

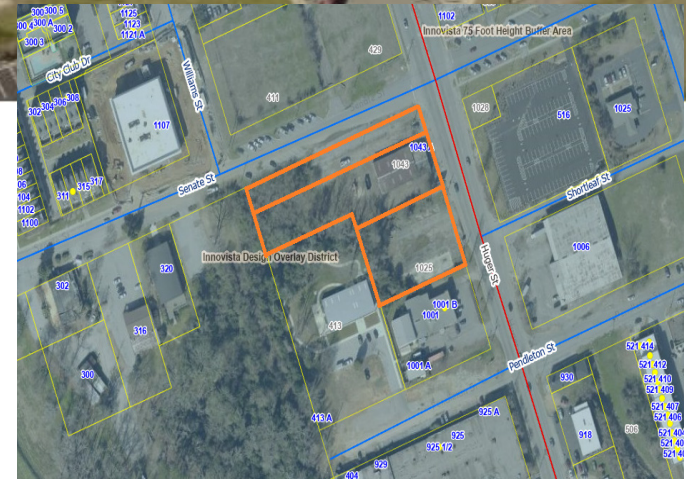


D/DRC Case

1025-1043 Huger Street

Innovista Design District

TMS# 08911-01-05, -15, and -18



DESIGN/DEVELOPMENT REVIEW COMMISSION

DESIGN REVIEW DISTRICT

Evaluation Sheet

Case # 1

ADDRESS: 1043 Huger Street

APPLICANT: Graham Rambo, applicant

TAX MAP REFERENCE: TMS# 08911-01-05, 08911-01-15, 08911-01-18

USE OF PROPERTY: vacant

REVIEW DISTRICT: Innovista design District (-ID)

NATURE OF REQUEST: Request for Certificate of Design Approval for changes to an approved design

PROJECT SUMMARY:

A hotel was review and approved by the DDRC for this property in November 2020, and subsequently obtained a land disturbance permit for the development plan. Since, the property was sold to a new developer who is also proposing to build a hotel.

The new applicant came before DDRC in June 2024 to request a Certificate of Design Approval for a revised building design for a 4-story, 123-room hotel with the same site plan that was approved previously.at the corner of Huger and Senate Streets. The DDRC approved the new proposal, with a number of conditions, including the elimination of the Senate Street vehicular driveway.

The applicant has determined that the elimination of the Senate Street vehicular access is not a viable option for the development, and is requesting the DDRC to consider a change to the (June 2024) approved design, which is to allow for the Senate Street driveway to remain in the plan.

(Since the applicant is vested in the previously approved, site specific development plan, they may move forward with building that design its entirety, to include the Senate Street vehicular drive).

STAFF COMMENTS:

The following evaluation materials include the relevant site planning guidelines from the June 2024 evaluation, and also includes pages 31-37 of the Innovista Master Plan to provide further context from the plan references.

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, Sept.) The building is positioned properly on the site as an L-shaped footprint at the corner of Huger and Senate. The storm sewer easement limits the amount of building frontage on Huger, but the Senate Street frontage is primarily built out.

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 master plan recommends accessing the property from Huger Street (a "B" street), which this proposal does. While Senate is an "A" street, and is not recommended for vehicle access, the particular circumstances of having no access from Pendleton and Williams Street not yet being built, as the master plan indicates, necessitates additional access from Senate.

As discussed at the June meeting, the guidelines do make reference to the master plan's designation of "A" streets and "B" streets in terms of where access to development should be. This section of the master plan, "Circulation" also recommends new right-of-way widths, lane reductions, lane width reductions and on-street parking configurations, providing a contextual planning framework for the recommended access points. The reference to "A" and "B" Streets is a high-level diagram which is appropriate for a master plan, but assumes a lot of conditions that may not be viable in every site specific case. For example, the diagram also illustrates the center of each block as parking structures, wrapped with development on 2-3 sides. This is an ideal condition for the development of an urban block (and assumes a higher volume of ingress/egress), but is not always the way in which blocks develop.

Staff did get some feedback from SCDOT, and while they cannot require that an access drive be provided from Senate Street, they do prefer it as a safer option of ingress and egress from the site.

STAFF RECOMMENDATION:

Staff recommends approval of the request.

