

**D/DRC Case**

700, 760, 770, 780 Gervais Street; TMS#s 08916-11-02, 08916-11-13, and 08916-11-14

*Downtown Columbia Overlay District*

	Preservation District
	Individual Landmark
	Design District
	Community Character District

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DESIGN/DEVELOPMENT REVIEW COMMISSION  
**DESIGN REVIEW DISTRICT**  
**REGULAR AGENDA**  
EVALUATION SHEET  
Case # 1

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**PROJECT NUMBER:** DDRC-2026-0013

**ADDRESS:** 700, 760, 770, 780 Gervais Street

**APPLICANT:** Ben Arnold

**TAX MAP REFERENCE:** TMS# (08916-11-02, 08916-11-13, 08916-11-14)

**USE OF PROPERTY:** Vacant

**BASE ZONING:** MC: Mixed Commercial District

**REVIEW DISTRICT:** Downtown Columbia Overlay District

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

**PROJECT SUMMARY:**

This proposal is for the development of two dual-branded Hyatt Centric and Hyatt House hotels, a multi-family building, and underground parking structure. The Hyatt Centric and Hyatt House hotels are 11 and 5 stories tall respectively. The Hyatt Centric Hotel contains 172 rooms, a restaurant, and a rooftop bar while the adjoining Hyatt House is an extended stay hotel with 128 rooms. The apartment building is five stories tall and contains 183 multifamily units. The site of the proposed development is bounded by Wayne Street to the west, Pendleton Street to the south and is situated behind the existing train depot building entertainment complex and office building that fronts directly onto Gervais Street. Auto access to the site is provided by existing vehicular driveways on Wayne Street and Gervais Street, the latter of which runs along the eastern edge of the train depot building. Additionally, access to the parking garage will be provided on Pendleton Street.

This project was approved by the D/DRC on January 19<sup>th</sup> of 2023 with the following conditions which are in various stages of development and are addressed in this evaluation:

- 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.

Beyond tweaks made to address some of these previous conditions for approval, this proposal is largely unchanged. It is coming back to the D/DRC because the applicant failed to submit permit applications within two years of the project's initial approval. In accordance with Article 11 (Vested Rights Act), Section 6-29-1530 of the South Carolina State Code and Section 17-1.9(c) Vested Rights the City of Columbia Unified Development Ordinance (UDO), Design/Development Review Commission approval of the proposal expired on January 19, 2025.

In the time that's passed since the project's initial approval, the site's underlying design overlay district has changed from the Innovista Design Overlay District (OV-ID) to the Downtown Columbia Overlay District (OV-DC) which went into effect on January 5<sup>th</sup>, 2026. One of the primary objectives of the new overlay's guidelines is to enhance the quality of the public realm and emphasize a proposed development's relationship to it. The primary focus of this evaluation remains to ensure that the interior of this site is designed to be pedestrian-oriented with clear connectivity to a well-articulated public realm.

Staff comments from the previous evaluation that remain relevant are included in this evaluation.

## DESIGN GUIDELINES AND STAFF COMMENTS:

### Part II: Site Planning

#### Open Space (guidelines)

*Intent: Ensure public and semipublic spaces within developments and in-between buildings serve as extensions of Downtown's public realm and are accessible, flexible, durable, comfortable, attractive, and lively spaces.*

*Downtown's network of urban open spaces take on various forms to provide essential areas for retreat, relaxation, recreation, and activity.*

- **Public Open Space:** *This category of open space is dedicated area set aside or reserved in a private development as space fully open to the public, which may include alleys, parks, and urban plazas.*
- **Privately Owned Public Space:** *This category of open space, also known as POPS, is an amenity space provided within a private development but accessible from and connected to the public realm and open to the public. All POPS must be in conformance with these design guidelines.*
- **Semi-Public Open Space:** *This category of open space applies to spaces in private development that may be visually accessible to the public but may not be physically accessible to the public. Such spaces may include perimeter buffer yards, private patios and yards, and other such areas not available for general public use.*

