gervais Street more than 400 feet and is situated behind the existing train depot building entertainment complex and office building that front Gervais Street.

Auto access to the site will be from both the existing Gervais Street drive next to the Depot building, as well as from an improved Pendleton Street to the south. Wayne Street will also be improved to provide additional access from Gervais Street. The applicant team is working with staff through the site plan review and encroachment processes on the design and details of the right-of-way improvements.

Given the unique location of this site and its lack of existing streetscape context, the primary focus of the evaluation is how to design an urban, pedestrian-oriented site that provides clear connectivity throughout.

***Note from Staff:** You will notice a difference in some of the drawings (primarily the design of the porte cocheres) between drawings AH-13, 14, 16 and AH-19, 20. At the time of the evaluation, the applicant team is still waiting for guidance from the hotel operator on the design changes. Staff has written the evaluation based on the design shown in AH-13, 14, and 16. If the design changes to the option shown in AH-19, 20, while not preferred, it will not change the recommendation from staff of substantial compliance with the guidelines. The applicant should have an answer from the Hotel operator before the DDRC hearing.*

FINDINGS/COMMENTS:

Site Planning (guidelines)

1.01 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.

(staff comments) Generally, this site is an anomaly, as it does not have the traditional street frontage that most urban developments have. While this provides some additional flexibility in responding to urban streetscape conditions, it also provides additional challenges in providing clear guidance for automobiles and pedestrians on how to access the site. The design of the pedestrian pathways in this environment is critical to providing a safe and navigable environment for pedestrians.

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 structured or surface) 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.)

(Staff comments) The provision of a below grade parking structure is a huge benefit to this site, keeping most of the parking from dominating the visual landscape and the pedestrian realm. The access to the parking structure is appropriately located off of Wayne and Pendleton (both classified as "B" Streets), since the development is inwardly focused.

The bigger challenge is the orientation of the buildings without a primary street frontage, which results in the building footprints floating in a maze of parking areas and drive aisles, with sidewalks on back of curb. Having clearly defined plazas with special paving, lighting, and furnishings will provide a clear front to the buildings without having to orient them towards "service streets" as Wayne and Pendleton are defined in the Innovista Master Plan.

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 the text of the City of Columbia's Official Zoning Code 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 active-ly 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. (See Section 1.1.3 on Page 7 of the Innovista Design District Guidelines for a list of 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.

(Staff comments) The structured parking is largely below-grade, minimizing its visual impact on the site. Since neither Wayne or Pendleton are "A" Streets, nor do they have an active commercial frontage, the visible portions of the parking garage along both streets shall be screened from the right-of-way consistent with *1.2.5*. The garage materials and openings are compatible in design with the structures being served.

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 an 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.

(Staff comments) While the quantity of surface parking is not overwhelming in relation to the built area, the unique location of the site puts most of the primary pedestrian paths in and alongside parking areas- a somewhat suburban configuration within a larger urban context. This setting makes the distinction of pedestrian paths through the design of

materials, crossings, lighting, and signage even more important than on a traditional urban street to ensure clarity and safety for pedestrians to navigate.

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.

(staff comments) As noted previously, the buildings are set back from the Gervais Street right-of-way by about a full city block, or 400+ feet. Since existing buildings already exist along the Gervais Street right-of-way, the setbacks were addressed administratively by the Zoning Administrator. The hotels are facing the back of the entertainment venue, effectively creating a courtyard or plaza in between; this should be designed and treated as such, with specialty paving to emphasize that the front of the building as a mixed pedestrian and automobile plaza.

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.

(staff comments) The development shall provide pedestrian amenities to meet City standards on both Wayne and Pendleton, as is required in rights-of-way adjacent to new development. This requirement also supports adopted City plans which call for connectivity on all streets and specifically through this large site.

Even with the pedestrian improvements, the adjacent streets are “B” streets that act more as service alleys. The Wayne Street right-of-way is adjacent to the railroad tracks, and the Pendleton Street right-of-way is tucked between the back of the convention center, the back of the Colonial Center, and what is currently the USC facilities parking area (and what will soon become a commuter parking lot for USC).

Orienting the buildings to face the existing (internal) pedestrian network that connects the Vista entertainment district to the convention center is more effective than trying to address street frontages that are designated as “service streets” in the Innovista master plan. This orientation only works if the space the buildings front on is designed as a pedestrian-oriented plaza per these and other City guidelines and plans.

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.

(staff comments) The hotel buildings are arranged in a way that establishes a plaza space- and the design should reflect it as such to meet this requirement. Paving, lighting, and other amenities will distinguish this space as a plaza rather than a parking lot with sidewalks added after-the-fact.

The pedestrian spaces around the building would be better served to be wide paved sidewalks adjacent to the building with landscaping between the pedestrian zone and the parking, rather than landscaping adjacent to the building and sidewalks alongside the parking areas. The current configuration is suburban in nature and an urban pedestrian realm should be created within the site.

1.5.5 Residential building should include the following:

Multi-family: An entrance to the lobby or common area addressing the public sidewalk.

(staff comments) The multi-family building is also facing (east) internal to the block. This orientation, away from Wayne Street, is acceptable *if building upon the plaza concept*. To this end, the front courtyards should read as such, and while a fence defining the front (semi-public) courtyard may be desirable, it should not exceed 4' height. The private courtyard with the pool is on the rear (west, Wayne Street) side of the building and is a more appropriate location for taller, 6' privacy fencing.

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.

(staff comments) N/A

1.6 Grade Change

1.6.1 Changes in grade on an urban site can vastly change the way a building relates to the pedestrian realm and to adjacent buildings. The following should be considered when dealing with grade changes on a site:

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.

(staff comments) The most significant grade change on the site is along Pendleton, where the garage takes advantage of the change with an entrance to the lower level. The primary pedestrian route provide a pedestrian stair to traverse from the rear of the hotel site down to Pendleton. There is a less dramatic grade change along Wayne Street, but should incorporate a sidewalk even if some type of retaining wall is needed.

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.

(staff comments) While the Innovista master plan does not address this site in particular, there are specific recommendations in the West Gervais District Plan, adopted in 2017, after publication of these guidelines. Specifically regarding connectivity and the public realm (refer to pages 25-35 in the link below), which is also referenced in the site plan review process.

https://planninganddevelopment.columbiasc.gov/wp-content/uploads/2021/01/west_gervais_plan_adopted_2_7_17.pdf

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.

(staff comments) While the buildings are not within the boundaries of the historic district, the context is nearby. The tall, 11-story hotel building will be the most visible from the surrounding area including the historic district in the foreground. The style is contemporary, with large boxy shapes offset to define the volumes of the building and most notably, the top. This approach provides a deliberate contrast to the historic context of lower profile brick buildings in the District, rather than trying to blend in with a building that is so much taller than its surroundings. Perhaps this site is the appropriate place for this distinction, given its very atypical location in the center of a large parcel without any traditional street-frontage.

The apartment building is of a scale and design that is well-articulated and fits comfortably into this site and into the larger Innovista District.

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.

(staff comments) The addition of several buildings and underground parking on this site does provide around-the-clock activity in a currently underutilized site that will help to connect the vista entertainment district with the convention center, the Colonial Life arena, and other developments to the south where currently there is none. The importance of how these connections are designed cannot be over-emphasized.

While the 11-story hotel building is quite a bit taller than its surroundings (with the exception of Adluh, which is nearly as tall) it is set back enough from the context of Gervais Street to not be too dramatic of an adjacency to the streetscape. Once one is within the site, the buildings relate to each other in scale and design. The pedestrian entrances on the ground floor should be carefully designed to ensure they do not get lost within the porte-cocheres for both buildings.

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 ratio 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.

(staff comments) N/A

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.

(staff comments) The hotel buildings are not on a streetscape where an existing rhythm exists. The building architecture does establish somewhat of a rhythm, between the entrances and the shared amenity space along the front. The apartment building has a long frontage on Wayne Street, but it is primarily parking garage frontage, which is divided into

bays based that correspond with the upper floors of the building; this frontage will be screened and landscaped per the requirements of *1.2. Structured Parking*.

> *3.2.2 Whenever an infill building is proposed that is much "wider" than the existing characteristic facades on the street, the infill facades should be broken down into a series of appropriately proportioned "structural bays" or components typically segmented by a series of columns or masonry piers that frame window, door, and bulkhead components.*

(staff comments) N/A

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).*

(staff comments) The hotel fenestration ratios are provided in the packet. The first floor percentages represent all four elevations, which include back-of-house areas. Considered separately, the front (and to some degree the side) elevations appear to have closer to the recommended amount of glazing. The 11-story hotel building exceeds the recommended percentages on the upper facade, largely due to the glass curtainwall on the north elevation. The smaller hotel building is below the recommended percentages but the visual proportion of openings is adequate and consistent with other, similar approvals.

The apartment building has approximately 42% on the first floor and approximately 43% on the upper floors. For a residential building, this is an appropriate amount of fenestration.

> *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.*

(staff comments) N/A

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.*

(staff comments) The ground floor facades are fairly well articulated along front and side elevations, recognizing that all facades are visible and accessible including the back-of-house functions. Landscape screening should generally occur between parking and pedestrian zones except in limited circumstances where interior ground floor uses are services oriented and screening is desirable.

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).

(staff comments) The roofs on all of the proposed buildings are flat. Staff will verify that any/all rooftop mounted utility equipment is properly screened or out of the pedestrian view shed.

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 trawled)*
- *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, barn wood, board and batten or T-111 siding)*
- *Plastic panels*
- *Vertical siding*
- *EIFS or other synthetic/imitation stucco*

Roofs:

- *Crushed stone*
- *Shake*
- *Brightly colored tile (like orange, blue, etc.)*
- *Corrugated fiberglass*

(staff comments) Both hotel building utilize a combination of finishes including brick on the first levels, stucco, and pre-finished composite metal panel system- all materials that are considered acceptable per the guidelines and precedent approvals. The red brick at the base of the Hyatt Centric pays tribute to the nearby historic district but seems somewhat disconnected to the design of the upper elevations of the building. There is a desire by the hotel brand to have continuity but also a distinction between the two buildings.

The apartment building uses stucco for the primary material with the parking structure base of poured-in-place concrete with a ribbed finish, also within the recommended materials list.

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.

(staff comments) Both hotel entrances are emphasized with a porte cochere, relating to each other and also to the sculptural tops of the buildings (in the AH-13, 14, and 16 drawings).

The apartment building entrance is centrally located with prominent architectural emphasis and a canopy on the first floor that clearly represents the lobby.

5.2 Door and Window Design

5.2.1 The intent of the guidelines for storefront glass is to maintain the transparency of urban buildings at street level. These guidelines take into account the need for energy efficiency and energy code requirements, which should be obtained through a combination of materials and methods of consturction, not only through glass selection. Privacy concerns should be handled with interior blinds, shades, and other operable means.

For first floor glass in new construction,

- *Low iron glass shall be used to maximize clarity;*
- *Any factory applied coatings shall be applied to the #2 surface;*

- *Overall VLT (visible light transmission) shall be at least 61%*

For film applications to existing glass,,

- *Visible Light transmission shall be at least 45%*
- *Exterior reflectance shall not exceed 15%*

5.2.2 Doors to retail shops should contain a high percentage of glass to view all retail contents.

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

(staff comments) The window specifications for all three buildings will meet the guidelines as described per both architects for the project. The first floor windows of the hotel are recessed 15" to provide articulation and shadow lines.

5.3 Awnings and Canopies N/A

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 that 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.

6.0 The Upper Facade

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; and*
- *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 buildings 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 and important role in defining the architectural style of the building and in relating it to the neighboring buildings in the block face.

6.0.3 The following paragraphs provide general guidance for the development and/ or renovation of the upper facades of buildings in Innovista.

6.1 Cornice and Fascia

6.1.1 A cornice or fascia creates a strong roofline 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.

(staff comments) The top of the Hyatt Centric is a stark departure from a standard cornice or fascia. It relates to the porte cochere and activates the top of the building… not necessarily something that the guidelines address but an interesting addition to the skyline. The Hyatt House uses a similar but scaled-back approach to the top.

The apartment building has a streamlined simple parapet that provides a clean and proportional top to the building.

6.2 Wall Materials

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

(staff comments) The wall materials of the upper facades on all three buildings relate to each other within the new complex of buildings. The upper floor materials on the 11-story hotel contrast with the brick base, but provide a solid foundation with well-articulated windows on the first floor.

6.3 Windows

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

(staff comments) The upper story windows on the 11-story hotel have depths of less than 2", although the architect has stated that they can likely achieve 4" depth, similar to the 5-story hotel. Additionally, the shade elements above the windows (appearing much like lintels) on both hotels apparently have a 12" projection, which will also help to articulate the upper facade.

While the apartment building does not meet the recommended depth for punched windows, it is well articulated with additional architectural features such as balconies and visors, and the articulated stucco bays that add interest and shadow to the façade.

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 wide buildings to improve proportional balance. To emphasize the pier's integral role in defining the architectural character of the upper façade they should be treated with the same surface material.

(staff comments) While the windows align vertically throughout, the material change between the first floor and second floor is abrupt on the 11-story hotel building. Staff does not have a clear resolution to this but perhaps a different color brick would be better visually integrated into the overall design scheme.

The apartment building has strong vertical continuity throughout, due to the alignment of windows, balconies, and recessed and projecting bays

STAFF RECOMMENDATION:

Staff finds that the proposal substantially meets the Innovsita Design Guidelines and recommends approval of the request, conditional upon working through the following items with staff:

- Improvements to Wayne Street and Pendleton Street include sidewalks, pedestrian lighting, and shade trees to meet City standards;
- The layout and design of sidewalks and plazas internal to the development site be designed to City standards for urban street design using paving patterns, lighting, trees, and landscaping to clearly define pedestrian areas and provide connectivity throughout the site and to existing pedestrian infrastructure;
- The fence in front of the residential building not exceed 4-feet in height;
- The design of the parking garage frontage along Pendleton and Wayne Streets be screened with landscaping to be reviewed and approved by staff;
- Punched window openings in both hotel buildings to have a 3-4" relief, and all window details and sections be reviewed and approved by staff;
- All roof-top mounted utility equipment to be screened;
- all other details to be deferred to staff.

Hyatt Centric & Hyatt House
Columbia, South Carolina

kollin | altomare | architects

Fenestration Ratio

Project No. 2022-30
January 12, 20123

	Wall Area	Fenestration Area	Fenestration Ratio (%)	Glazing Depth
HOTEL 'A'				
Level 1	11,307	3,760	33.3%	15"
Level 2	5,600	2,376	42.4%	0" to 1-3/4"
Level 3	6,170	2,760	44.7%	0" to 1-3/4"
Level 4	5,000	4,152	83.0%	0" to 1-3/4"
Level 5	5,000	4,152	83.0%	0" to 1-3/4"
Level 6	5,000	4,152	83.0%	0" to 1-3/4"
Level 7	5,000	4,152	83.0%	0" to 1-3/4"
Level 8	5,000	4,152	83.0%	0" to 1-3/4"
Level 9	5,000	4,152	83.0%	0" to 1-3/4"
Level 10	5,000	4,152	83.0%	0" to 1-3/4"
Level 11	7,935	2,588	32.6%	1-3/4" to 6'-6"
HOTEL 'B'				
Level 1	11,817	3,440	29.1%	4-1/4" to 10"
Level 2	6,765.0	1,870.0	27.6%	4-1/4"
Level 3	8,230.0	2,052.0	24.9%	4-1/4"
Level 4	8,230.0	2,052.0	24.9%	4-1/4"
Level 5	8,230.0	2,052.0	24.9%	4-1/4"

Glazing Type: Low iron glass with low-e coatings on 2nd surface.
Visible Light Transmission Ratio: Greater than 61%.

City of Columbia

Design/Development Review Commission

Vista Depot Hotels & Apartments

700 & 800 Gervais Street Columbia South Carolina

December 7, 2022
Revised: December 30, 2022

ZONING

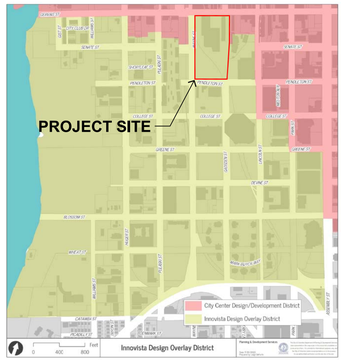
CURRENT ZONING:
MIXED COMMERCIAL (MC)

DESIGN OVERLAYS:
INNOVISTA DESIGN DISTRICT

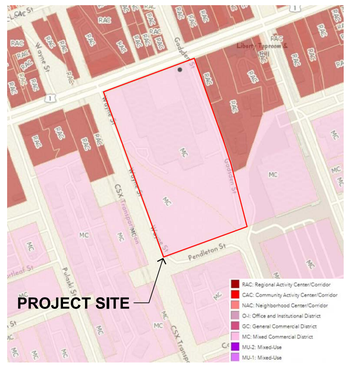
WEST GERVAIS STREET HISTORIC COMMERCIAL DISTRICT & HISTORIC PROTECTION AREA

ZONING MAP

INNOVISTA DESIGN DISTRICT



ZONING DISTRICTS



PARCEL NUMBERS

PROPERTY #1

ADDRESS:
700 GERVAIS STREET
TAX MAP NUMBER:
R08916-11-02
SITE AREA: 388,658.2 SF

PROPERTY #2

ADDRESS:
1100 WAYNE STREET
TAX MAP NUMBER:
R08916-11-04A
SITE AREA: 131,391.0 SF

NET SITE AREA **520,049.2 SF**
(11.9 ACRES)

LOT COVERAGE

ZONING: MC
% MAX. LOT COVERAGE: NOT APPLICABLE

NET SITE AREA	520,049.2 SF	100.0%
BUILDINGS		
ENTERTAIN./OFFICE	105,032.0 SF	20.2%
DEPOT BUILDING	19,974.0 SF	3.8%
PROPOSED HOTEL	44,030.0 SF	8.5%
PROPOSED APTS.	37,413.0 SF	7.1%
SUBTOTAL	**206,449 SF**	**39.6%**
HARDSCAPE/ROADS	**213,300.8 SF**	**41.2%**
LANDSCAPING	**100,299.4 SF**	**19.2%**
TOTAL	**520,049.2 SF**	**100.0%**

COLUMBIA CITY ENTITLEMENTS

THE FOLLOWING CITY ENTITLEMENTS/ APPROVALS ARE REQUIRED FOR THIS PROJECT:

A. DESIGN/DEVELOPMENT REVIEW COMMISSION: CERTIFICATE OF DESIGN APPROVAL

B. PLANNING COMMISSION: SITE PLAN REVIEW

BUILDING HEIGHT

BUILDING HEIGHT* 136 FT
11 STORIES

* BUILDING HEIGHT DOES NOT INCLUDE SCREENING OF ROOF TOP MECHANICAL EQUIPMENT.