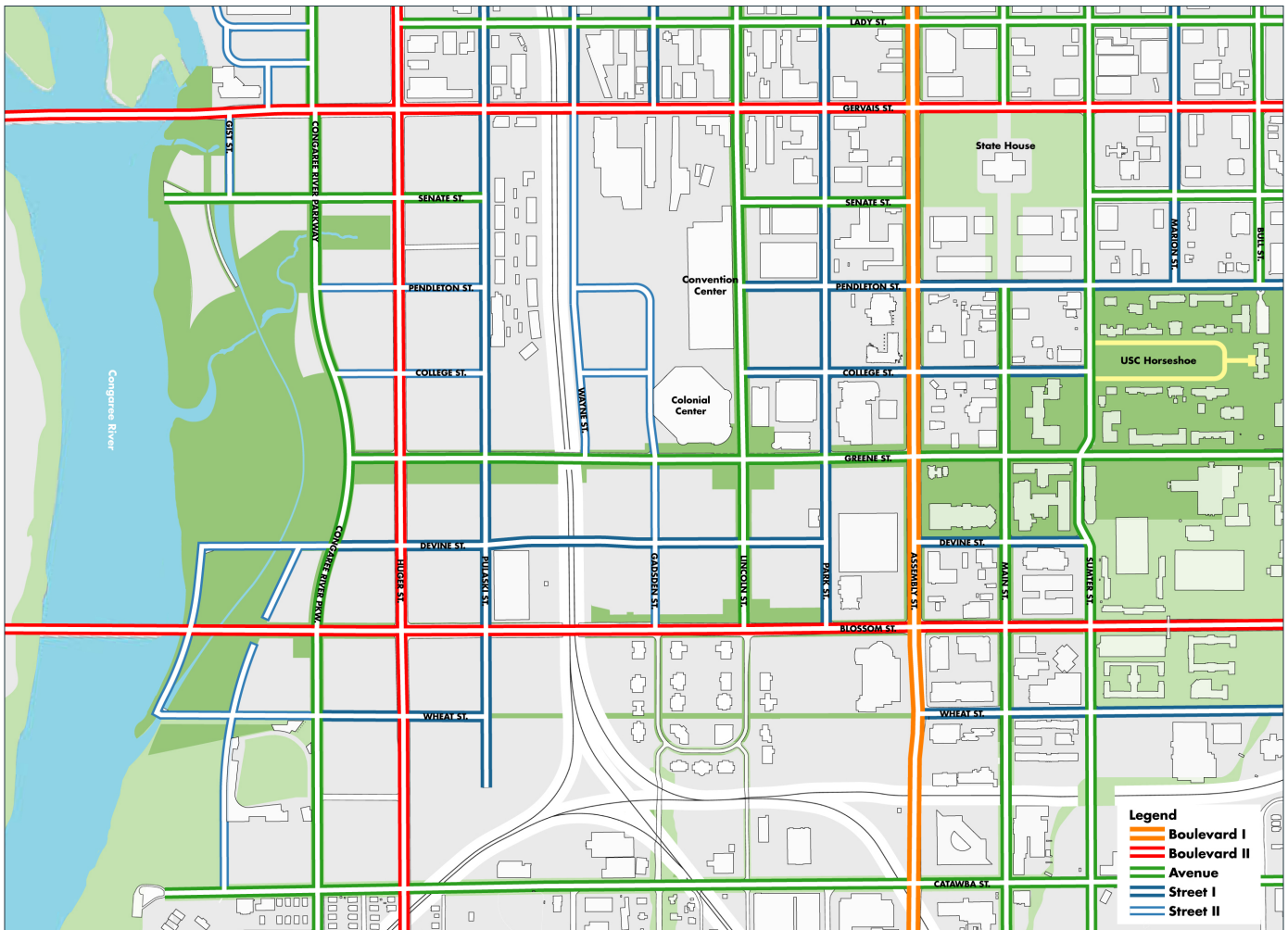


FIGURE 6.11: INNOVISTA STREET TYPE PLAN

CIRCULATION

The pedestrian and vehicular concept for the Innovista area is embodied in the extension and redevelopment of the City's historic street grid and its refinement into a hierarchical system of boulevards, which respond to intra-community vehicular movement and pedestrian friendly avenues and local streets servicing the Innovista live/work/learn/play community.