- **Open Space Guidelines** (guidelines)
  - ***Connection with the Public Realm***
    - *Configure open space so that it is visible from and directly connects to the public sidewalk.*
    - *Place focal points of interest, such as art, sculpture, and fountains, at prominent locations to draw the attention and movement of pedestrians.*
  - ***Active Frontage***
    - *Activate at least one side of open space with one or more of the following activities or uses:*
      - *Residential: a residential use with a porch, stoop, balcony, or similar frontage overlooking the space;*
      - *Retail or Personal Service: a retail or personal service use with a storefront featuring a majority of storefront windows;*
      - *Eating or Drinking Establishment: a restaurant or bar with outdoor seating area;*
      - *Office: an office use with a primary or secondary entry facing the open space; or*
      - *Recreation/Entertainment or Public/Civic/Institutional: a recreational, entertainment, public, civic, or institutional use with a primary entry facing the open space.*
  - ***Courtyards***
    - *Residential Courtyards: Orient residential windows, balconies, and ground-floor level stoops and/or patios to overlook the courtyard space.*
    - *Commercial Courtyards: Utilize commercial courtyards as areas for secondary frontage for retail and restaurant uses, outdoor seating, and display areas.*
  - ***Furnishings and Amenities***
    - *Provide at least three (3) of the following elements in open space areas:*
      - *Plantings (either along the building perimeter or within a centralized planting area);*
      - *Surface treatments other than concrete;*
      - *Public art (either on the surface of vertical objects, interactive, or independent piece);*
      - *Water feature (either still or animated); and/ or*
      - *Food service or other permanent vending or kiosk.*
    - *Site Furnishings: Ensure site furniture and/or outdoor seating is of sturdy, commercial-grade construction designed for outdoor use.*
    - *Outdoor Seating: Include varying types of site furniture and/or outdoor seating arrangements accommodating a range of users.*
  - ***Landscape Design***
    - *Shade Trees: Incorporate shade or canopy trees into open space where feasible.*
    - *Plant Selection:*

- *Integrate plantings as part of the site design to enhance the overall aesthetic.*
    - *Select plant varieties for their suitability to the local climate and soil conditions; resistance to pests, diseases, and drought; and durable qualities to be long-lasting and low maintenance.*
  - *Soft Landscaping: Prioritize greenery, such as lawns, over hardscaping to create soft, inviting spaces that can be used for gatherings, events, and activities throughout the day and evening; encourage water infiltration; and mitigate heat effects.*
  - *Maintenance Considerations: Consider ease of maintenance in landscape design and avoid complex designs unless adequate maintenance resources are available.*
- *Lighting Conditions*
  - *Night-time Illumination: Ensure safety and functionality during evening hours by adequately illuminating open space.*
  - *Building and Site Accentuation: Illuminate sidewalks, pedestrian areas, entryways, display windows, signs, and distinctive features of the building and site with pedestrian-scaled lighting.*
  - *Low Light Pollution:*
    - *Minimize light pollution and glare by directing light downward and shielding all lighting fixtures to prevent light intrusion onto neighboring properties.*
    - *Limit LED fixtures to a maximum color temperature of 3000K.*
  - *Environmental Sensitivity: Design and implement low-level lighting conditions to minimize impacts of properties abutting adjacent properties that include environmentally sensitive areas such as, but not limited to, observatories, wildlife habitats, and natural ecosystems.*
- *Detached Structures and Enclosures*
  - *Pergolas, shade structures, and other enclosed structures may be used to cover an open space.*
  - *Ensure such structures are visually:*
    - *Subordinate but of a similar architectural style to the main building;*
    - *Compatible with surrounding context of buildings and site features; and*
    - *Maximize transparency and visibility between interior and exterior of the enclosed space.*

(Previous Staff Comments 2023)

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.

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.

(Staff Comments April 2026)

The interior of this site is arranged as a network of pedestrian pathways, plazas, surface parking, landscaping and courtyards that encircle the centrally located hotel complex and line the eastern edge of the apartment building. As staff noted previously, this site is unique for downtown in that there is minimal street frontage. Despite this, connectivity between the site's open spaces and the public realm is maintained by the pedestrian promenade coming off of Gervais Street that runs through the core of the site and by a stairwell linking the proposed sidewalk along Pendleton Street to the site's southeast corner. Staff finds that an additional point of connection between the site's open spaces and the public realm is needed along Wayne Street.

Since the January 2023 D/DRC hearing, the applicant has developed the site plan to include additional shade trees, landscaping, decorative lighting, brick pavers and stamped concrete which delineate pedestrian pathways throughout the interior of the site.

The interior of the site is populated with bollard, 15-foot pedestrian-scaled, and 25-foot roadway lights. Staff finds it appropriate that the pedestrian-scaled and roadway lights be compatible with the style of the recommended fixtures on Wayne and Pendleton Streets.