SETBACKS

ZONING: MC

FRONT: MIN: 0 FT
MAX: 10 FT

REAR: NOT APPLICABLE

SIDE: NOT APPLICABLE

PROPOSED FLOOR AREA RATIO

NET SITE AREA	**520,049.2 SF**
BUILDING AREA	
ENTERTAIN./OFFICE BLDG.	147,052 SF
DEPOT BUILDING	23,013 SF
SUBTOTAL	**170,065 SF**
EXISTING F.A.R.	**0.32**
PROPOSED HOTEL	**204,520 SF**
PROPOSED APARTMENTS	**187,065 SF**
TOTAL AREA	**561,650 SF**
PROPOSED F.A.R	**1.08**

PROJECT NARRATIVE

PROJECT
THE PROPOSED MIXED USE PROJECT IS COMPOSED OF A DUAL BRANDED HYATT CENTRIC AND HYATT HOTELS, APARTMENT BUILDINGS AND UNDERGROUND PARKING STRUCTURE. IT IS LOCATED IN COLUMBIA'S WEST GERVAIS STREET HISTORIC COMMERCIAL DISTRICT AT THE SITE OF THE PREVIOUS WAYSIDE HOSPITAL. THE CLIENT HAS SEEN AN OPPORTUNITY FOR AN ADDITIONAL HOSPITALITY PROJECT AND APARTMENTS BASED ONT HE PROJECTED DEMAND OF THE NEARBY METROPOLITAN CONVENTION CENTER. ONCE COMPLETED, THE HOTELS AND APARTMENTS WILL SUPPLY MUCH NEED ADDITIONAL GUESTROOMS AND RENTAL APARTMENTS FOR CONVENTIONS AND TOURISM.

PROPERTY
THE PROPERTY IS COMPRISED OF TWO PARCELS. THE FIRST IS THE ARNOLD COMPANIES OFFICE AND ENTERTAINMENT CENTER LOCATED AT 700 GERVAIS STREET. THE SECOND PARCEL IS AN ADJOINING SITE WHICH IS CURRENTLY AN UNDEVELOPED PARCEL LOCATED AT 1100 WAYNE STREET. THE COMBINED SITE AREA IS 11.9 ACRES. THE SITE IS BORDERED ON THE NORTH BY GERVAIS STREET AND TO THE EAST OF THE SITE IS THE ADLUH FLOUR MILL & THE METROPOLITAN CONVENTION CNETER. TO THE WEST, IS WAYNE STREET AND THE RAILROAD LINES. PENDLETON STREET BORDERS THE SOUTH PROPERTY LINE.

ZONING
THE PROPERTY IS ZONED MC MIXED USE URBAN DISTRICT. THE SITE HAS SEVERAL OVERLAY DISTRICTS THAT INCLUDE THE INNOVISTA DESIGN DISTRICT AND THE WEST GERVAIS HISTORIC COMMERCIAL DISTRICT. ALTHOUGH THE MC ZONING DOES NOT HAVE A BUILDING HEIGHT RESTRICTION, THE INNOVISTA DESIGN DISTRICT HAS A STEPPED HEIGHT RESTRICTION WHICH CREATES A BUFFER AREA TO THE MAIN INNOVISTA DISTRICT BEYOND.

HOTELS
THE HOTELS ARE SITUATED AT THE SOUTH EAST PORTION OF THE SITE. THERE WILL BE PEDESTRIAN CONNECTIONS TO THE ON-SITE ENTERTAINMENT CENTER LEADING TO GERVAIS STREET. WE WILL DEVELOP A PEDESTRIAN CONNECTION TO THE CONVENTION CENTER. A TOTAL 300 GUESTROOMS ARE PROPOSED FOR THE TWO HOTELS.

THE 172 KEY LUXURY HOTEL IS A HIGH QUALITY HOSPITALITY PRODUCT THAT WILL CATER TO TOURISTS AND BUSINESSMEN. IT IS 11 STORIES HIGH WITH A ROOFTOP TERRACE BAR ON THE TOP LEVEL. THE GROUND LEVEL OF THE HOTEL WILL INCLUDE THE MAIN LOBBY AS WELL AS A LOUNGE, RESTAURANT AND BALLROOM. THE ROOFTOP TERRACE BAR, LOUNGE AND RESTAURANT ARE VIEWED AS EXTENSIONS OF THE EXISTING DINING & ENTERTAINMENT PORTION OF THE CENTER.

THE SECOND HOTEL IS A 5 STORY EXTENDED STAY HOSPITALITY DEVELOPMENT WITH 128 GUESTROOMS TO SERVICE TOURISTS AND FAMILIES. BOTH HOTELS ARE ORGANIZED AROUND A CENTRAL POOL COURTYARD.

APARTMENT BUILDINGS
A 5 STORY APARTMENT BUILDING IS PROPOSED FOR THE SOUTH WEST PORTION OF THE PROPERTY. THEY WILL INCLUDE A TOTAL OF 183 UNITS WITH A COMBINATION OF STUDIO, 1 BEDROOM AND 2 BEDROOM APARTMENT UNITS.

PARKING STRUCTURE
A NEW UNDERGROUND PARKING STRUCTURE IS PROPOSED TO PROVIDE ADDITIONAL PARKING. IT IS LOCATED AT THE SOUTH PORTION OF THE SITE AND WILL BE PARTIALLY BELOW THE TWO APARTMENT BUILDINGS. THE PARKING WILL BE USED BY THE EXISTING OFFICE AND ENTERTAINMENT CENTER AS WELL AS THE HOTELS AND APARTMENTS. THE STRUCTURE WILL HAVE UNDERGROUND CONNECTIONS TO THE HOTELS AND APARTMENTS.

THE PARKING STRUCTURE IS 2 STORIES UNDERGROUND. THE UPPER LEVEL WILL BE ACCESSED VIA A RAMP FROM THE EXISTING GROUND LEVEL PARKING LOT. THE LOWER LEVEL WILL CONNECT TO PENDLETON STREET.

DESIGN TEAM

OWNER

ARNOLD COMPANIES
700 GERVAIS STREET, SUITE 275
COLUMBIA, SC 29201
ATTN: BEN ARNOLD
TEL: 803-338-5333

EMAIL: barnold@arnoldfamilycorp.com

ARCHITECT OF RECORD

KOLLIN ALTOMARE ARCHITECTS
4265 E. CONANT ST., SUITE 101
LONG BEACH, CA 90808
ATTN: BRIAN HUSTING
TEL: 562-597-8760
FAX: 562-597-8022

EMAIL: bhusting@ko-al.com

CLIENT REPRESENTATIVE

CREDE
18302 VON KARMAN AVE., SUITE 510
IRVINE, CA 92612
ATTN: TED TORRES
TEL: 949-542-4400

EMAIL: ted.torres@credegroup.com

CIVIL ENGINEER

CHAO & ASSOCIATES
1728 MAIN STREET
COLUMBIA, SC 29201
ATTN: JIMMY CHAO
TEL: 803-772-8420

EMAIL: jimmy@chaoinc.com

APARTMENT & PARKING STRUCTURE ARCHITECT

HOUSING STUDIO
333 WEST TRADE STREET, #300
CHARLOTTE SC 28202
ATTN: CHUCK TRAVIS
TEL: 704-333-7862

EMAIL: ctravis@housingstudio.com

LANDSCAPE ARCHITECT

LANDPLAN SOUTH
1206 SCOTT STREET
COLUMBIA, SC 29201
ATTN: CHARLES HOWELL
TEL: 803-256-0562

EMAIL: chowell@landplansouth.com

SHEET LIST

GENERAL

	COVER SHEET
G-1	PROJECT DATA
G-2	BUILDING AREA/ PARKING
G-3	VICINITY MAP
G-4	EXISTING SITE PLAN: AERIAL
G-5	PROPOSED SITE PLAN
G-6	PROPOSED SITE PLAN: DIMENSIONS
G-7	GUEST & VISITOR CIRCULATION PLAN
G-8	SERVICE VEHICLE CIRCULATION PLAN
G-9	PEDESTRIAN CIRCULATION PLAN
G-10	BICYCLE PARKING
G-11	SIGNAGE SITE PLAN
G-12	DIGITAL MODEL: AERIAL VIEW #1
G-13	DIGITAL MODEL: AERIAL VIEW #2
G-14	DIGITAL MODEL: AERIAL VIEW #3
G-15	OVERALL NORTH ELEVATION
G-16	OVERALL SOUTH ELEVATION
G-17	CROSS SECTION
G-18	EXISTING SITE PHOTOS
G-19	FUTURE SUBDIVISION

CIVIL ENGINEERING

C-1	EXISTING SITE SURVEY
C-2	PRELIMINARY GRADING PLAN

LANDSCAPE ARCHITECTURE

L-1	LANDSCAPE SITE PLAN
L-2	TREE & PLANT MATERIALS

ARCHITECTURE: HOTELS

AH-1	LEVEL 1 FLOOR PLAN
AH-2	LEVEL 2 FLOOR PLAN
AH-3	LEVELS 3-5 FLOOR PLAN
AH-4	LEVELS 6-9 FLOOR PLAN
AH-5	LEVELS 10-11 FLOOR PLAN
AH-6	ROOF PLAN
AH-7	NORTH EXTERIOR ELEVATION
AH-8	WEST EXTERIOR ELEVATION
AH-9	SOUTH EXTERIOR ELEVATION
AH-10	EAST EXTERIOR ELEVATION
AH-11	BUILDING CROSS SECTION
AH-12	BUILDING CROSS SECTION
AH-13	RENDERING #1
AH-14	RENDERING #2
AH-15	RENDERING #3
AH-16	RENDERING #4
AH-17	HYATT CENTRIC EXTERIOR MATERIALS
AH-18	HYATT HOUSE EXTERIOR MATERIALS
AH-19	ALTERNATE RENDERING #1
AH-20	ALTERNATE RENDERING #2

ARCHITECTURE: APARTMENTS

AA-1	LOWER LEVEL PARKING PLAN
AA-2	UPPER LEVEL PARKING PLAN
AA-3	FIRST FLOOR PLAN
AA-4	UPPER LEVEL FLOOR PLAN
AA-5	HOTEL FACING ELEVATION
AA-6	WAYNE STREET ELEVATION
AA-7	SIDE ELEVATIONS

PROJECT DATA

REQUIRED BICYCLE PARKING

	AREA	SHORT TERM RATIO	SHORT TERM REQ. SPACES	LONG TERM RATIO	LONG TERM REQ. SPACES
EXISTING ENTERTAINMENT CENTER					
OFFICES	94,987	1/5,000 SF	19 BIKES	1/10,000 SF	10 BIKES
ENTERTAINMENT CENTER	47,124	1/2,000 SF	24 BIKES	1/10,000 SF	5 BIKES
DEPOT RESTAURANT	7,600	1/2000 SF	4 BIKES	1/10,000 SF	8 BIKES
DEPOT EVENT SPACE	11,875	1/2,000 SF	6 BIKES	1/10,000 SF	2 BIKES
HOTEL 'A' (178 GUEST ROOMS)	-	2	2 BIKES	1/20 ROOMS	9 BIKES
HOTEL 'B' (128 GUEST ROOMS)	-	2	2 BIKES	1/20 ROOMS	7 BIKES
APARTMENTS (184 UNITS)	-	1/20 UNITS	10 BIKES	1/4 UNITS	46 BIKES
TOTAL			**67 BIKES**		**87 BIKES**

PROVIDED PARKING

	TOTAL
EXISTING PARKING TO REMAIN	
STANDARD	168
ACCESSIBLE	7
SUBTOTAL	**175**
NEW ON-GRADE PARKING	
STANDARD	171
COMPACT	0
ACCESSIBLE	18
VAN ACCESSIBLE	0
LOW EMISSION VEHICLE	0
LOADING 9' X 25'	1
SUBTOTAL	**189**
NEW PARKING STRUCTURE	
STANDARD	385
COMPACT	0
ACCESSIBLE	0
VAN ACCESSIBLE	0
LOW EMISSION VEHICLE	0
SUBTOTAL	**385**
GRAND TOTAL	**749**

PER CITY ZONING CODE, TABLE 17-5.12 (D) (1):
NO MINIUMUM PARKING REQUIRED.

BUILDING AREA

	TOTAL
EXISTING ENTERTAINMENT CENTER	
LEVEL 1	**51,404 SF**
EXISTING OFFICE BUILDING	
LEVEL 1	76,162 SF
LEVEL 2	18,825 SF
SUBTOTAL	**94,987 SF**
EXISTING DEPOT BUILDING	
LEVEL 1	19,974 SF
LEVEL 2	3,039 SF
SUBTOTAL	**23,013 SF**
HOTELS	
LEVEL P1	1,250 SF
LEVEL P2	1,250 SF
LEVEL 1	44,030 SF
LEVEL 2	31,825 SF
LEVEL 3	31,825 SF
LEVEL 4	31,825 SF
LEVEL 5	31,825 SF
LEVEL 6	12,245 SF
LEVEL 7	12,245 SF
LEVEL 8	12,245 SF
LEVEL 9	12,245 SF
LEVEL 10	12,245 SF
LEVEL 11	10,995 SF
SUBTOTAL	**204,520 SF**
APARTMENTS	
LEVEL 1	37,413 SF
LEVEL 2	37,413 SF
LEVEL 3	37,413 SF
LEVEL 4	37,413 SF
LEVEL 5	37,413 SF
SUBTOTAL	**187,065 SF**
PARKING STRUCTURE	
LEVEL P1	70,130 SF
LEVEL P2	58,085 SF
SUBTOTAL	**128,215 SF**
GRAND TOTAL	**689,204 SF**

0 500' 1000' 2,000'

NORTH

VICINITY MAP

1" = 1,000'-0"

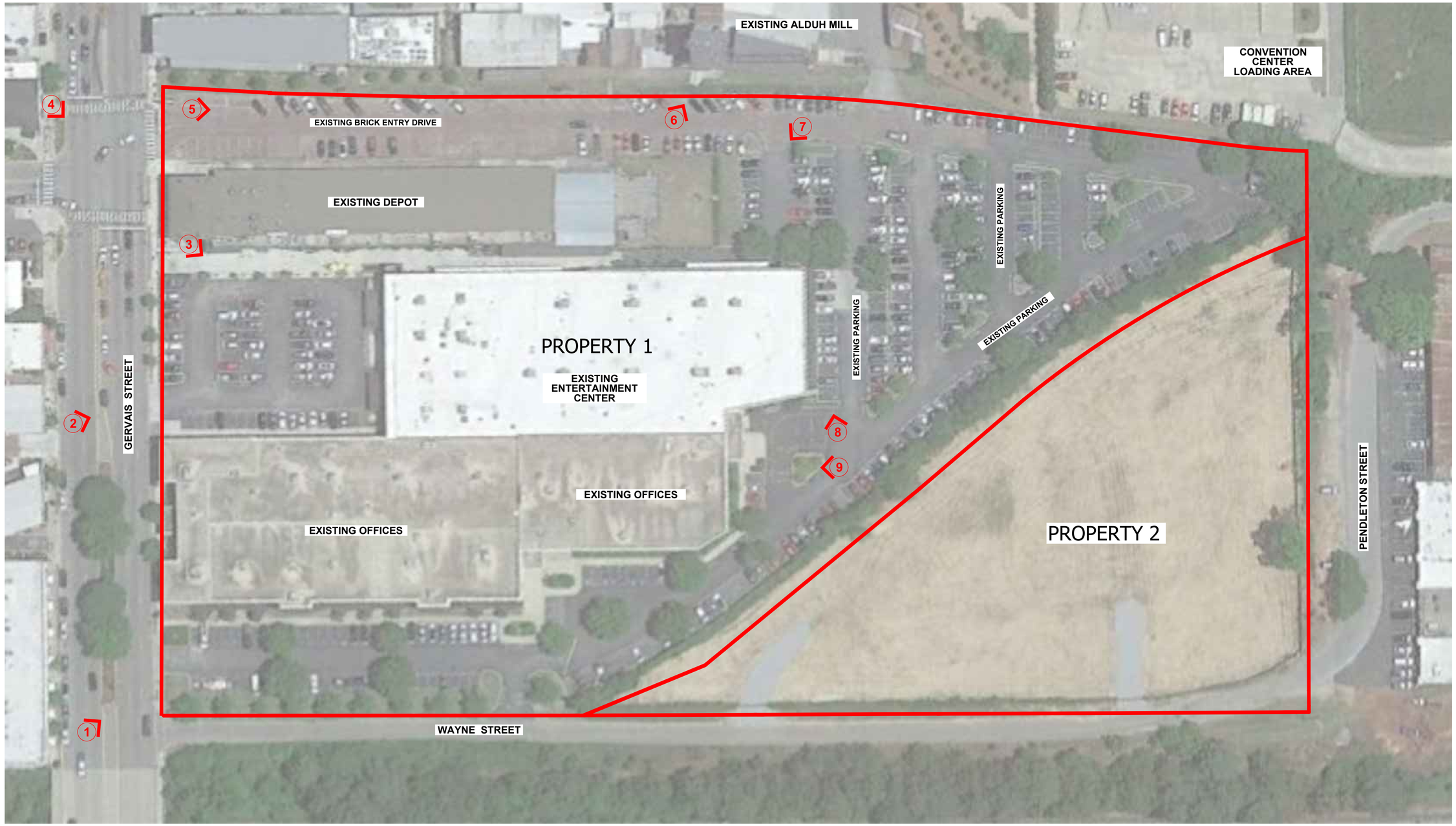
CREDE
Commercial Real Estate Development Enterprises

Vista Depot Hotels & Apartments

800 Gervais Street, Columbia, South Carolina

ARNOLD COMPANIES
(Ben Arnold Real Estate Services)

G-3



*FOR EXISTING SITE PHOTOGRAPHS, SEE SHEET G-11

NORTH

0 20' 40' 60' 80'

EXISTING SITE PLAN

1" = 40'-0"