The circulation plan proposes establishing a hierarchical system of "A" and "B" streets within the Innovista area as a means to differentiate between streets that are predominantly for bicycles and pedestrians ("A") from streets that are more typical traffic arteries ("B"). "A" streets will feature

broad landscaped pedestrian/bike ways with active offices and commercial uses at street level in adjoining buildings. Vehicular traffic will be limited to two travel lanes, typically with no curbside parking. The more typical "B" streets will have two to four travel lanes and curbside parking. Access to parking structures will be provided from "B" streets.

All avenues, including Greene and Lincoln Streets and the Congaree River Parkway, are categorized as "A" streets. The "B", or vehicular-focused, streets will include boulevards—such as Blossom, Assembly, Huger and Gervais Streets—as

TABLE 6.1: PROPOSED STREET SPECIFICATIONS

	EXISTING ROW	PROPOSED ROW	DRIVING LANES		TURNING LANES	BIKE LANES	ON-STREET PARKING
			NUMBER	WIDTH			
BOULEVARD I	150'	150'	4	11'	median	x	yes
BOULEVARD II	100'	100'	4	11'	median	x	yes
LOCAL STREET I	100'	84'	2	11'	9'	x	yes
LOCAL STREET II	100'	70'	2	11'	median	x	yes
AVENUE I	100'	82'	2	10'	median	x	yes
AVENUE II	100'	80'	2	9'	x	yes	x
AVENUE III	N/A	96.5'	2	9'	x	yes	yes (one side only)

STREET TYPES:

Boulevard I: Assembly Street

Boulevard II: Huger Street, Blossom Street

Local Street I: Pulaski Street, Gadsden Street, Park Street

Local Street II: Pendleton Street, College Street, Devine Street, Wheat Street

Avenue I: Lincoln Street, Senate Street, Catawba Street

Avenue II: Greene Street

Avenue III: Congaree River Parkway

well as local streets. They will consist of two travel lanes on each direction, with on-street parking and a planted median separating the traffic directions. The width of the median will vary according to the overall street right-of-way.

Primary pedestrian and bicycle circulation will be along the “A” avenues. Greene Street will serve as the principal east-west pedestrian spine connecting the University and the State Capitol complex to the Congaree River. It will begin at the reflecting pool at the Thomas Cooper Library and trace a path west to the new Foundation Square, which will be a shaded urban plaza surrounded by mixed-use housing, University and

private sector research and office buildings and supporting storefront retail. From there the pedestrian public space will pass over the railroad tracks via a new bridge that carries the streetscape seamlessly above the rails. Finally, the pedestrian spine will continue along a linear park—the Sculpture Park—before terminating at a public overlook with views of the Congaree Regional Waterfront Park and the Congaree River.

The Congaree River Parkway will feature a pedestrian promenade atop the bluff overlooking the waterfront park and will run from the State Museum complex north of Gervais Street to the USC ballpark and the historic neighborhoods