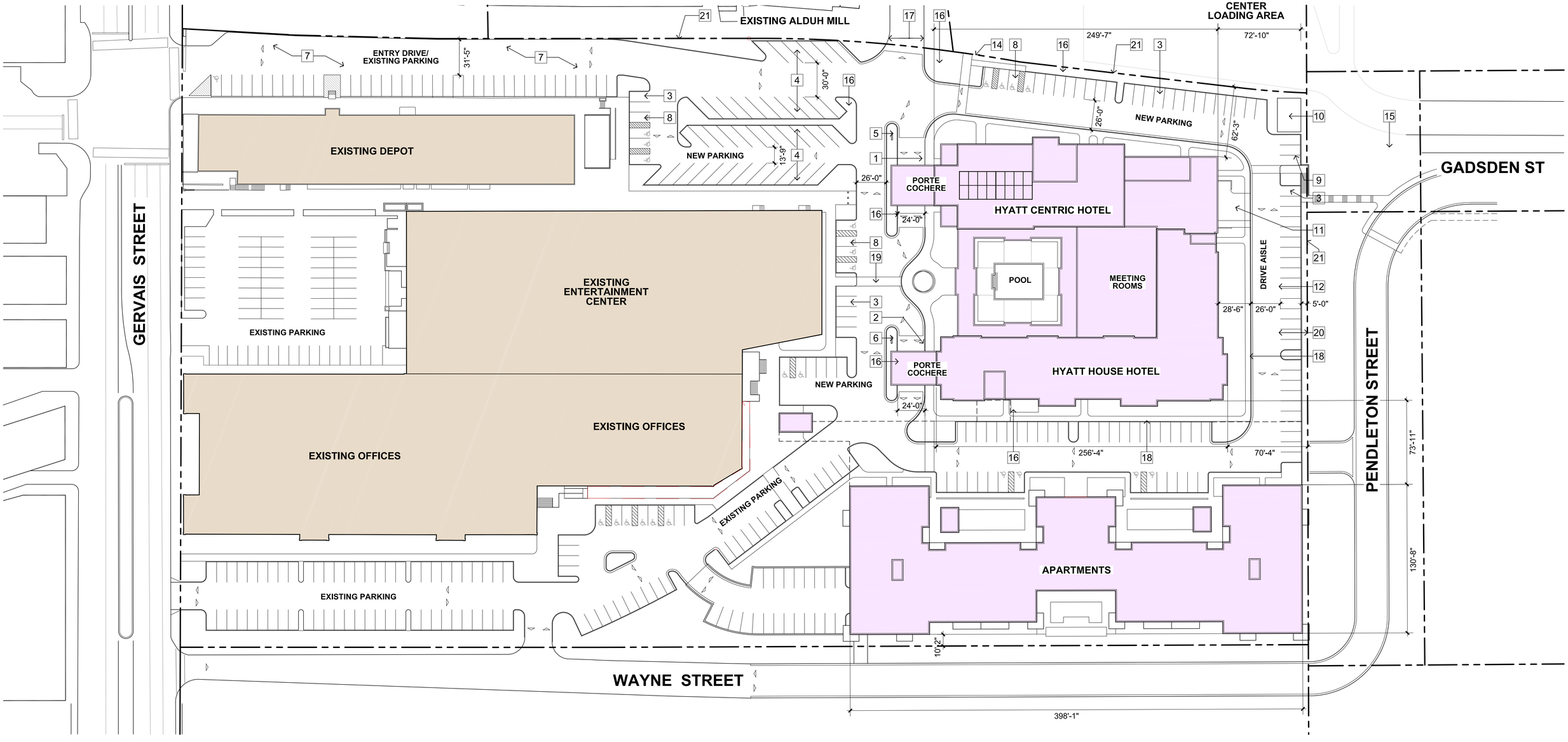
NOTES

1. CENTRIC GUEST DROP-OFF
2. HOUSE GUEST DROP-OFF
3. NEW PARKING SPACE, 90D, 9'X18'
4. NEW PARKING SPACE, 45D, 9'X18'
5. CENTRIC MONUMENT SIGNAGE
6. HOUSE MONUMENT SIGNAGE
7. ENTRY DRIVE WITH NEW BRICK PATTERN
8. NEW ACCESSIBLE PARKING, 18'X24'
9. NEW EXTERIOR STAIR TO GASDEN STREET
10. TRASH ENCLOSURE
11. HOTEL RECEIVING AREA
12. PARKING STRUCTURE ELEVATOR
13. BUILDING SETBACK
14. PEDESTRIAN CONNECTION TO CONVENTION CENTER
15. FUTURE GASDEN SIDEWALK
16. NEW LANDSCAPE AREA
17. DELIVERY VEHICLE CONNECTION TO ADLUH MILL
18. NEW PEDESTRIAN SIDEWALK
19. PEDESTRIAN CROSSWALK WITH ENHANCED PAVING
20. LANDSCAPED SLOPE
21. PROPERTY LINE
22. TENANT COMMON COURTYARD
23. APARTMENT BUILDING ENTRANCE
24. APARTMENT POOL & DECK
25. OUTLINE OF PARKING STRUCTURE BELOW
26. CONCRETE APRON FOR TRASH ACCESS

0 20' 40' 60' 80' NORTH

PROPOSED SITE PLAN

1" = 40'-0"



NOTES

1. CENTRIC GUEST DROP-OFF
2. HOUSE GUEST DROP-OFF
3. NEW PARKING SPACE, 90D, 18'X24'
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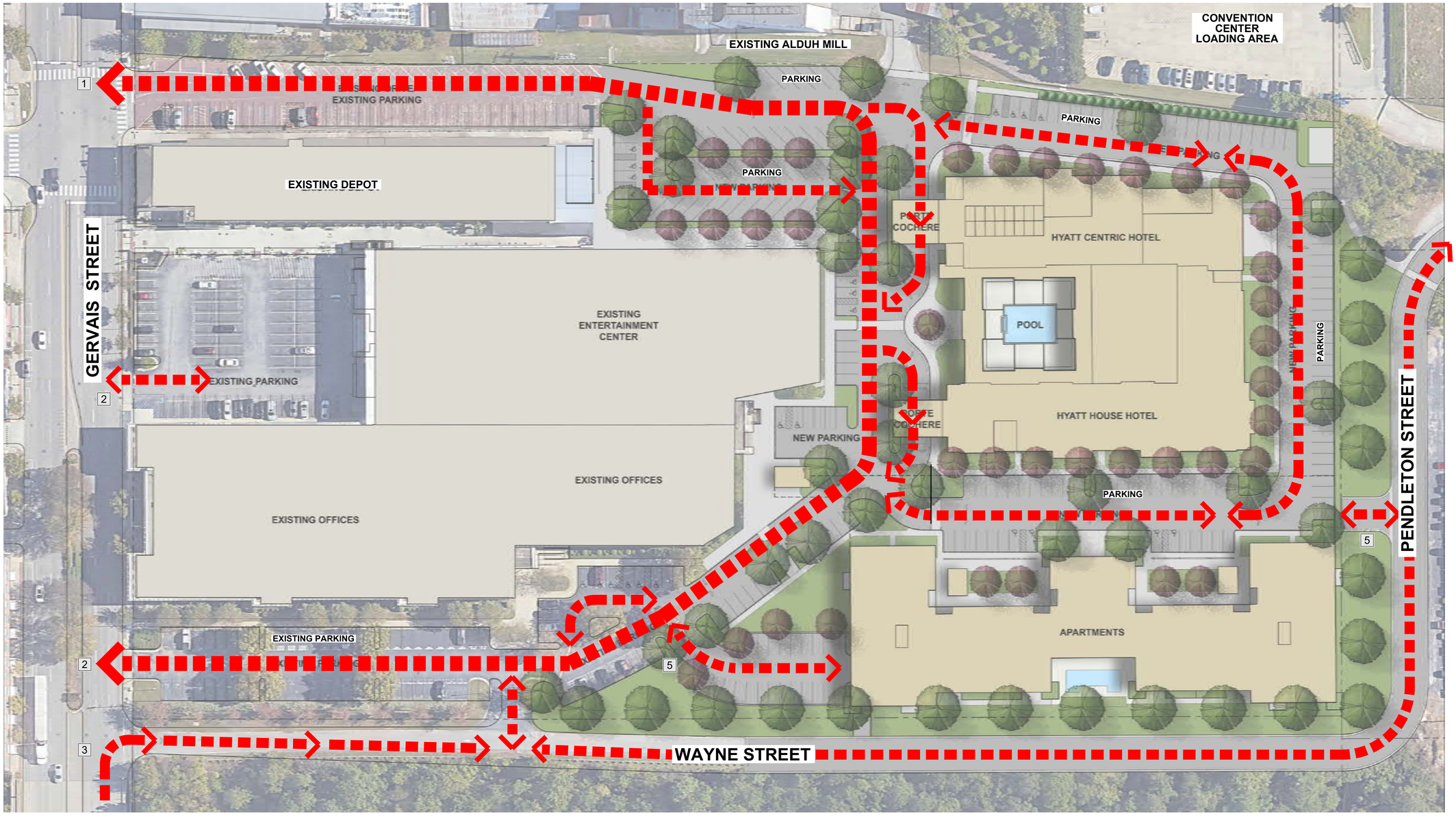
6. HOUSE MONUMENT SIGNAGE
7. ENTRY DRIVE WITH NEW BRICK PATTERN
8. NEW ACCESSIBLE PARKING, 18'X24'
9. NEW EXTERIOR STAIR TO GASDEN STREET
10. TRASH ENCLOSURE
11. HOTEL RECEIVING AREA
12. NEW RETAINING WALL
13. BUILDING SETBACK
14. PEDESTRIAN CONNECTION TO CONVENTION CENTER
15. FUTURE GASDEN SIDEWALK
16. NEW LANDSCAPE AREA
17. DELIVERY VEHICLE CONNECTION TO ADLUH MILL
18. NEW PEDESTRIAN SIDEWALK
19. PEDESTRIAN CROSSWALK WITH ENHANCED PAVING
20. LANDSCAPED SLOPE
21. PROPERTY LINE

NORTH

0 20' 40' 60' 80'

PROPOSED SITE PLAN: DIMENSIONS

1" = 40'-0"



NOTES

1. GERVAIS STREET CONNECTION WITH TRAFFIC SIGNAL
2. GERVAIS CONNECTION, RIGHT TURN IN AND OUT ONLY
3. WAYNE STREET CONNECTION, RIGHT TURN IN ONLY, ONE WAY
4. PARKING STRUCTURE ENTRY/EXIT AT LEVEL P1
5. PARKING STRUCTURE ENTRY/EXIT

PRIMARY GUEST & VISITOR CIRCULATION ROUTE

SECONDARY GUEST & VISITOR CIRCULATION ROUTE

NORTH

0 20' 40' 60' 80'

SITE PLAN: GUEST AND VEHICLE CIRCULATION

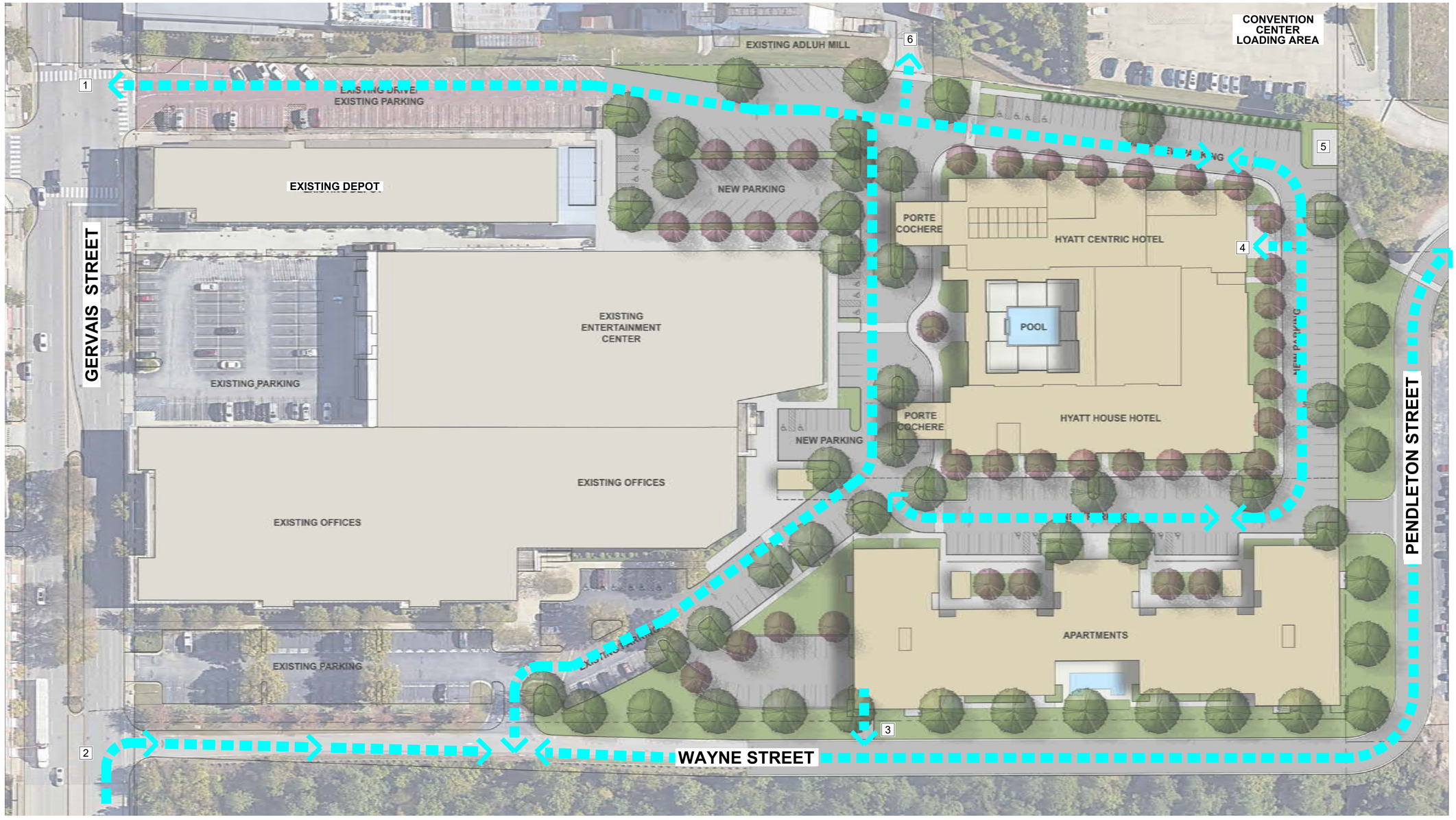
1" = 40'-0"

CREDE
Commercial Real Estate Development Enterprises

Vista Depot Hotels & Apartments
800 Gervais Street, Columbia, South Carolina

ARNOLD COMPANIES
(Ben Arnold Real Estate Services)

G-7



NOTES

1. GERVAIS STREET CONNECTION WITH TRAFFIC SIGNAL
2. WAYNE STREET CONNECTION, RIGHT TURN IN ONLY, ONE WAY
3. PARKING STRUCTURE ENTRY/EXIT AT LEVEL P1: APARTMENT TRASH ACCESS
4. HOTEL RECEIVING AREA
5. EXISTING TRASH ENCLOSURE
6. ADLUH MILL TRUCK ACCESS, ONE WAY ONLY

SERVICE VEHICLE CIRCULATION ROUTE

NORTH

0 20' 40' 60' 80'

SITE PLAN: SERVICE VEHICLE CIRCULATION

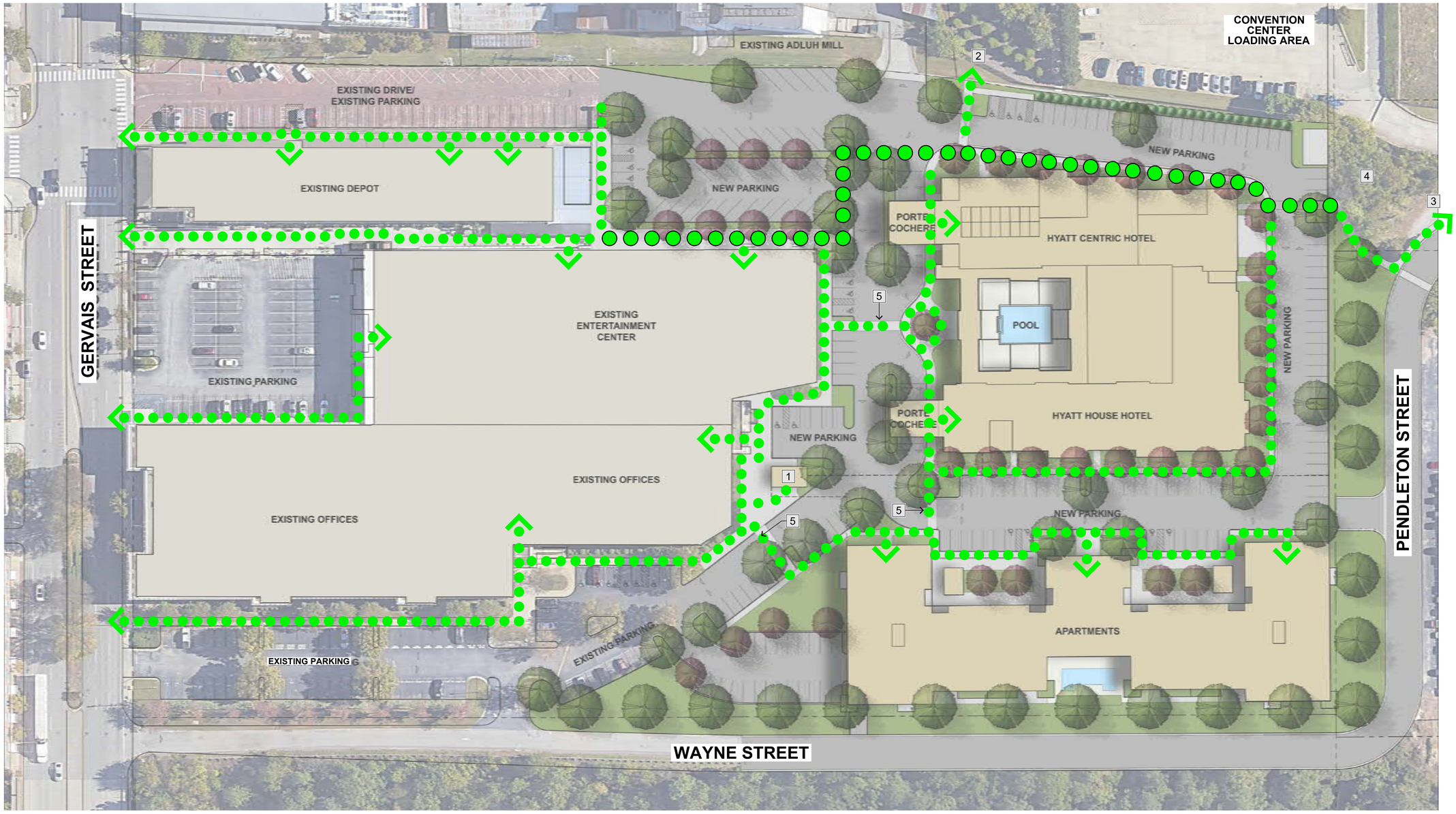
1" = 40'-0"

CREDE
Commercial Real Estate Development Enterprises

Vista Depot Hotels & Apartments
800 Gervais Street, Columbia, South Carolina

ARNOLD COMPANIES
(Ben Arnold Real Estate Services)

G-8



NOTES

1. CONNECTION TO PARKING ELEVATORS
2. CONNECTION TO CONVENTION CENTER
3. FUTURE PENDLETON SIDEWALK
4. STAIR CONNECTION TO PENDLETON
5. PEDESTRIAN CROSSWALK

PEDESTRIAN CIRCULATION ROUTE

ENHANCED PEDESTRIAN CIRCULATION ROUTE

NORTH

0 20' 40' 60' 80'

SITE PLAN: SERVICE PEDESTRIAN CIRCULATION

1" = 40'-0"

CREDE
Commercial Real Estate Development Enterprises

Vista Depot Hotels & Apartments
800 Gervais Street, Columbia, South Carolina

ARNOLD COMPANIES
(Ben Arnold Real Estate Services)

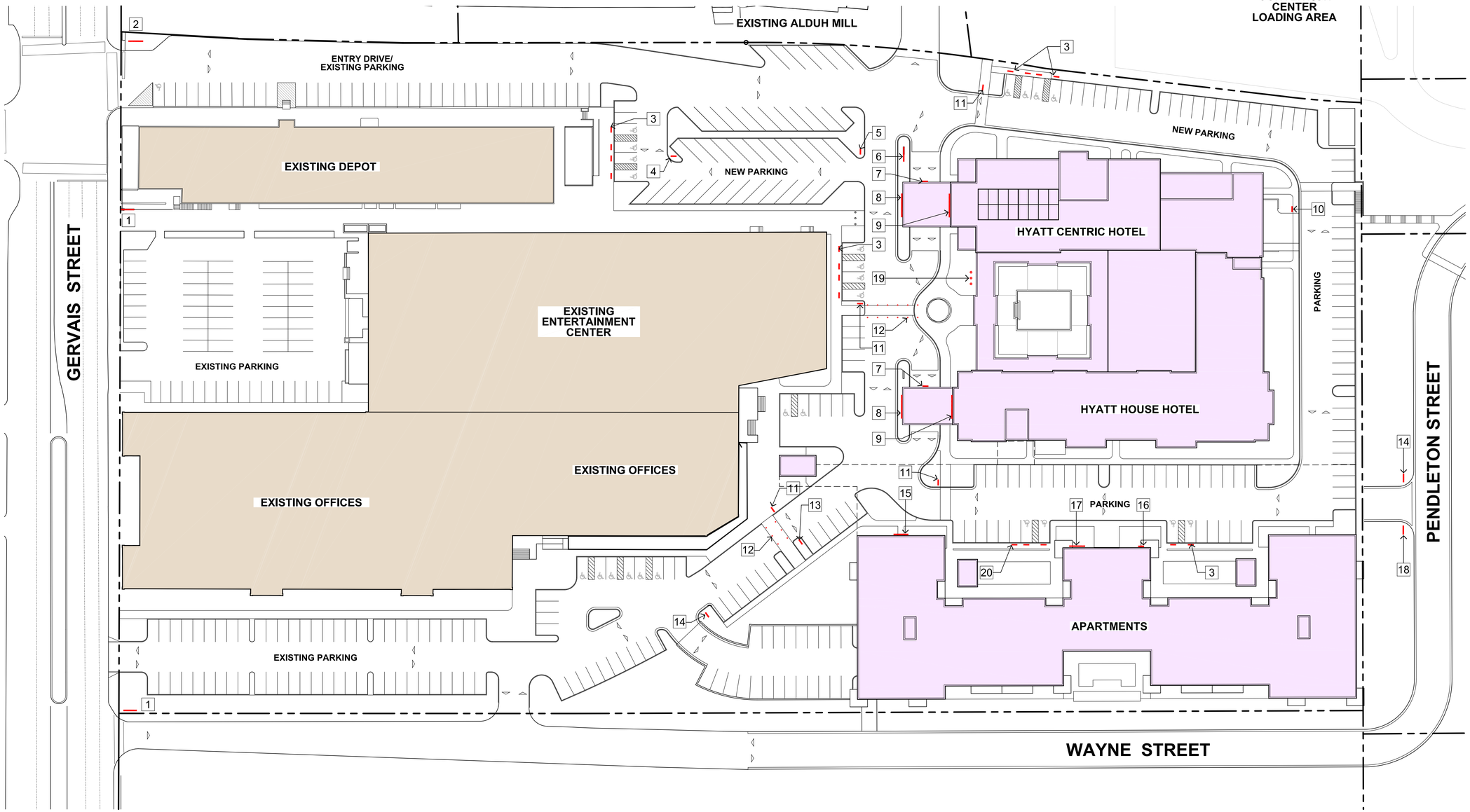
NOTES

1. DEPOT BICYCLE PARKING:
   SHORT TERM: 26 BIKES
   LONG TERM: 13 LOCKERS
2. OFFICE BICYCLE PARKING #1:
   SHORT TERM: 10 BIKES
   LONG TERM: 5 LOCKERS
3. OFFICE BICYCLE PARKING #2:
   SHORT TERM: 9 BIKES
   LONG TERM: 5 LOCKERS
4. HOTEL BICYCLE PARKING:
   SHORT TERM: 4 BIKES
   LONG TERM: 16 LOCKERS
5. APARTMENT BICYCLE PARKING:
   SHORT TERM: 5 BIKES
6. APARTMENT BICYCLE PARKING:
   LONG TERM: 23 BIKES (SECURED),
   LOCATED IN PARKING STRUCTURE

0 20' 40' 60' 80' NORTH

SITE PLAN: BICYCLE PARKING & CIRCULATION

1" = 40'-0"



NOTES

1. EXISTING MONUMENT SIGN TO REMAIN
2. REMOVE EXISTING MONUMENT SIGN AND INSTALL NEW LARGE MONUMENT FOR VISTA DEPOT: HOTEL, BAR & RESTAURANT IDENTIFICATION
3. ACCESSIBLE PARKING SIGN
4. DIRECTIONAL SIGN: 'ONE WAY'
5. DIRECTIONAL SIGN: 'DO NOT ENTER'
6. HOTEL CENTRIC MONUMENT SIGN: HOTEL, ROOFTOP BAR & RESTAURANT IDENTIFICATION
7. BUILDING ADDRESS ON PORTE COCHERE
8. HOTEL IDENTIFICATION SIGN: PORTE COCHERE HOTEL SIGN, HYATT STANDARD
9. HOTEL IDENTIFICATION SIGN: HIGH AT TOP OF BUILDING, HYATT STANDARD
10. INFORMATION SIGN: 'HOTEL RECEIVING'
11. WARNING SIGN: 'PEDESTRIAN CROSSWALK'
12. WARNING LIGHTS, IN-GROUND RECESSED
13. DIRECTIONAL SIGN: PARKING STRUCTURE
14. IDENTIFICATION SIGN: 'PARKING STRUCTURE'
15. IDENTIFICATION SIGN: 'APARTMENTS'
16. BUILDING ADDRESS ON BUILDING FACADE
17. IDENTIFICATION SIGN: 'LEASING OFFICE'
18. TRAFFIC SIGN: 'STOP'
19. FLAG POLES: US, SOUTH CAROLINA AND HYATT FLAGS, 20' HIGH POLES
20. INFORMATION SIGN: 'LEASING PARKING ONLY'

0 20' 40' 60' 80' NORTH

SIGNAGE SITE PLAN

1" = 40'-0"

CREDE
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Vista Depot Hotels & Apartments
800 Gervais Street, Columbia, South Carolina

ARNOLD COMPANIES
(Ben Arnold Real Estate Services)

G-11

RENDER PROPOSED DIGITAL MODEL

RENDER PROPOSED DIGITAL MODEL

RENDER PROPOSED DIGITAL MODEL

0 2 4 8 16 24 ft

OVERALL NORTH ELEVATION

Overall North Elevation

Scale: 1/16" = 1'-0"

Date: Dec. 30, 2022

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G-15

0 2 4 8 16 24 ft

OVERALL SOUTH ELEVATION

Overall South Elevation

Scale: 1/16" = 1'-0"

Date: Dec. 30, 2022

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(Ben Arnold Real Estate Services)

G-16

1. VIEW FROM GERVAIS ST. AND WAYNE ST. LOOKING TOWARDS EXISTING OFFICE BUILDING

2. VIEW FROM GERVAIS ST. LOOKING TOWARDS EXISTING ENTERTAINMENT CENTER AND DEPOT

3. VIEW FROM EXISTING DEPOT. LOOKING TOWARDS EXISTING ENTERTAINMENT CENTER

4. VIEW FROM GERVAIS ST. LOOKING TOWARDS EXISTING DEPOT AND OFFICE BUILDING

5. VIEW FROM NORTH-WEST PROPERTY LINE. LOOKING TOWARDS EXISTING DEPOT AND ALDUH MILL

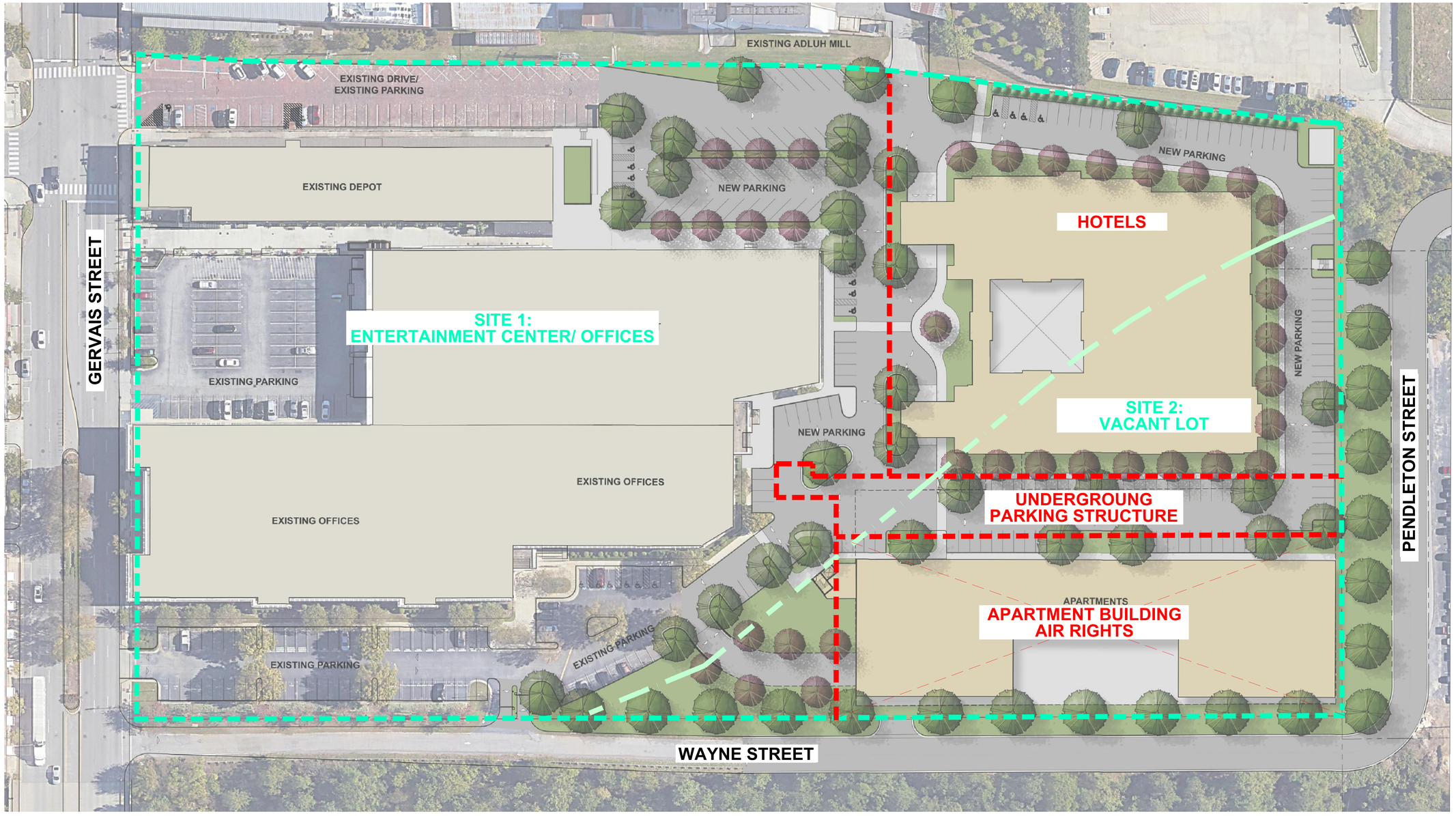
6. VIEW FROM PROPERTY. LOOKING TOWARDS ADLUH MILL

7. VIEW FROM REAR OF PROPERTY. LOOKING TOWARDS EXISTING DEPOT AND ENTERTAINMENT CENTER

8. VIEW FROM REAR OF PROPERTY. LOOKING TOWARDS EXISTING ENTERTAINMENT CENTER

9. VIEW FROM REAR OF PROPERTY. LOOKING TOWARDS EXISTING OFFICE BUILDING

EXISTING SITE PHOTOGRAPHS



EXISTING PROPERTY AREA	
SITE #1:	
ENTERTAINMENT CENTER, OFFICE BUILDING, DEPOT	8.92 AC.
SITE #2	
VACANT LOT	3.02 AC.
TOTAL	**11.94 AC.**

PROPOSED PROPERTY AREA	
ENTERTAINMENT CENTER, OFFICE BUILDING, DEPOT	7.42 AC.
HOTELS	2.62 AC.
PARKING STRUCTURE	1.90 AC.
TOTAL	**11.94 AC.**
APARTMENT BUILDING (AIR RIGHTS)	1.40 AC.

EXISTING PROPERTY LINE

EXISTING PROPERTY LINE TO BE VACATED

FUTURE PROPERTY LINE

NORTH

0 20' 40' 60' 80'

SITE PLAN: FUTURE SUBDIVISION

1" = 40'-0"

CREDE
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Vista Depot Hotels & Apartments
800 Gervais Street, Columbia, South Carolina

ARNOLD COMPANIES
(Ben Arnold Real Estate Services)

G-18

Civil Engineering

S18°59'49"E
134.17'

S20°27'25"E
271.76'

S13°15'42"E 250.21'

S69°25'44"W 411.03'

N59°48'33"W
239.93'

364.62' N20°21'33"W

627.47' N20°36'33"W

C1 C2 C3 C4 C5

L1 L2 L3

12" HDPE Inv.=225.48

1/2" Rebar (o)

5/8" Rebar (o)

PK Nail & Cap (o)

Water Meter (typ.)

Water Valve (typ.)

Sign (typ.)

Fire Hydrant (typ.)

24' ACCESS EASEMENT FOR INGRESS-EGRESS

40' ACCESS EASEMENT FOR INGRESS-EGRESS

Brick Driveway/Parking Area

Concrete

Metal Fence

Block Wall

ONE STORY BRICK VENEER BUILDING

TWO STORY BRICK VENEER BUILDING No. 700

Brick Walkway

Concr. Walk

Bollard (typ.)

Gas Meter (typ.)

Grease Manhole (typ.)

Elec. Meter (typ.)

Yard Inlet (Typ.)

Storm Drainage Pipe (Approx. Loc./Typ.)

Unable to locate pipe junction

Unable to verify pipe location

Catch Basin Grate=224.88 Inv.(in)=221.98 Inv.(out)=222.13 Inv.(out)=221.98

Catch Basin Grate=224.53 Inv.(in)=221.83 Inv.(out)=221.78

Catch Basin Grate=224.53 Inv.(in)=221.90 Inv.(out)=221.30

Catch Basin Grate=223.48 Inv.(in)=220.48 Inv.(out)=220.38

Catch Basin Grate=224.35 Inv.(in)=217.60 Inv.(out)=217.35

Catch Basin Grate=221.64 Inv.(a)=218.74 Inv.(b)=218.54

Catch Basin Grate=221.37 Inv.(b)=219.67 Inv.(a)=219.47

Catch Basin Grate=221.54 Inv.(out)=219.21

Catch Basin Grate=219.13 Inv.(c/)=209.33

Trench Drain Grate=220.72 Inv.(a)=218.95 Inv.(b)=217.76 Inv.(c)=218.63

Catch Basin Grate=220.73 Inv.(in)=218.70 Inv.(out)=218.50

Catch Basin Rim=219.16 Inv.(in)=216.86 Inv.(out)=216.16

Catch Basin Rim=219.12 Inv.(a)=215.02 Inv.(b)=214.72 Inv.(c)=215.17 Inv.(d)=215.42

Catch Basin Rim=219.08 Inv.(in)=214.48 Inv.(out)=214.23

Catch Basin Grate=217.98 Inv.(in)=213.73 Inv.(out)=213.53

Catch Basin Grate=218.39 Inv.(in)=214.09 Inv.(out)=213.99

Sewer Manhole Rim=216.04 Inv.(a)=205.69 Inv.(b)=212.04

Sewer Manhole Rim=212.46 Inv.(in)=202.91

Sewer Manhole Rim=198.08 Inv.(a)=194.01 Inv.(a)=193.38 Inv.(out)=193.08

Sewer Manhole Rim=197.31 Inv.(out)=193.26

Sewer Manhole Rim=202.11 Inv.(in)=192.86 Inv.(out)=192.76

Sewer Manhole Rim=202.49 Inv.(a)=188.09 Inv.(b)=188.94 Inv.(out)=187.84

Sewer Manhole Rim=203.56 Inv.(in)=196.78 Inv.(out)=196.48

12" DIP Water Line (Approximate Loc./ Scaled from plans)

12" Water Line (Approximate Loc./ Scaled from plans)

8" Terra Cotta

8" PVC

8" Pipe

12" Pipe

6" Pipe

SS Service Pipe

N/F TMS#08916-11-02 SOUTHERN REALTY DEV CORP 8.92 ACRES

N/F TMS#08916-11-04A 1101 WAYNE LLC 3.02 ACRES

WAYNE STREET (100' R/W)

PENDLETON STREET (100' R/W)

THIS PORTION OF THE R/W IS APPROX. 2.28 ACRES

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

Scale
1" = 30'

Date
Oct. 20, 2022

CREDE
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Vista Depot Hotels & Apartments
800 Gervais Street, Columbia, South Carolina

ARNOLD COMPANIES
(Ben Arnold Real Estate Services)

C-1

GRADING CONCEPT

HOTEL FINISHED FLOOR = 224.2'

GARAGE LOWEST FLOOR = 199.6'
GARAGE SECOND FLOOR = 209.0'

GRAPHIC SCALE
30 0 15 30 60 120
(IN FEET)
1 inch = 30 ft.

Chao & Associates, Inc.
Civil - Structural - Survey
7 Clusters Court
Columbia, SC 29210
Voice: (803) 772-8420
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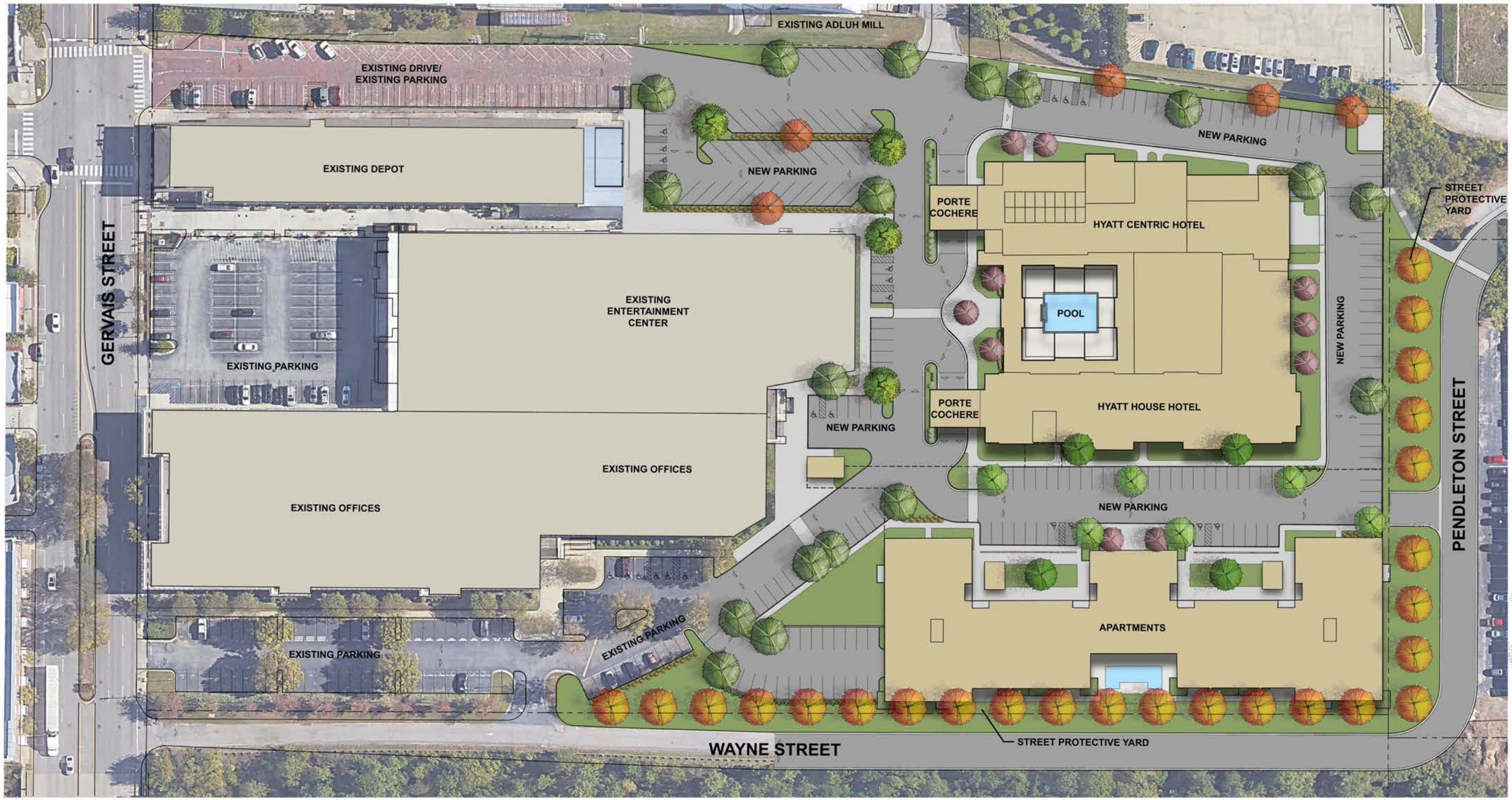
Landscape

Architecture



LEGEND	
SYMBOL	POSSIBLE TREES AND SHRUBS
LARGE TREES	WILLOW OAK/ BALD CYPRESS/ FRUITLESS SWEETGUM/ SAWTOOTH OAK/ HIGH RISE LIVE OAK
MEDIUM TREES	CHINESE PISTACHE/ CHINESE ALLEE ELM/ NATCHEZ CRAPE MYRTLE/ REDBUD
SHRUBS	BOXWOOD/ MISCANTUS/ DWARF BURNING BUSH/ PODOCARPUS/ DISTYLIUM/ JUNIPER
GROUNDCOVER	DAYLILY/ SOCIETY GARLIC

NOTES:
- SHOWN LANDSCAPE PLAN IS CONCEPTUAL IN NATURE. ALL PLANTINGS SHALL MEET THE MINIMUM REQUIREMENTS AS SET FORTH BY THE CITY OF COLUMBIA LANDSCAPE ORDINANCE.
- POSSIBLE TREES AND SHRUBS TAKEN FROM THE CITY OF COLUMBIA LANDSCAPE AND TREE ORDINANCE.
- THE DRAWING IS CONCEPTUAL IN NATURE. ACTUAL PLANT QUANTITIES MAY VARY BASED ON EXISTING AND PROPOSED FIELD CONDITIONS.
- ALL NEW PLANTINGS TO BE MECHANICALLY IRRIGATED.