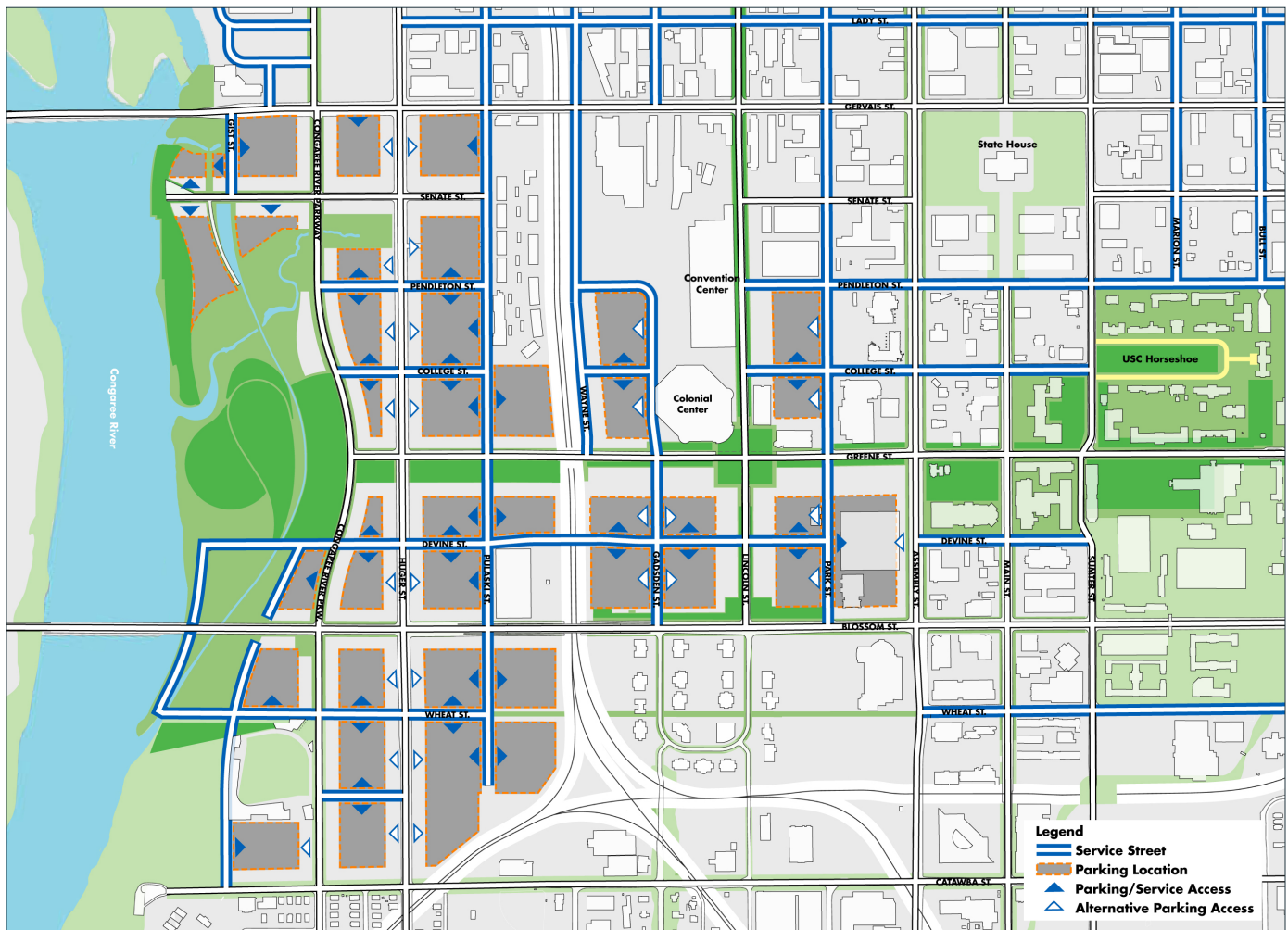


FIGURE 6.12: INNOVISTA PARKING PLAN

south of Catawba Street. In addition, Lincoln Street will serve as an important north-south pedestrian street linking the Convention Center, Colonial Center and Foundation Square to the entertainment district along Gervais Street as well as Finlay Park to the north. Like Greene Street, it will be open to vehicular use but will cater to the needs of pedestrians and bicyclists. Finally, a new pedestrian bridge on Wheat Street and at-grade pedestrian crossing at Catawba will cross the rail lines and connect the neighborhoods and University south of Blossom Street to the riverfront.

The local streets will provide the vehicular access to the rest of the Innovista planning area. They consist of one travel lane in each direction, with a turning lane for easy access to nearby buildings, their service alleys and parking structures. While these streets will not have as many pedestrian amenities as the “A” streets, they will provide tree-lined sidewalks supporting pedestrian use.