THE LANDPLAN GROUP SOUTH
Landscape Architecture | Engineering | Planning

SCALE 1" = 40 FT
0 10 20 30 40 80
GRAPHIC SCALE

Scale
1" = 40'-0"

Date
Dec. 7, 2022

CREDE
Commercial Real Estate Development Enterprises

Vista Depot Hotels & Apartments
800 Gervais Street, Columbia, South Carolina

ARNOLD COMPANIES
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PROPOSED LARGE TREES

Willow Oak

Bald Cypress

Fruitless Sweetgum

Sawtooth Oak

HIgh Rise Live Oak

PROPOSED MEDIUM TREES

Chinese Pistache

Chinese Allee Elm

Natchez Crape Myrtle

Redbud

PROPOSED SHRUBS AND GROUNDCOVERS

Boxwood

Miscanthus

Dwarf Burning Bush

Podocarpus

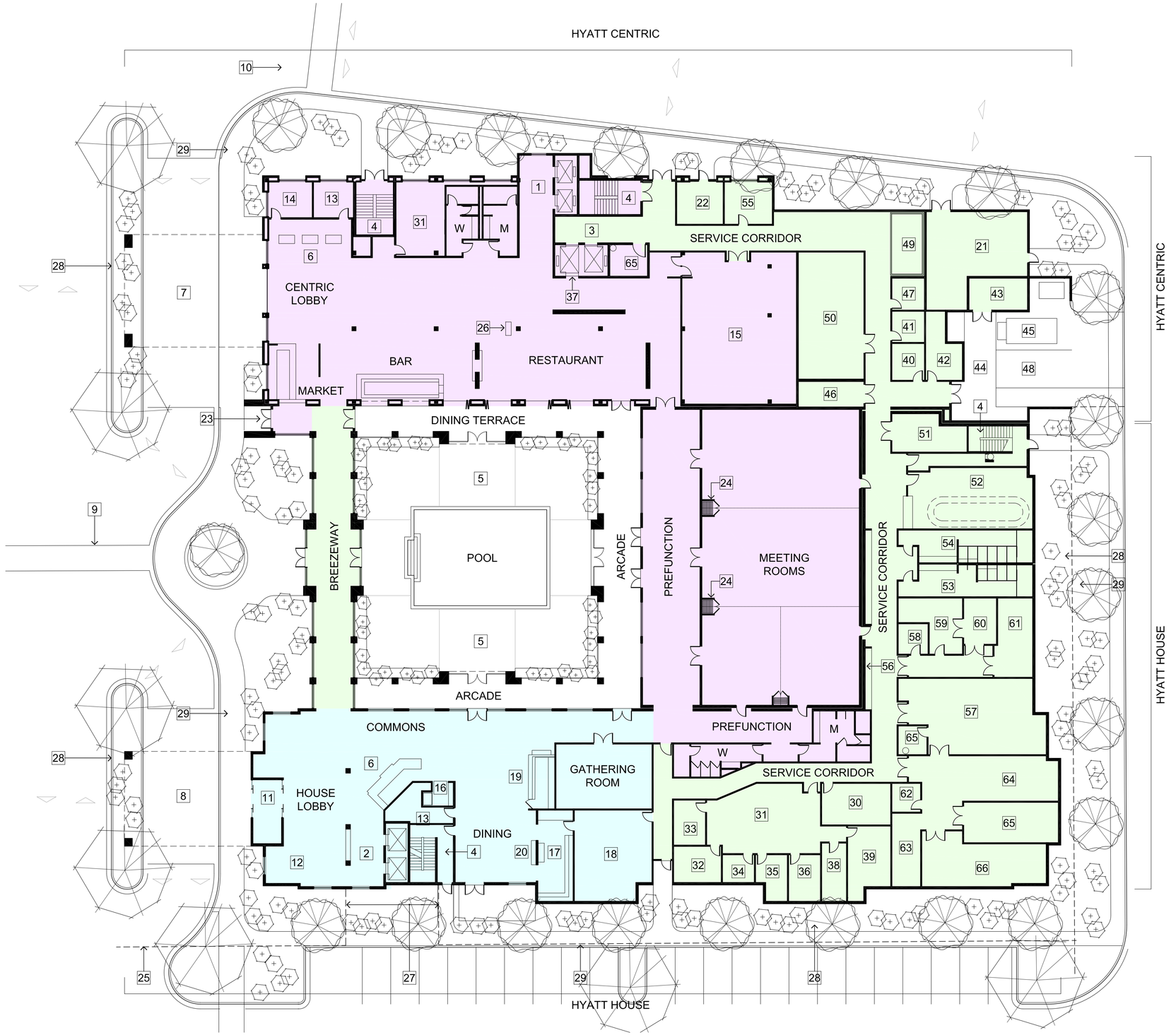
Distylium

Juniper

Daylily

Society Garlic

Hotel Architecture



NOTES

1. GUEST ELEVATORS
2. GUEST & PARKING ELEVATORS
3. SERVICE ELEVATOR
4. EXIT STAIR
5. POOL DECK
6. FRONT DESK
7. HYATT CENTRIC PORTE COCHERE
8. HYATT HOUSE PORTE COCHERE
9. WALKWAY TO ENTERTAINMENT CENTER
10. ACCESS TO CONVENTION CENTER
11. ENTRY FOYER/CART STAGING
12. GUEST COMPUTER STATIONS
13. LUGGAGE
14. FRONT OFFICE
15. MAIN KITCHEN
16. MARKET
17. HOUSE GUEST SERVERY
18. HOUSE SERVERY PANTRY
19. HOUSE BAR
20. HOUSE COFFEE BAR
21. ELECTRICAL EQUIPMENT
22. FIRE CONTROL ROOM
23. RESTAURANT ENTRANCE
24. MOVABLE PARTITION STORAGE
25. OUTLINE OF PARKING STRUCTURE
26. RESTAURANT HOST STATION
27. OUTLINE OF BASEMENT LEVELS CONNECTING TO PARKING STRUCTURE
28. LANDSCAPING
29. SIDEWALK
30. STAFF HUDDLE ROOM
31. ADMINISTRATION WORK STATIONS
32. GENERAL MANAGER'S OFFICE
33. DIRECTOR OF FOOD & BEVERAGE
34. DIRECTOR OF OPS./ROOMS
35. DIRECTOR OF SALES & MARKETING
36. DIRECTOR OF FINANCE
37. ROOFTOP BAR PUBLIC ELEVATOR
38. ADMINISTRATION STORAGE
39. COMPUTERS
40. DIRECTOR OF HUMAN RESOURCES
41. HUMAN RESOURCES INTERVIEW
42. SECURITY MANAGER'S OFFICE
43. RECYCLING STOREROOM
44. RECEIVING DOCK
45. TRASH COMPACTOR
46. POOL EQUIPMENT ROOM
47. MATERIALS MANAGEMENT OFFICE
48. TRUCK BAY
49. REFRIGERATOR STORAGE
50. GENERAL STORAGE
51. FUNCTION STORAGE
52. UNIFORM ISSUE
53. TEAM MEN'S RESTROOMS & CHANGING ROOMS
54. TEAM WOMEN'S RESTROOMS & CHANGING ROOMS
55. UNASSIGNED BACK OF HOUSE
56. TEAM LOCKERS
57. LAUNDRY
58. DIRECTOR OF ENGINEERING OFFICE
59. BUILDING MANAGEMENT SYSTEMS ROOM
60. TOOL STORAGE
61. PARTS STORAGE
62. EXECUTIVE HOUSEKEEPER OFFICE
63. HOUSEKEEPER WORKSTATIONS
64. CLEAN LINEN STORAGE
65. SOILED LINEN STORAGE
66. HOUSEKEEPING STORAGE

HYATT CENTRIC HOTEL
HYATT HOUSE HOTEL
COMMON AREAS

0 4 8 16 32 ft
NORTH

Hotel Floor Plan
Level 1

Scale: 1/16" = 1'-0"
Date: Dec. 30, 2022

HOTEL FLOOR PLAN: LEVEL 1

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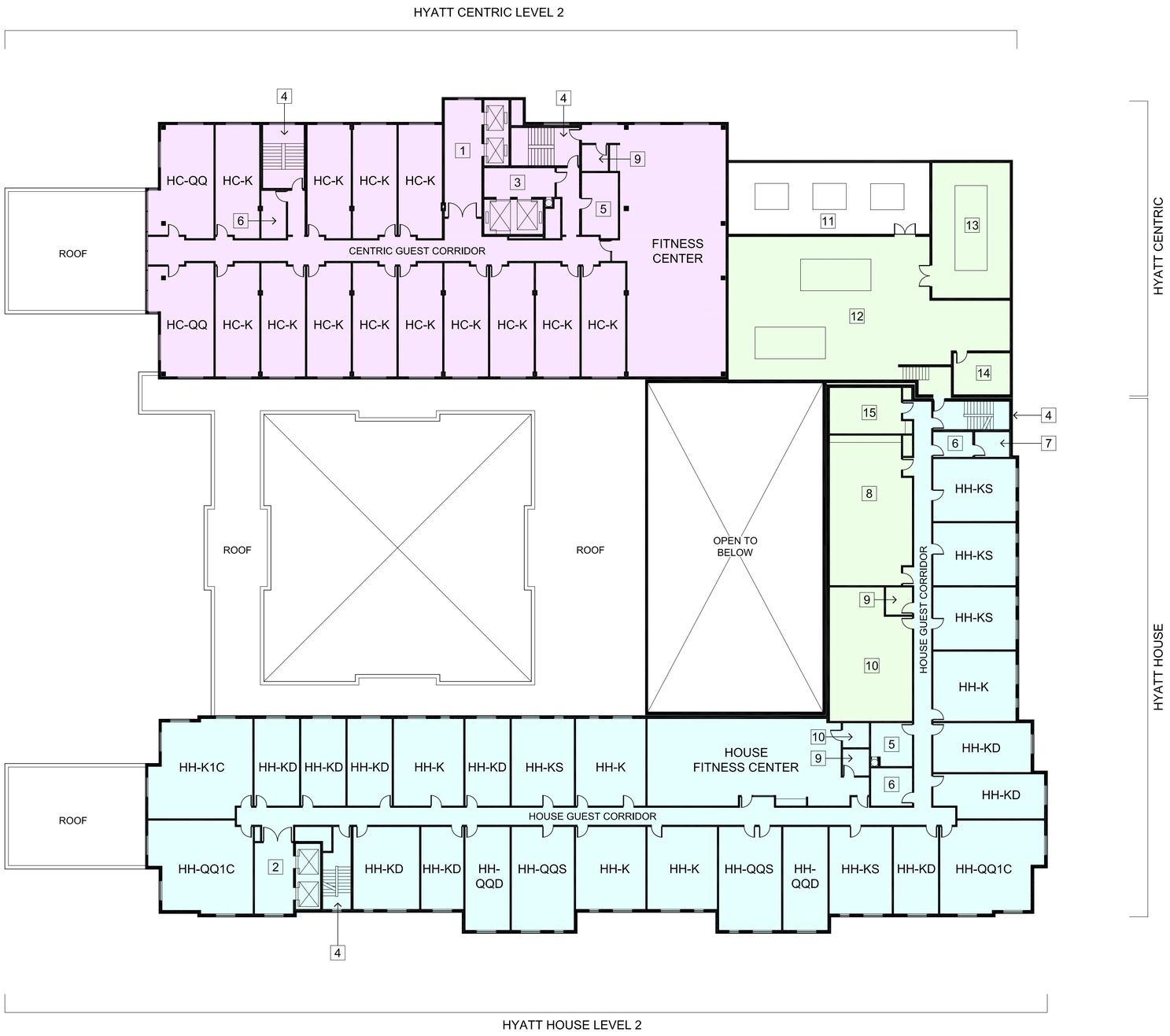
Commercial Real Estate Development Enterprises

Vista Depot Hotels & Apartments
800 Gervais Street, Columbia, South Carolina

ARNOLD COMPANIES
(Ben Arnold Real Estate Services)

AH-1



NOTES

1. CENTRIC GUEST ELEVATORS
2. HOUSE GUEST ELEVATORS
3. CENTRIC SERVICE ELEVATORS
4. EXIT STAIR
5. HOUSEKEEPING
6. ELECTRICAL PANELS
7. IT ROOM
8. TEAM RESTAURANT LOUNGE
9. RESTROOM
10. STORAGE
11. EXTERIOR CONDENSING UNITS
12. AIR HANDLERS
13. GENERATOR ROOM
14. FIRE PUMPS
15. LEARNING & DEVELOPMENT ROOM

HYATT CENTRIC HOTEL

HYATT HOUSE HOTEL

COMMON AREAS

0 4 8 16 32 ft

NORTH

Hotel Floor Plan
Level 2

Scale: 1/16" = 1'-0"

Date: Dec. 30, 2022

HOTEL FLOOR PLAN: LEVEL 2

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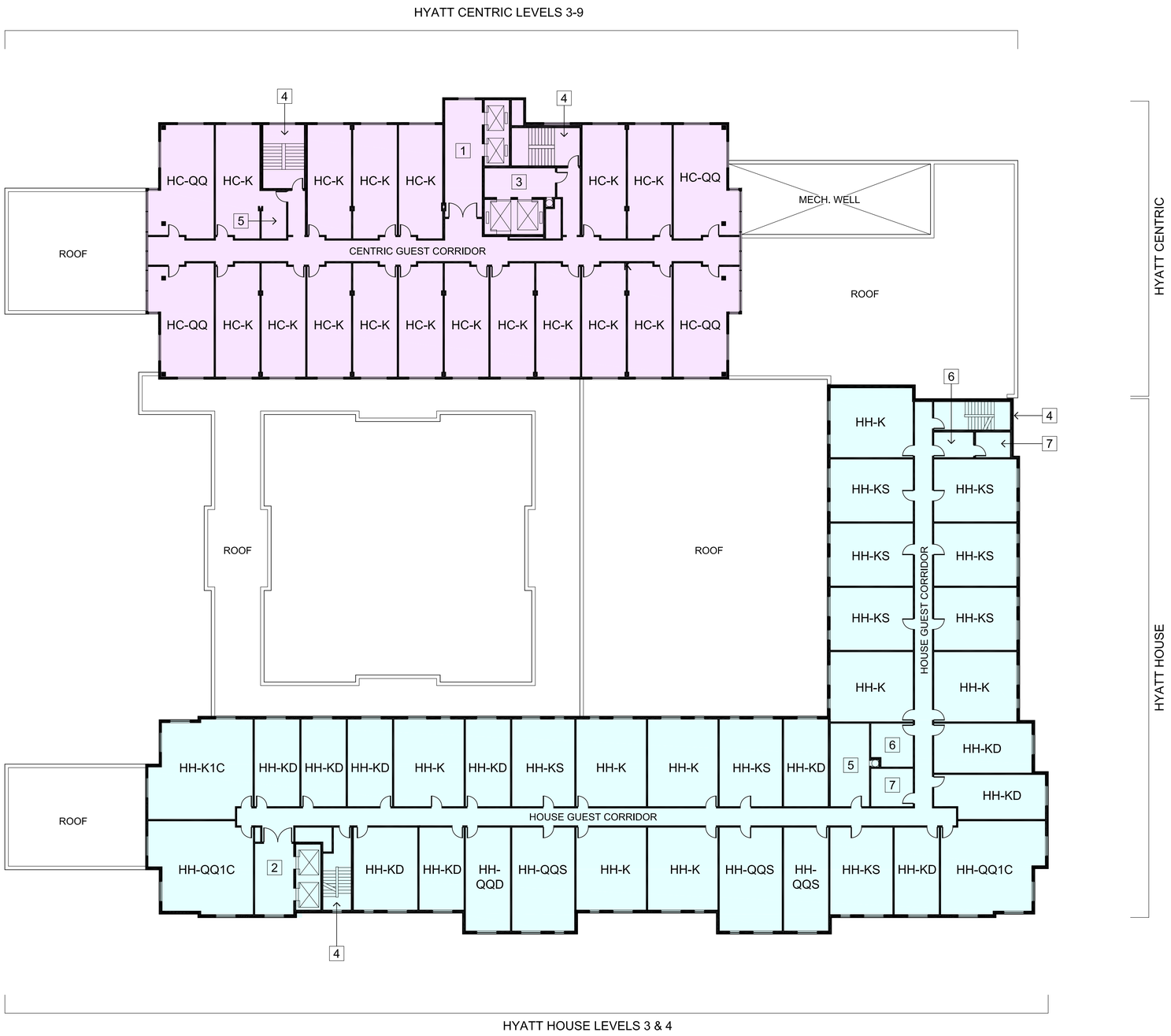
Commercial Real Estate Development Enterprises

Vista Depot Hotels & Apartments
800 Gervais Street, Columbia, South Carolina

ARNOLD COMPANIES
(Ben Arnold Real Estate Services)

AH-2



NOTES

1. CENTRIC GUEST ELEVATORS
2. HOUSE GUEST ELEVATORS
3. CENTRIC SERVICE ELEVATORS
4. EXIT STAIR
5. HOUSEKEEPING
6. ELECTRICAL PANELS
7. IT ROOM

HYATT CENTRIC HOTEL

HYATT HOUSE HOTEL

COMMON AREAS

0 4 8 16 32 ft

NORTH

Hotel Floor Plans
Levels 3-5

Scale: 1/16" = 1'-0"

Date: Dec. 30, 2022

FLOOR PLANS: LEVELS 3-5

CREDE
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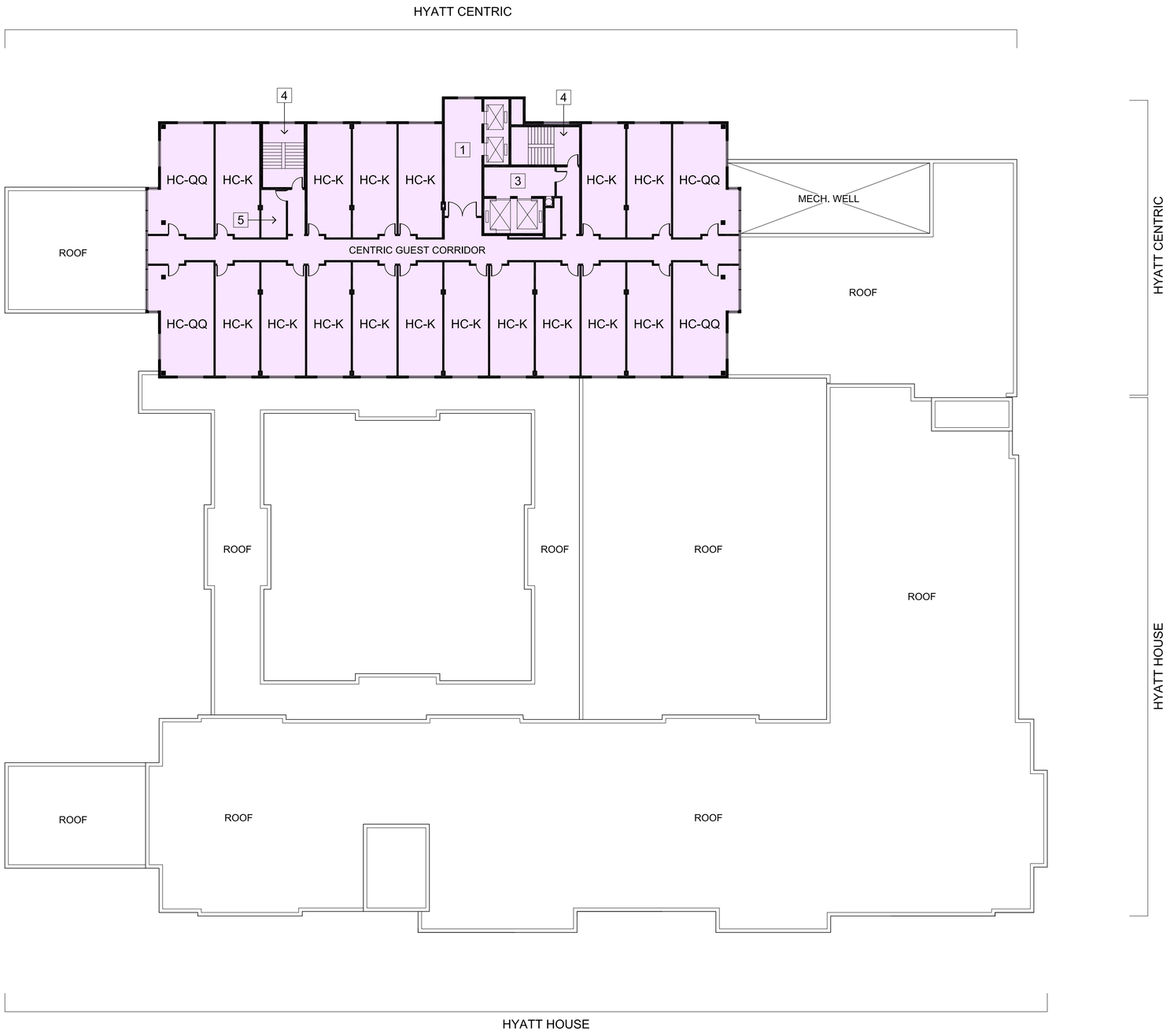
Vista Depot Hotels & Apartments
800 Gervais Street, Columbia, South Carolina

ARNOLD COMPANIES
(Ben Arnold Real Estate Services)

AH-3



NOTES

1. CENTRIC GUEST ELEVATORS
2. HOUSE GUEST ELEVATORS
3. CENTRIC SERVICE ELEVATORS
4. EXIT STAIR
5. HOUSEKEEPING

HYATT CENTRIC HOTEL

HYATT HOUSE HOTEL

COMMON AREAS

0 4 8 16 32 ft

NORTH

HOTEL FLOOR PLANS: CENTRIC LEVEL 6-9

Hotel Floor Plans
Levels 6-9

Scale: 1/16" = 1'-0"

Date: Dec. 30, 2022

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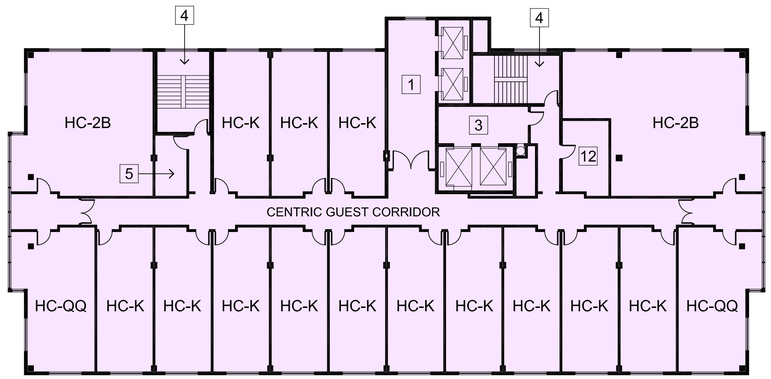
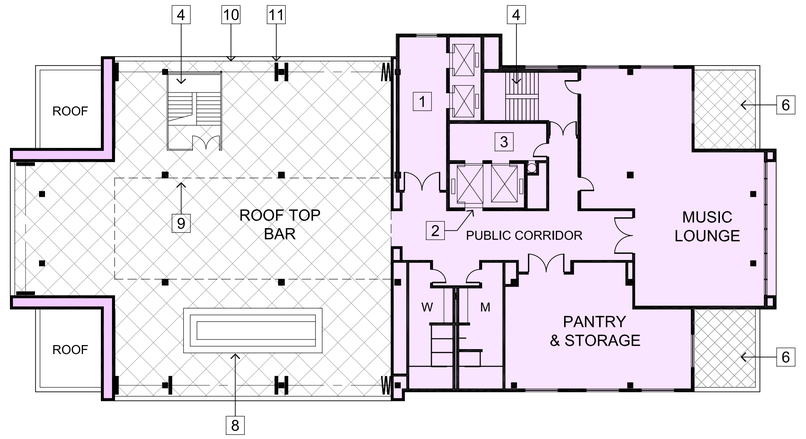
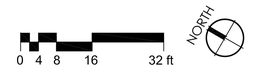
AH-4



HOTEL FLOOR PLAN: LEVEL 10





HOTEL FLOOR PLAN: LEVEL 11

NOTES

1 GUEST ELEVATOR
2 ROOFTOP BAR PUBLIC ELEVATOR
3 SERVICE ELEVATOR
4 EXIT STAIR
5 ELECTRICAL EQUIPMENT
6 EXTERIOR TERRACE
7 PANTRY
8 ISLAND BAR
9 OUTLINE OF RETRACABLE SKYLIGHT ABOVE
10 GLASS WIND SCREEN
11 BIFOLDING GLASS DOORS
12 HOUSEKEEPING

HYATT CENTRIC HOTEL

HYATT HOUSE HOTEL

COMMON AREAS

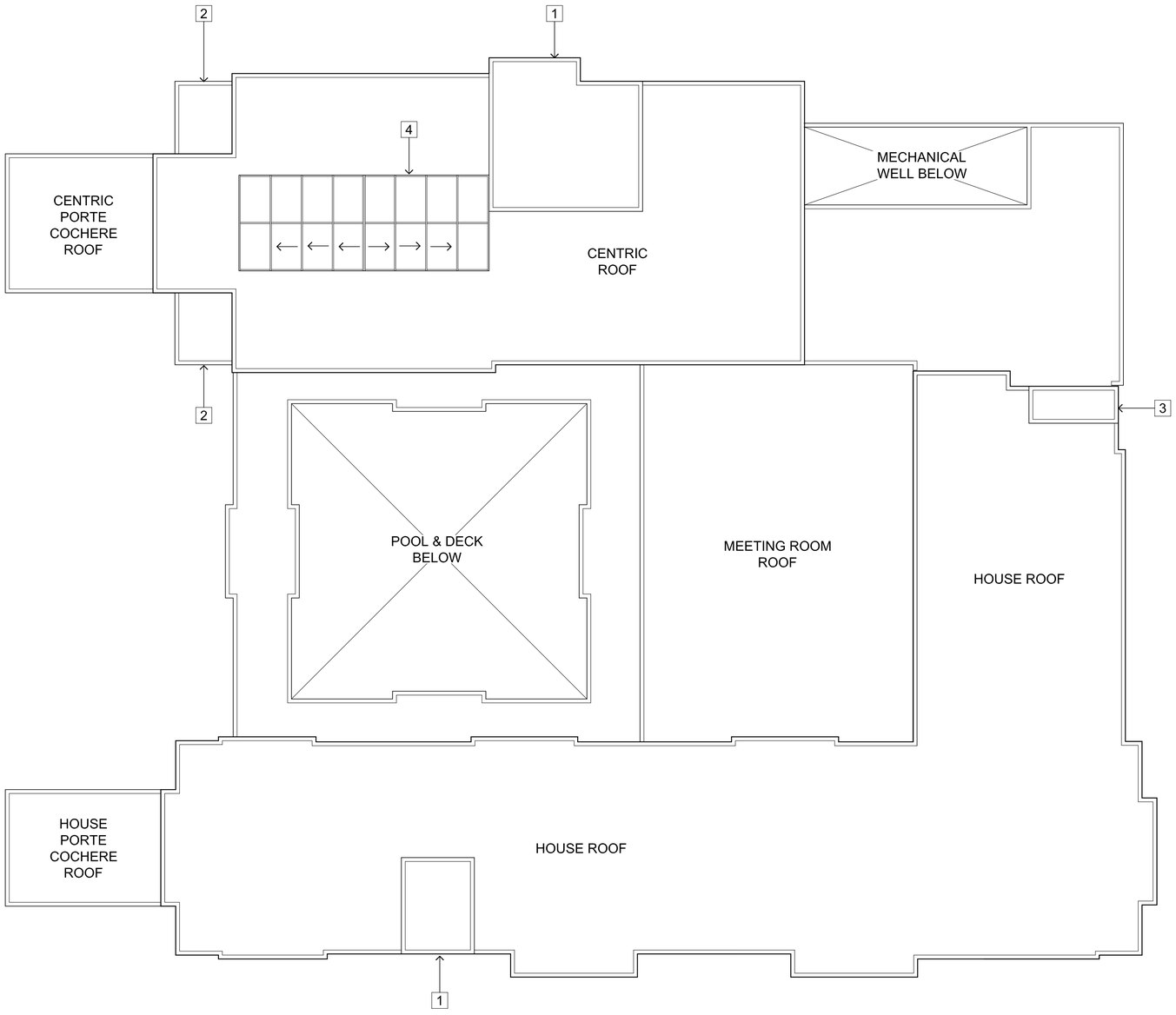
Hotel Floor Plans
Levels 10 & 11

Scale: 1/16" = 1'-0"

Date: Dec. 30, 2022

NOTES

1. ELEVATOR EQUIPMENT ROOM
2. ROOF
3. ROOF ACCESS STAIR
4. RETRACTABLE SKYLIGHT



0 4 8 16 32 ft

NORTH

HOTEL ROOF PLAN

Hotel Roof Plan

Scale: 1/16" = 1'-0"

Date: Dec. 30, 2022

CREDE
Commercial Real Estate Development Enterprises

Vista Depot Hotels & Apartments
800 Gervais Street, Columbia, South Carolina

ARNOLD COMPANIES
(Ben Arnold Real Estate Services)

AH-6

NOTES

1. CEMENT PLASTER FINISH
2. METAL PANEL CLADDING
3. THIN BRICK VENEER
4. GLASS RAILING
5. GLASS WINDOW WALL
6. FIXED GLASS WINDOW
7. ELEVATOR PENTHOUSE
8. WINDOW SHADE ELEMENT
9. MECHANICAL GRILLE

0 2 4 8 16 24 ft

NORTH EXTERIOR ELEVATION

North Elevation

Scale: 3/32" = 1'-0"

Date: Dec. 30, 2022

CREDE
Commercial Real Estate Development Enterprises

Vista Depot Hotels & Apartments
800 Gervais Street, Columbia, South Carolina

ARNOLD COMPANIES
(Ben Arnold Real Estate Services)

AH-7

NOTES

1. CEMENT PLASTER FINISH
2. METAL PANEL CLADDING
3. THIN BRICK VENEER
4. GLASS RAILING
5. DECORATIVE METAL PANEL
6. FIXED GLASS WINDOW
7. ELEVATOR PENTHOUSE
8. WINDOW SHADE ELEMENT
9. MECHANICAL GRILLE

0 2 4 8 16 24 ft

WEST EXTERIOR ELEVATION

West Elevation

Scale: 3/32" = 1'-0"

Date: Dec. 30, 2022

CREDE
Commercial Real Estate Development Enterprises

Vista Depot Hotels & Apartments
800 Gervais Street, Columbia, South Carolina

ARNOLD COMPANIES
(Ben Arnold Real Estate Services)

AH-8

NOTES

1. CEMENT PLASTER FINISH
2. METAL PANEL CLADDING
3. THIN BRICK VENEER
4. GLASS RAILING
5. GLASS WINDOW WALL
6. FIXED GLASS WINDOW
7. ELEVATOR PENTHOUSE
8. WINDOW SHADE ELEMENT
9. MECHANICAL GRILLE
10. ROLL-UP METAL DOOR
11. EXTERIOR STAIR TO STREET
12. CONCRETE RETAINING WALL
13. LANDSCAPE SLOPE

0 2 4 8 16 24 ft

NORTH EXTERIOR ELEVATION

South Elevation

Scale: 3/32" = 1'-0"

Date: Dec. 30, 2022

CREDE
Commercial Real Estate Development Enterprises

Vista Depot Hotels & Apartments
800 Gervais Street, Columbia, South Carolina

ARNOLD COMPANIES
(Ben Arnold Real Estate Services)

AH-9

NOTES

1. CEMENT PLASTER FINISH
2. METAL PANEL CLADDING
3. THIN BRICK VENEER
4. GLASS RAILING
5. GLASS WINDOW WALL
6. FIXED GLASS WINDOW
7. METAL LOUVERS
8. WINDOW SHADE ELEMENT
9. MECHANICAL GRILLE

0 2 4 8 16 24 ft

EAST EXTERIOR ELEVATION

East Elevation

Scale: 3/32" = 1'-0"

Date: Dec. 30, 2022

CREDE
Commercial Real Estate Development Enterprises

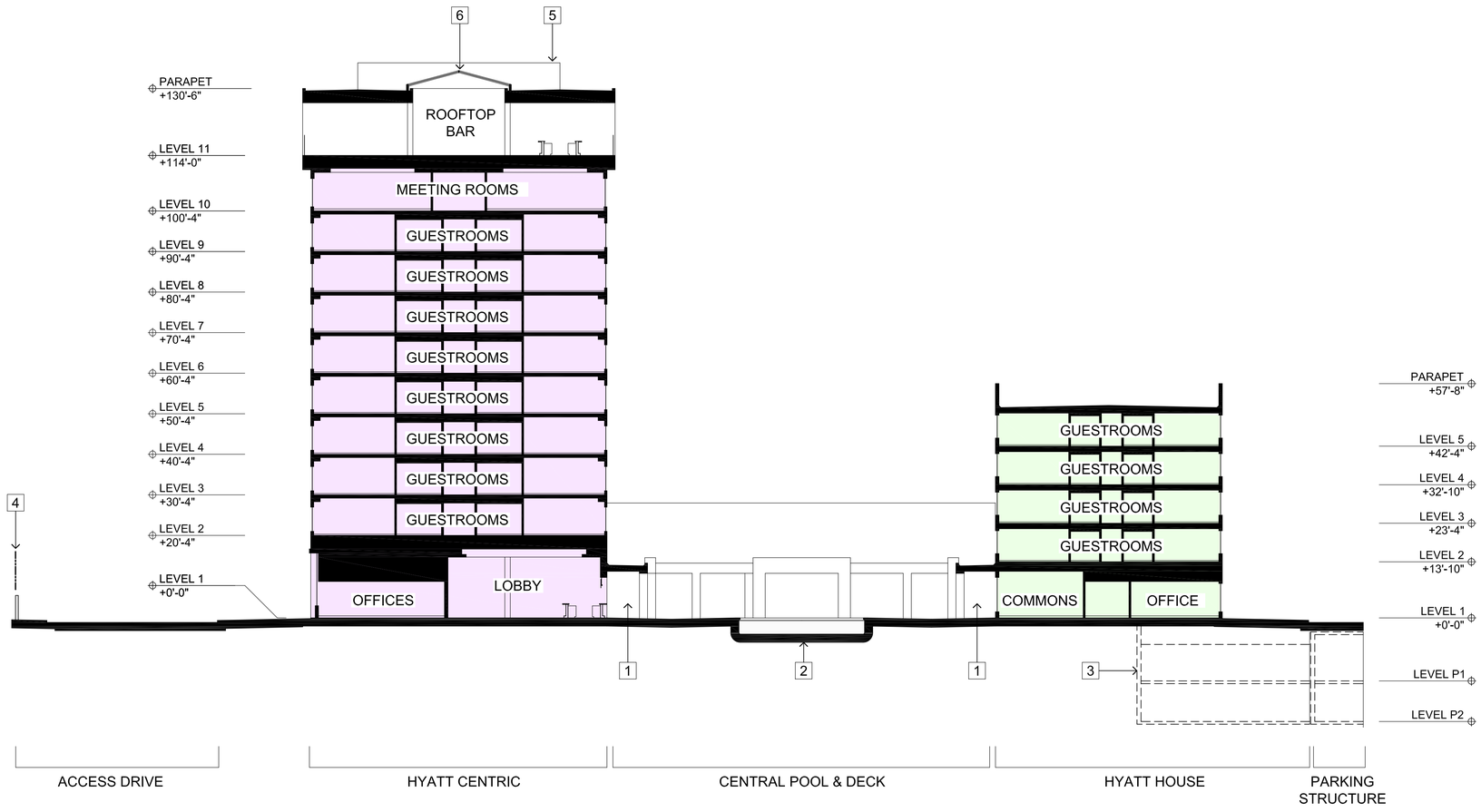
Vista Depot Hotels & Apartments
800 Gervais Street, Columbia, South Carolina

ARNOLD COMPANIES
(Ben Arnold Real Estate Services)