Phased development of the Innovista area is expected to consume much of the area’s existing surface parking. The Master Plan assumes that most parking in the Innovista area will be taken off of the streets and placed in parking structures

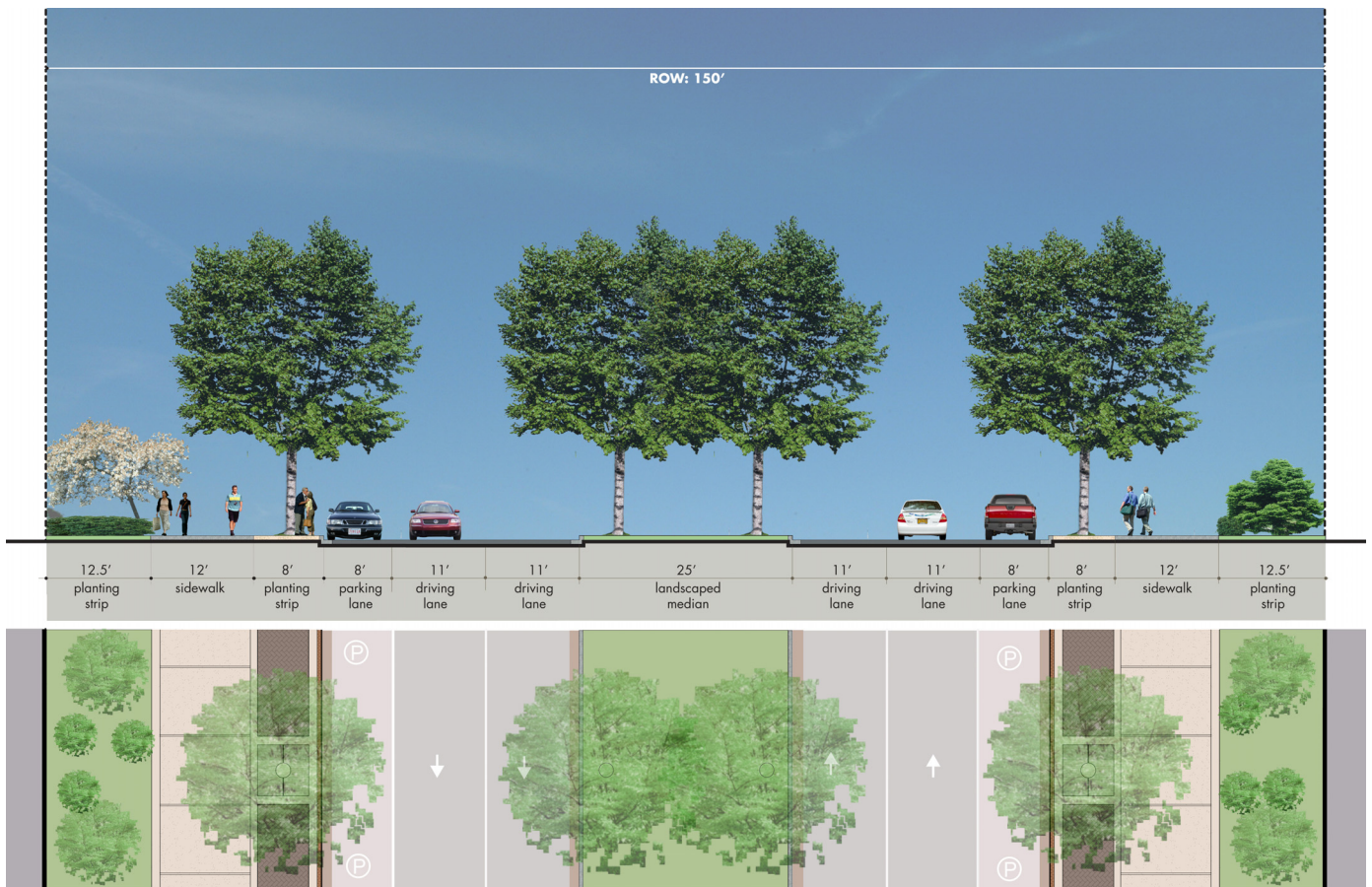


FIGURE 6.13: BOULEVARD I – 150 FOOT RIGHT-OF-WAY

This figure illustrates a boulevard configuration for streets such as Assembly Street.

within the interior of the large blocks, and that each block will satisfy the parking demand that it generates. Surface parking will remain for existing and future lower density uses. Figure 6.12 illustrates the location of parking garages on the interior of the blocks, with principal access primarily from the “B” streets such as Park and Gadsden Streets.

The Innovista Master Plan recommends distinguishing between local and destination land uses when addressing parking requirements for commercial uses within Innovista. As such, it is proposed that the City eliminate any parking requirements

for local-serving uses, such as neighborhood retail, while establishing maximum standards for destination uses such as Senate Street Landing.