AH-10

NOTES

1. ARCADE
2. MAIN POOL & COURTYARD
3. OUTLINE OF HOUSE BASEMENT LEVELS CONNECTING TO PARKING STRUCTURE
4. PROPERTY LINE
5. MECHANICAL EQUIPMENT SCREEN
6. RETRACABLE SKYLIGHT



HYATT CENTRIC HOTEL

HYATT HOUSE HOTEL

COMMON AREAS

0 4 8 16 32 ft

CROSS SECTION

Cross Section

Scale: 1/16" = 1'-0"

Date: Dec. 30, 2022

CREDE
Commercial Real Estate Development Enterprises

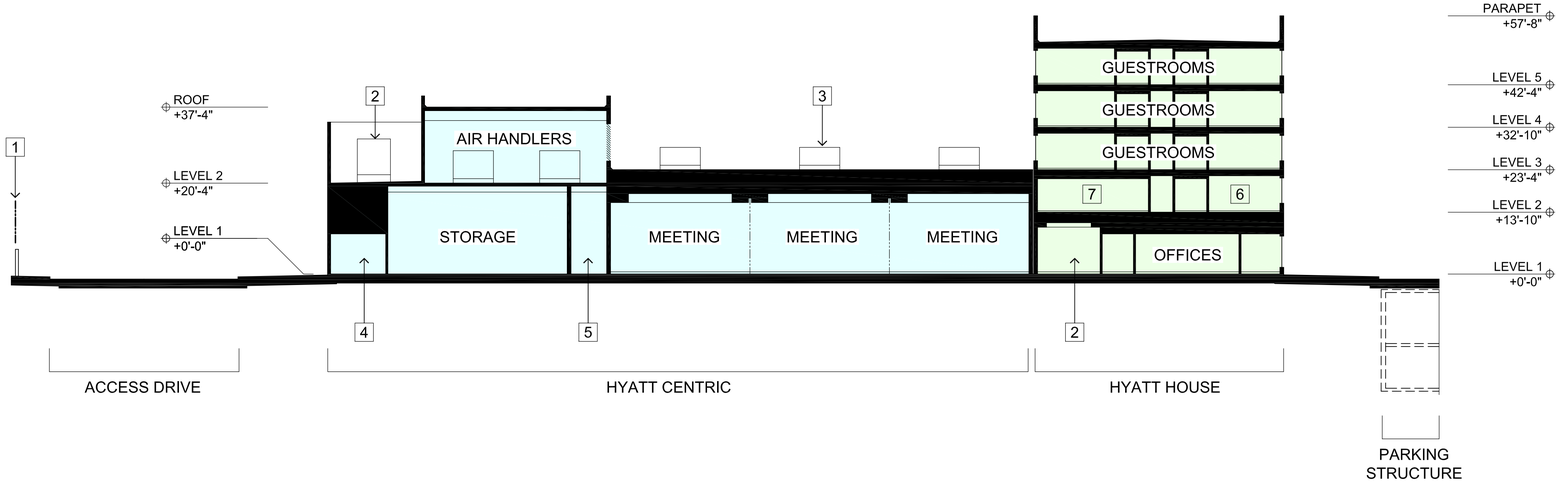
Vista Depot Hotels & Apartments
800 Gervais Street, Columbia, South Carolina

ARNOLD COMPANIES
(Ben Arnold Real Estate Services)

AH-11

NOTES

1. PROPERTY LINE
2. HOUSE SIDE PREFUNCTION
3. ROOF TOP AIR HANDLERS
4. SERVICE CORRIDOR
5. POOL EQUIPMENT
6. GUEST ROOM
7. HOUSE FITNESS ROOM



HYATT CENTRIC HOTEL

HYATT HOUSE HOTEL

COMMON AREAS

0 4 8 16 32 ft

CROSS SECTION

Cross Section

Scale	Date
1/16" = 1'-0"	Dec. 30, 2022

RENDER PROPOSED HYATT CENTRIC & HYATT HOUSE MIXED-USE PROJECT

RENDER PROPOSED HYATT CENTRIC & HYATT HOUSE MIXED-USE PROJECT

RENDER PROPOSED HYATT CENTRIC & HYATT HOUSE MIXED-USE PROJECT: VIEW FROM GERVAIS STREET

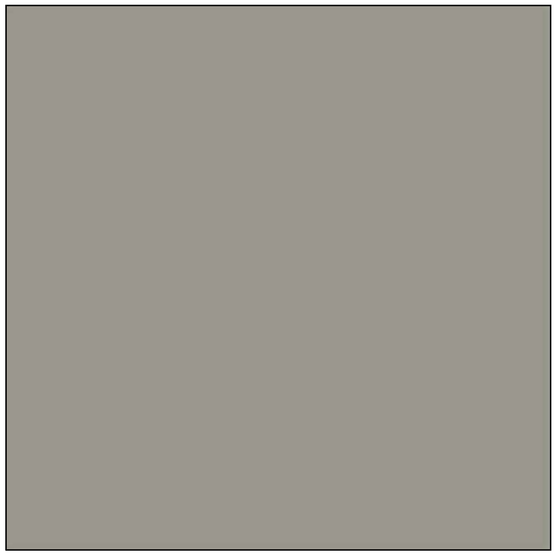
RENDER PROPOSED HYATT CENTRIC & HYATT HOUSE MIXED-USE PROJECT

CREDE
Commercial Real Estate Development Enterprises

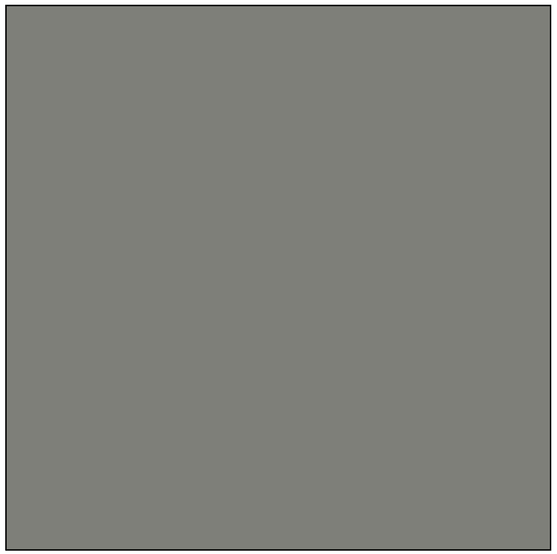
Vista Depot Hotels & Apartments
800 Gervais Street, Columbia, South Carolina

ARNOLD COMPANIES
(Ben Arnold Real Estate Services)

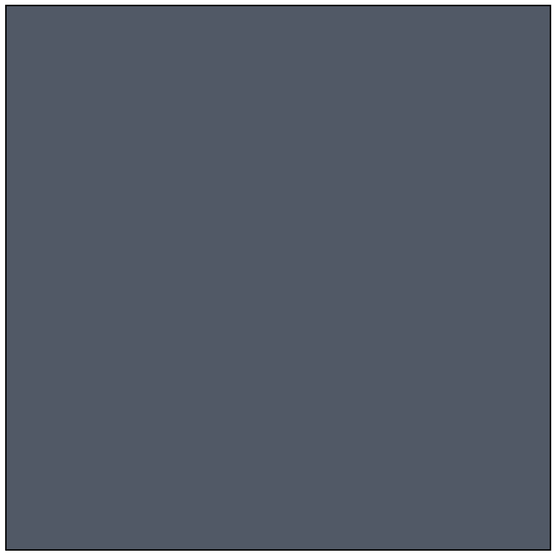
AH-16



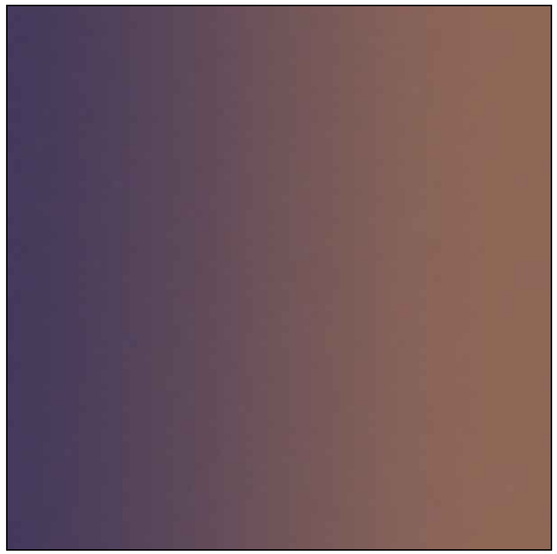
EXTERIOR WALLS, FIELD COLOR:
CEMENT PLASTER WALL FINISH, INTEGRAL COLOR
BENJAMIN MOORE: AC-26 OZARK SHADOWS



EXTERIOR WALLS, ACCENT COLOR:
CEMENT PLASTER WALL FINISH, INTEGRAL COLOR
BENJAMIN MOORE: CC-548 ASPHALT

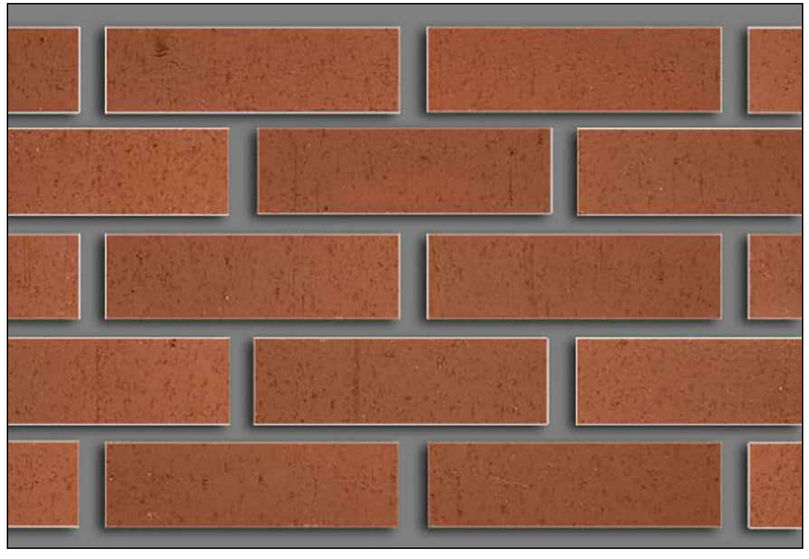


EXTERIOR METAL WINDOW FRAMES:
SHERWIN WILLIAMS: SW 7076 CYBERSPACE



EXTERIOR METAL PANEL:
APOLIC PRISMATIC: HARVEST MOON RXT

CENTRIC AND HOUSE WINDOW WALLS:
TINTED GLAZING IN EXTRUDED ALUMINUM FRAME



EXTERIOR WALLS, THIN BRICK VENEER:
BRICK IT:PLANTATION RED, WIRE CUT, 2-1/4" H X 7-5/8"L X 9/16"T

CENTRIC EXTERIOR PANELS:
METAL COMPOSITE PANEL WITH PRISMATIC FINISH

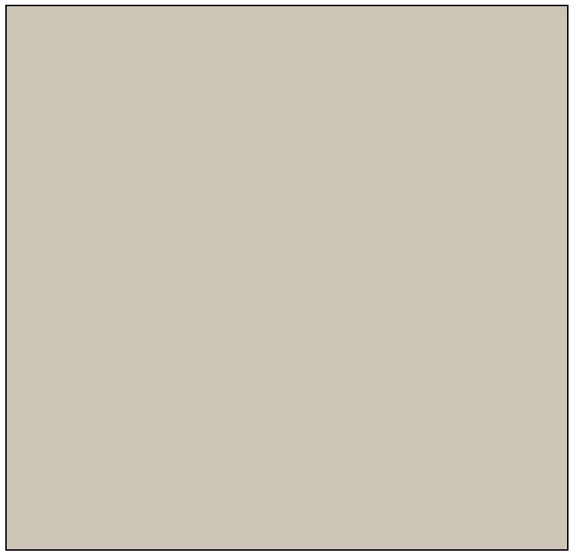
HYATT CENTRIC HOTEL MATERIAL BOARD

CREDE
Commercial Real Estate Development Enterprises

Vista Depot Hotels & Apartments
800 Gervais Street, Columbia, South Carolina

ARNOLD COMPANIES
(Ben Arnold Real Estate Services)

AH-17



EXTERIOR WALLS, FIELD COLOR:
CEMENT PLASTER WALL FINISH, INTEGRAL COLOR
BENJAMIN MOORE: HC-172 REVERE PEWTER

EXTERIOR WALLS, LIGHT ACCENT COLOR:
CEMENT PLASTER WALL FINISH, INTEGRAL COLOR
BENJAMIN MOORE: OC-68 DISTANT GRAY

EXTERIOR WALLS, DARK ACCENT COLOR:
CEMENT PLASTER WALL FINISH, INTEGRAL COLOR
BENJAMIN MOORE: HC-168 CHELSEA GRAY

EXTERIOR METAL WINDOW FRAMES:
CLEAR ANODIZED ALUMINUM

EXTERIOR METAL ACCENT PANELS:
APOLIC: BRONZE

EXTERIOR WALLS, THIN BRICK VENEER:
BRICK IT: IRON ORE SMOOTH BLEND, 2-1/4" H X 7-5/8"L X 9/16"T

EXTERIOR CEMENT PLASTER:
MEDIUM TEXTURE FINISH

HYATT HOUSE HOTEL MATERIAL BOARD

CREDE
Commercial Real Estate Development Enterprises

Vista Depot Hotels & Apartments
800 Gervais Street, Columbia, South Carolina

ARNOLD COMPANIES
(Ben Arnold Real Estate Services)

AH-18

RENDER PROPOSED HYATT CENTRIC & HYATT HOUSE MIXED-USE PROJECT

CREDE
Commercial Real Estate Development Enterprises

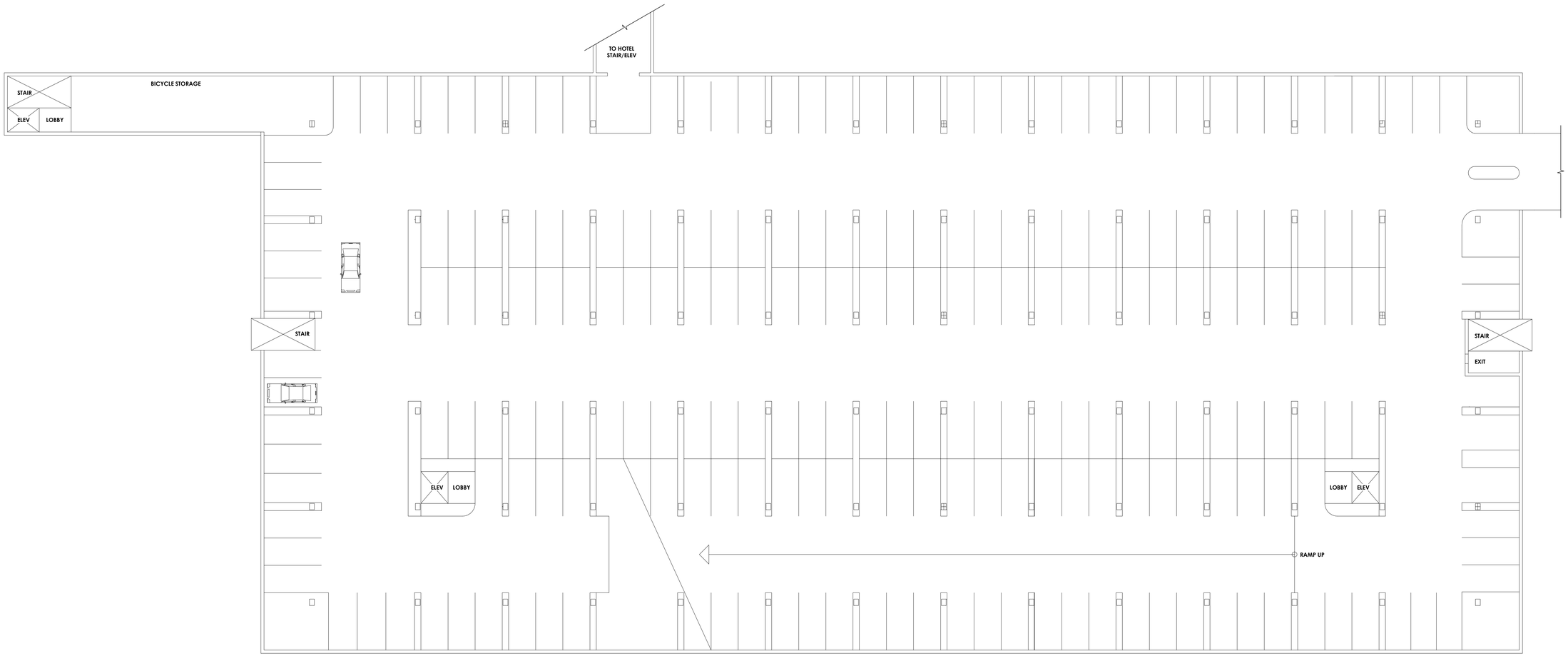
Vista Depot Hotels & Apartments
800 Gervais Street, Columbia, South Carolina

ARNOLD COMPANIES
(Ben Arnold Real Estate Services)

AH-19

RENDER PROPOSED HYATT CENTRIC & HYATT HOUSE MIXED-USE PROJECT

Apartment Architecture



1 LOWER LEVEL PARKING PLAN
1/16" = 1'-0"

HOUSING STUDIO
333 WEST TRADE STREET, SUITE 300
CHARLOTTE, NC 28202
T: 704.333.7862 F: 980.237.3862

- ARNOLD COMPANIES -
THE RESIDENCE
AT VISTA DEPOT

COLUMBIA, SC

ARNOLD COMPANIES
Ben Arnold Commercial Real Estate

NOT FOR CONSTRUCTION

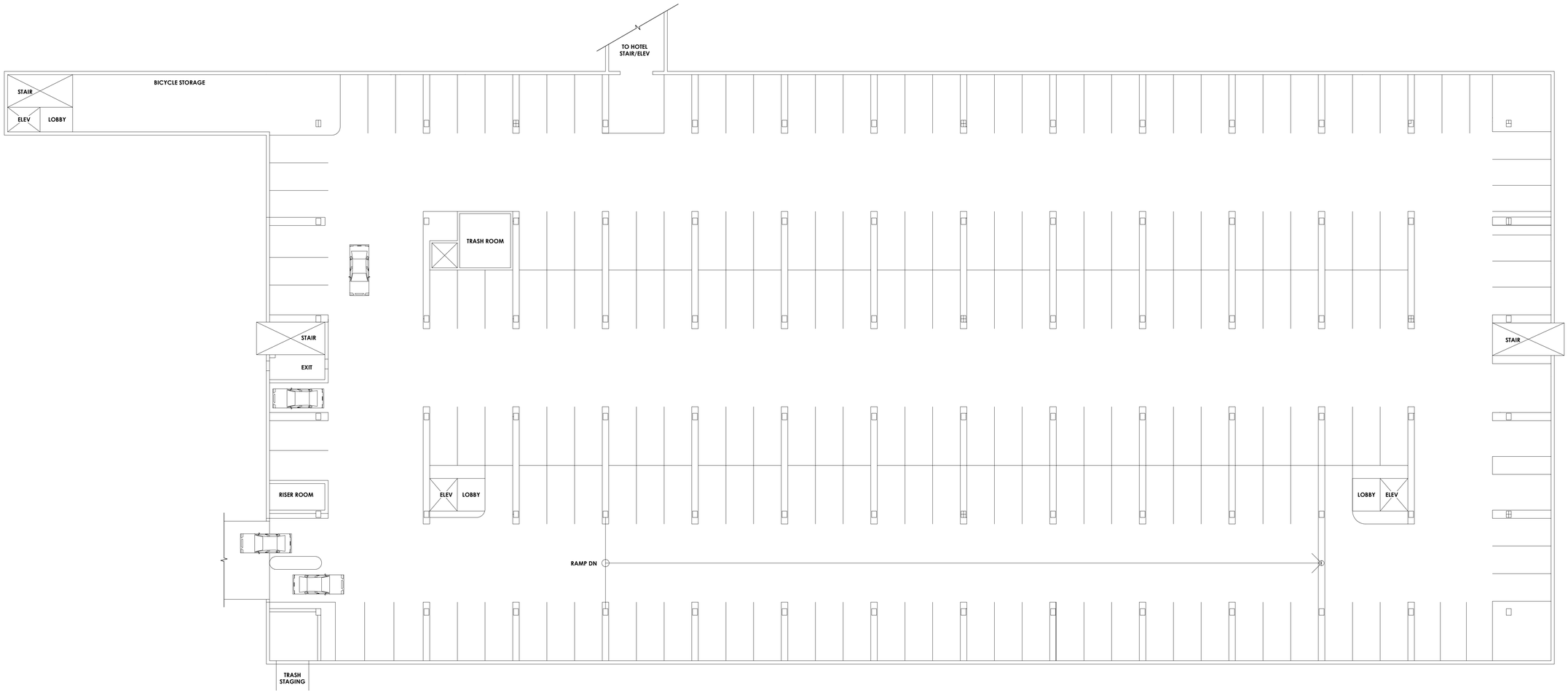
CONCEPTUAL PACKAGE

ISSUE DATE: 12.07.2022
ISSUED FOR: SITE PLAN REVIEW

REVISIONS

LOWER LEVEL
PARKING PLAN

AA-1



1 UPPER LEVEL PARKING PLAN
1/16" = 1'-0"

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333 WEST TRADE STREET, SUITE 300
CHARLOTTE, NC 28202
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- ARNOLD COMPANIES -
THE RESIDENCE
AT VISTA DEPOT

COLUMBIA, SC

ARNOLD COMPANIES
Ben Arnold Commercial Real Estate

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ISSUE DATE: 12.07.2022
ISSUED FOR: SITE PLAN REVIEW

REVISIONS

UPPER LEVEL PARKING PLAN

AA-2

1 FIRST FLOOR PLAN
1/16" = 1'-0"

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- ARNOLD COMPANIES -
THE RESIDENCE
AT VISTA DEPOT

COLUMBIA, SC

ARNOLD COMPANIES
Ben Arnold Commercial Real Estate

HOUSING STUDIO, P.A.
CERT.NO. 50863
REGISTERED ARCHITECTURAL COMPANY
NORTH CAROLINA
CHARLOTTE, NC

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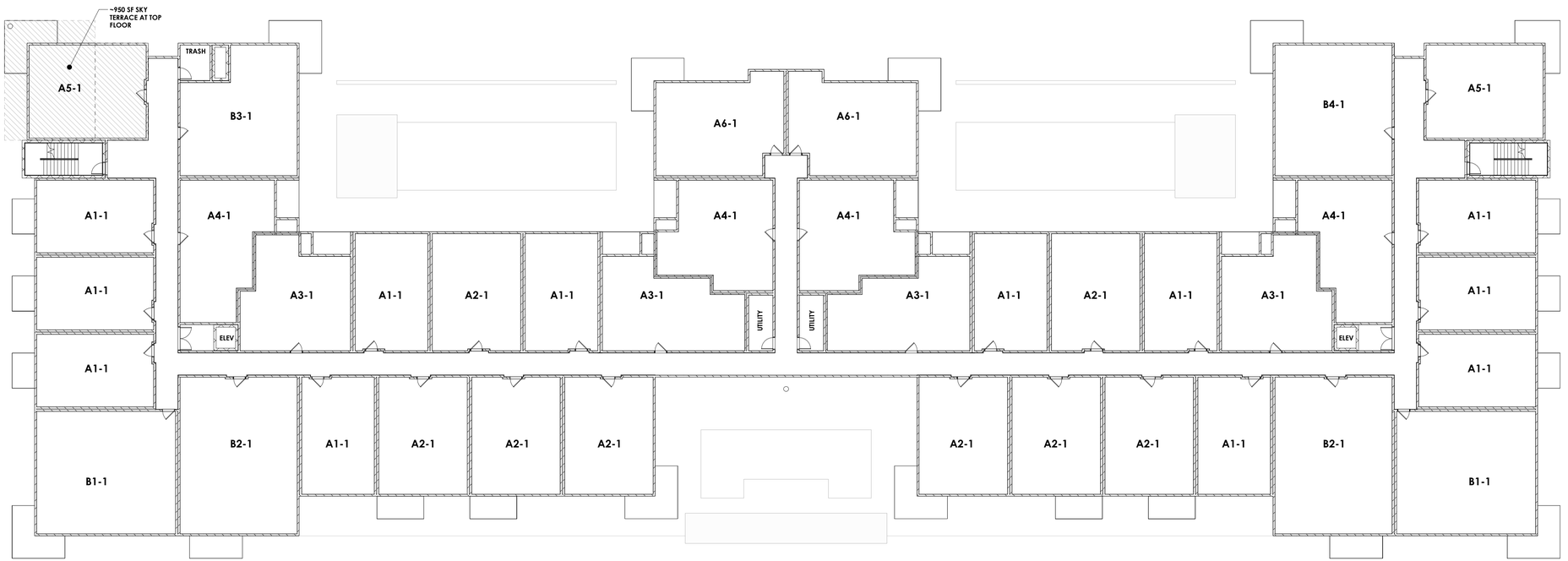
ISSUED FOR: SITE PLAN REVIEW

REVISIONS

FIRST FLOOR PLAN

AA-3



1 UPPER FLOOR PLAN
1/16" = 1'-0"

HOUSING STUDIO
333 WEST TRADE STREET, SUITE 300
CHARLOTTE, NC 28202
T: 704.333.7862 F: 980.237.3862

- ARNOLD COMPANIES -
THE RESIDENCE
AT VISTA DEPOT

COLUMBIA, SC

ARNOLD COMPANIES
Ben Arnold Commercial Real Estate

HOUSING STUDIO, P.A.
REGISTERED ARCHITECTURAL CORPORATION
CERT. NO. 50863
NORTH CAROLINA
CHARLOTTE, NC

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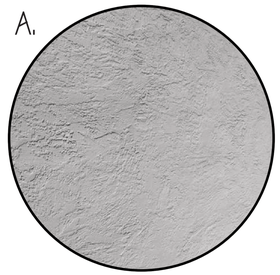
#	REVISIONS

UPPER LEVEL FLOOR PLAN

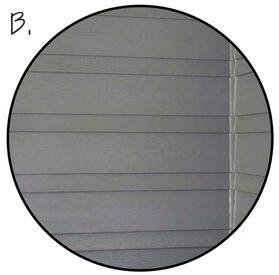
AA-4

CONCEPTUAL MATERIAL PALETTE

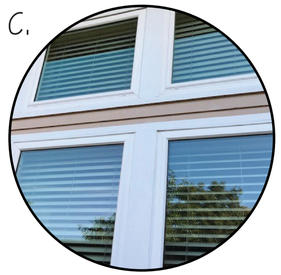
A. FACADE
STUCCO/
PAINTED STUCCO



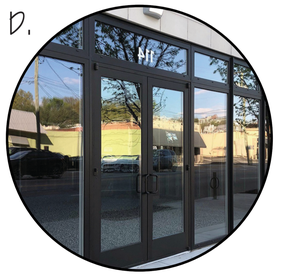
B. FACADE
PAINTED ALTERNATING
EXPOSURE LAP SIDING



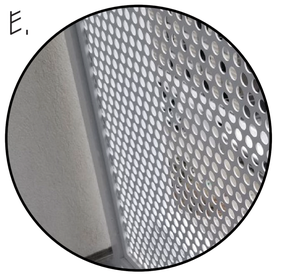
C. WINDOWS
VINYL
WINDOWS



D. GLAZING
ALUMINUM
STOREFRONT



E. RAILINGS
PERFORATED
METAL



1 HOTEL FACING ELEVATION
1/16" = 1'-0"

HOUSING STUDIO
333 WEST TRADE STREET, SUITE 300
CHARLOTTE, NC 28202
T: 704.333.7862 F: 980.237.3862

- ARNOLD COMPANIES - THE RESIDENCE AT VISTA DEPOT

COLUMBIA, SC

ARNOLD COMPANIES
Ben Arnold Commercial Real Estate

HOUSING STUDIO, P.A.
REGISTERED ARCHITECTURAL CORPORATION
CERT. NO. C-0863
NORTH CAROLINA
CHARLOTTE, NC

NOT FOR CONSTRUCTION

CONCEPTUAL PACKAGE

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#	REVISIONS

HOTEL FACING ELEVATION

AA-5

1 WAYNE STREET ELEVATION
1/16" = 1'-0"

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CHARLOTTE, NC 28202
T: 704.333.7862 F: 980.237.3862

- ARNOLD COMPANIES -
THE RESIDENCE
AT VISTA DEPOT

COLUMBIA, SC

ARNOLD COMPANIES
Ben Arnold Commercial Real Estate

HOUSING STUDIO, P.A.
PROFESSIONAL ARCHITECTURAL CORPORATION
CERT. NO. S0863
NORTH CAROLINA
CHARLOTTE, NC

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ISSUED FOR: SITE PLAN REVIEW

REVISIONS

WAYNE STREET ELEVATION

AA-6

1 SIDE ELEVATION - MAIN ENTRY
1/16" = 1'-0"

2 SIDE ELEVATION - PENDLETON STREET
1/16" = 1'-0"

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CHARLOTTE, NC 28202
T: 704.333.7862 F: 980.237.3862

- ARNOLD COMPANIES -
THE RESIDENCE
AT VISTA DEPOT

COLUMBIA, SC

ARNOLD COMPANIES
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ISSUE DATE: 12.07.2022
ISSUED FOR: SITE PLAN REVIEW

REVISIONS

SIDE ELEVATIONS

AA-7

UNIVERSITY OF
South Carolina

Development Foundation

January 10, 2023

Design Development Review Commission
City of Columbia
1737 Main Street
Columbia, SC 29201

Dear Members of the Design and Development Review Commission,

On behalf of the University of South Carolina Development Foundation (the Foundation), I am writing to express our support for the proposed project to be known as Vista Depot Hotel and Apartments to be located at 700 Gervais Street and 1100 Wayne Street. We believe this significant project as proposed by the Arnold Companies will continue to transform the Vista District. The combination of a four-star hotel, upscale extended stay, and Class A multi-family apartments will attract visitors and residents and provide significant economic benefits to the Congaree Vista Business district and City of Columbia.

The Foundation owns a number of properties in the immediate area including a large student housing development and has planned an additional 938 bed student housing development to be built at 737 Gadsden Street. From an owner's perspective, the development of a 301 key, dual branded Hyatt will be a tremendous resource for parents, alumni, and other visitors that come to the USC campus to visit students, and attend athletic events and other entertainment events. In addition to Foundation properties, the numerous properties owned by USC will also benefit from the four-star hotel and upscale extended stay. The lack of hotel rooms close to campus has been an ongoing issue as the University has continued to experience significant growth. We believe the 183 upscale multi-family apartments will also provide potential housing for faculty and staff working at USC and graduate students attending the University. The connectivity from Gervais Street to Greene Street by activating Wayne Street with developments will continue to transform a previously undeveloped area of the Vista.

The economic impact of this proposed development both during construction and upon completion will bring millions of dollars to the City of Columbia and State of South Carolina. It is estimated that the Vista Depot development will provide $25 million in public infrastructure improvements, including a parking garage, street and pedestrian walkway improvements, and installation of certain utilities. In addition, the project is expected to create 160 permanent jobs and over 1,600 construction jobs. In addition to the revenues generated for restaurants, retailers, and event venues, the development will also provide significant property tax revenue for the county and city.

We appreciate the interest and willingness by the Arnold Companies to make significant investments in the City of Columbia. As citizens of Columbia, we will ultimately be the beneficiary of their investment and we fully support their proposed project and encourage members of the Commission to do so as well.

Sincerely,

R. Jason Caskey

R. Jason Caskey, CEO
USC Development Foundation

January 6, 2023

Design/Development Review Commission

RE: 700 Gervais Street & 1100 Wayne Street

The Congaree Vista Guild board of directors met with representatives of the Arnold Company on December 14, 2022 to review their proposed plan for new hotels and multi-family living at the Arnold property at 700 Gervais Street and 1100 Wayne Street. After reviewing the project, it was the consensus recommendation of the Guild's board of directors to support this project.

The proposal shared with the Guild was for a 301 room dual branded Hyatt with shared meeting space and a rooftop bar. In addition, the plans include a 183 room Class A+ conventional multi-family structure with fitness facility, top floor indoor/outdoor club room and an elevated terrace pool. The proposed project also includes a 385 space parking structure in addition to surface parking which will help serve patrons of the Vista District. The site also includes pedestrian connectivity from the University of South Carolina property, including Colonial Life Arena to Gervais Street.

The Vista Guild board feels that this project will positively enhance the Vista and looks forward to what this project will bring to our district. We believe that residents of Columbia and visitors will be positively impacted by this project and we believe this project will help in the continuous improvement of our neighborhood. The board of the Congaree Vista Guild would like to encourage the Design/Development Review Commission to approve this project.

Sincerely,

Beth Frost
Board President
Congaree Vista Guild

MAIN
STREET DISTRICT

EXECUTIVE COMMITTEE

R. Matthew Kennell
President & CEO
Sharon Bryant
Chair
First Citizens
Heather Mitchell
Vice Chair
Boudreaux Group
Drew Painter
Treasurer
First Community Bank
Jason Caskey
Secretary
University of South Carolina Foundations
Rita Patel
Marketing Committee - Chair
Hotel Trundle
Sam Johnson
Long Range Planning Committee - Chair
Greengate Strategy
Jonathan Harvey
Public Space Committee - Chair
Colliers
John Griggs
Immediate Past Chair
Synovus Bank
Henri Baskins
Columbia Chamber
Michael Amiridis
University of South Carolina

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Belser & Belser, P.A.
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Bourbon Columbia
Amy Reeves
Hertz Properties
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Hon. Allison Terracio
Richland County
Dr. Richard J. Wassermann
Plastic Surgery Consultants
Della Watkins
Columbia Museum of Art
Sheila Willis
Fisher Phillips
Josh Willoughby
Market on Main
Teresa Wilson
City of Columbia

December 28, 2022

Mr. Ryan Coleman
Director, Office of Economic Development
City of Columbia
1201 Main Street, Suite 250
Columbia, SC 29201

Dear Mr. Coleman:

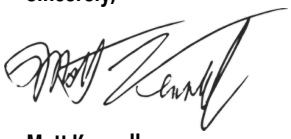
On behalf of the Main Street District, I am writing to express our full support for the Vista Depot District proposed for a tract of land in the Vista bordered by Gadsden, Pendleton and Wayne Streets, with access from Gervais Street. This development will create jobs and attract more visitors to Columbia, contributing to the health and continued growth of businesses in the Main Street District and the Congaree Vista Business district, which benefits the entire Midlands community.

The Vista Depot District development will provide $25 million in public infrastructure improvements, including a parking garage, street and pedestrian walkway improvements, and installation of some utilities. The project will create approximately 160 permanent jobs, over 1,600 construction jobs, and will add to local property tax income. Additionally, area businesses will see increased revenue, which will have a positive impact on hospitality and accommodations tax collections.

This project will continue the exciting redevelopment and transformation of the downtown Columbia area that began more than 20 years ago, when several local business owners envisioned a more vibrant city center. There has been significant growth of the Main Street District and the Congaree Vista, and development of the Vista Depot District will build upon these successes, further establishing Columbia as a destination for arts, culture, dining, shopping, and entertainment.

Thank you in advance for your support.

Sincerely,



Matt Kennell
President & CEO
Main Street District

VISTA PROPERTY OWNERS

Congaree Vista Commercial Property Owners Association

Design Development Review Commission
City of Columbia
1737 Main Street
Columbia, SC 29201

SUBJECT: Congaree Vista Commercial Property Owners Association Full Support of the Hyatt Centric and Hyatt House hotels and the Residences at Vista Depot

Dear Members of the Design and Development Review Commission,
On behalf of the Congaree Vista Commercial Property Owners Association (VPO), I would like to express our full support for the Vista Depot District proposed for a tract of land in the Vista bordered by Gadsden, Pendleton and Wayne Streets, and further detailed as described above. This development will create jobs and attract more visitors to Columbia, contributing to the health and continued growth of businesses in the Congaree Vista Business district, which benefits the entire Midlands community.

As commercial property owners in the Vista, we have made substantial investments to be here and believe strongly that two brand new Hyatt branded hotels with a total of 301 keys, function space, restaurants and bars and a Class A multifamily residential development with 183 units will bring a much-needed economic boost to not only the Vista, but to the entire community. The Vista Depot District development will provide $25 million in public infrastructure improvements, including a parking garage, street and pedestrian walkway improvements, and installation of some utilities. The project will create approximately 160 permanent jobs, over 1,600 construction jobs, and will add to the local property tax income. Residents from all over Richland County love to come and enjoy the food and entertainment options in the Vista and we think both projects will provide an anchor for our current businesses to ensure they survive long-term and will also be a catalyst for new businesses to open.

The economic impact of expanding the Vista Depot entertainment and hotel complex is hard to overstate. It is estimated that the two hotels (4 star hotel, and upscale extended stay) will bring millions of dollars in new spending over the next couple of decades resulting in large increases in sales, accommodations, hospitality and property taxes. The property taxes alone will generate more than a million dollars annually when the development is completed.
We urge you to move expeditiously with your approval of the projects as presented and stand ready to help in any way we can. Thank you for all the work you do on behalf of the businesses and residents of the City of Columbia.
Sincerely,

Sincerely,

Hal Stevenson
President

Congaree Vista Commercial Property Owners Association
1201 Lincoln Street Suite 300 Columbia SC 29201

BOARD MEMBERS: Hal Stevenson, President / Ben Arnold / Todd Avant / Raj Champaneri / Bill Dukes
Ryan Dukes / Scott Garvin / Brett Hrovat / Montague Lafitte / Cal Watson

EXPERIENCE COLUMBIA SC

January 11, 2023

Design/Development Review Commission

RE: 700 Gervais Street & 1100 Wayne Street

It is with much excitement that the Columbia Metropolitan Convention Center, Experience ColumbiaSC, and Experience ColumbiaSC Sports express our support for the new proposal presented by The Arnold Companies for a new 301 room hotel and multi-family living project. Our Board and staff understand the need for more available hotel rooms to accommodate the demand from our Convention Center, as well as for the groups our CVB and Sports Council bring to our region. This project will help with that demand and will also support the demand from our Vista District for parking, livable space, and hotel amenities.

We believe that this project will bring a positive impact on the Vista District and will be an asset for the citizens of Columbia. We enthusiastically encourage the Design/Development Review Commission to approve this project.

Sincerely,

Bill Ellen
President/CEO
Midlands Authority for Conventions, Sports & Tourism

Sammy Hendrix
Board Chairman
Midlands Authority for Conventions, Sports & Tourism