Since Innovista already contains thousands of parking spaces in garage structures and will be developing thousands more to support office and University-related functions as they are developed, the Master Plan recommends implementing a shared parking strategy in the areas of Innovista where there are a mix of destination and local uses, or facilities which have varied times of usage. In cities such as Seattle, this has proved

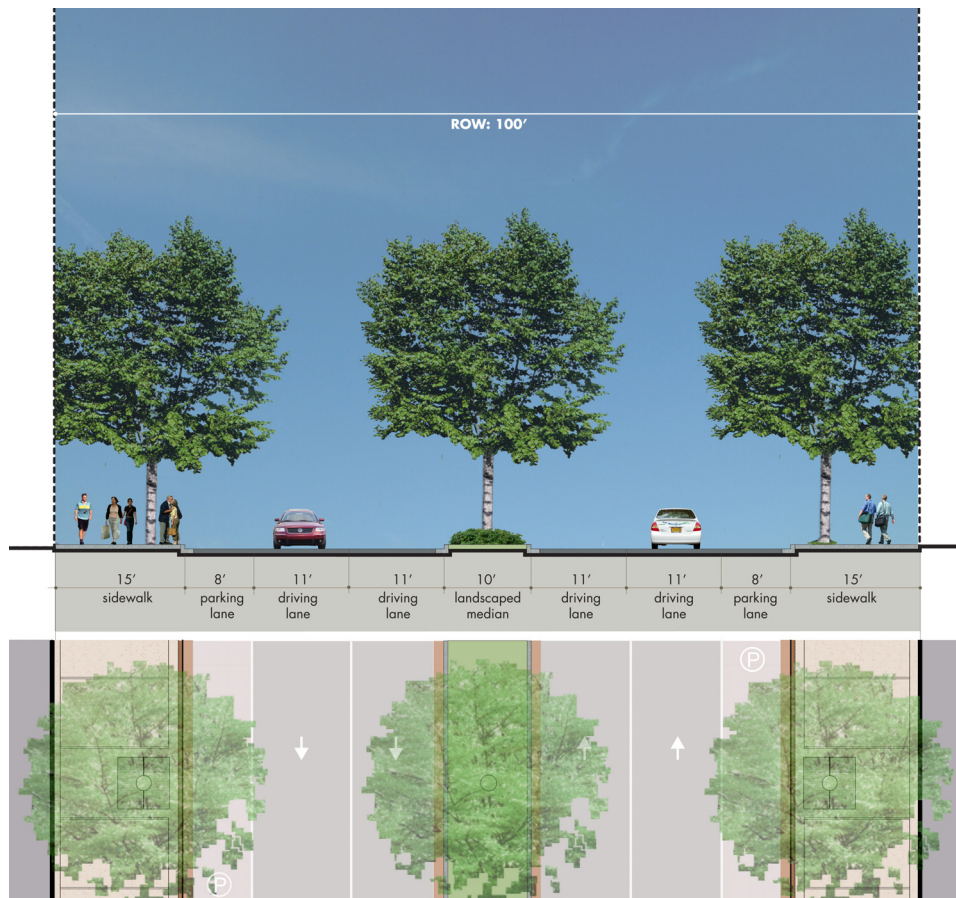


FIGURE 6.14: BOULEVARD II – 100 FOOT RIGHT-OF-WAY

This figure illustrates the proposed boulevard section for streets such as Blossom Street and Huger Street.

to be effective in areas where “daytime” uses (e.g. offices and laboratories) and “nighttime” or “weekend” uses (e.g. restaurants, theaters and churches) are in close proximity. The Urban Land Institute provided typical standards that have been proven to be working on the marketplace.

The Plan recommends that the City and the University of South Carolina pursue alternative strategies to mitigate parking demand. Both the University and the City should strive to improve bus service and the potential use of the Amtrak rail

lines for light rail. The current Amtrak station, located at the end of College Street in the heart of Innovista, would be an ideal location for a stop along this line. In addition, the University should work with the City to amend the zoning ordinance to permit the calculation of parking requirements on a campus-wide level, rather than on a building-by-building basis. This should be done in conjunction with a University-wide transportation demand management study.