The apartment's two semi-public courtyards are activated by balconies which overlook the courtyard space. A pedestrian plaza immediately adjacent to the Hyatt Centric hotel entrance intercepts pedestrians coming into the site from the pedestrian promenade off of Gervais Street. This plaza features multiple brick paving patterns, plant beds and bike racks. It is flanked by a circular raised plant bed and flagpole structure that is centered between the two Hyatt hotel entrances.

Staff finds that additional outdoor seating and either a piece of public art or a water feature is needed within these open spaces.

#### - **Parking Facilities** (guidelines)

*Intent: Minimize the diminishing effects that parking facilities have on the built environment through placement, design, and screening.*

*A parking facility includes surface parking lots, structured parking, and other spaces or enclosures dedicated to temporary storage of vehicles.*

*The goal of these guidelines is to provide an adequate amount of convenient parking without allowing parking structures and surface lots to dominate the urban setting of Downtown Columbia. The location and design treatment of parking facilities serving downtown development has significant influence on visual quality and character of Downtown.*

- ***Location of Parking Facilities***
  - *In general, contain parking facilities within the interior of the block.*
  - *Locate parking facility access points to minimize conflict with pedestrians and bicycle activity.*
  - *Include pedestrian safety measure(s) at locations where parking access points intersecting sidewalks is unavoidable. Safety measures may include 'yield to pedestrians' and 'car approaching' signs, mirrors, and/or other best practices designed to mitigate conflicts between pedestrians and moving vehicles.*
  - *Avoid locating parking facilities on corners of street intersections. Rather, place buildings or public amenities at intersections.*
  
- ***Screening of Surface Parking Areas***
  - *Provide a street protective yard with a minimum width of five (5) feet providing adequate planting areas for the healthy growth of required trees to maturity. Exceptions to the required street protective yard include areas designated for pedestrian pathways and vehicular ingress/egress points that intersect perpendicular to the street protective yard.*

(Previous Staff Comments 2023)

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.

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.

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.

(Staff Comments April 2026)

This proposal's largely below-grade parking structure is the primary parking facility visible from the right-of-way. The applicant, responding to the D/DRC's 2023 conditions for approval, has increased the density of landscaping along the parking structure's base to better screen the parking facility from Wayne and Pendleton Streets. The surface parking that populates the interior of the site is lined by pedestrian pathways and plant beds.

To minimize conflict between pedestrians and vehicles, staff considers it appropriate that the Pendleton Street entrance into the parking structure be equipped with pedestrian safety measures such as a “yield to pedestrian” sign and crosswalk markings that continue the proposed sidewalk along Pendleton Street.

- **Fences & Walls** (guidelines)

*Intent: Treat fences and walls as features that enhance the pedestrian experience, reinforce an area’s character, and complement the scale and patterns of Downtown.*

*For the purposes of these design guidelines, a fence or wall is a barrier erected for security, privacy, and/or screening, to define a space, or simply as a decorative feature. The design and placement of these features can have a significant impact on the urban environment, both functionally and aesthetically.*

o ***Enhance the Pedestrian Experience***

- *Utilize one of the following design strategies in instances where a fence and/or wall are adjacent to the pedestrian realm:*
  - *Use at least two materials, one as the predominant material and the other as an accent;*
  - *Incorporate seating opportunities with low walls at appropriate height;*
  - *Soften the wall with terraces, planters, and/or vegetative cover with native plant species well-adapted to Columbia’s climate;*
  - *Integrate art or crafted design into the wall such as mosaic tiles or ironwork;*
  - *Use natural material or adaptively reused material to add historical reference and meaning; or*
  - *Alternate the height of fence components at regular intervals.*

o ***Reinforce Context-Sensitive Design***

- *Ensure design, material, location, and scale of fences and walls are compatible with adjacent structures on the property and existing walls and fences commonly found along the streetscape.*

o ***Minimize Visual Impact of Parking & Service Areas***

- *Utilize fences and walls complimentary to buildings and the streetscape for screening in instances where parking and service areas cannot be located behind buildings and away from pedestrian/public spaces.*

o ***Fence & Wall Types and Materials***

▪ ***Steel or Aluminum Picket or Rail Fence***

- *Metal fences shall be transparent, and made of commercial grade materials, powder-coated or stainless steel for weather resilience.*
- *Style of fence shall be consistent with the style of the building, i.e., traditional decorative fences with lots of detail are more appropriate*

*for historic or traditional buildings, whereas modern or simple building designs call for a more streamlined fence design.*

- ***Masonry Fences or Walls***
  - *Solid masonry or stucco walls should relate to the structure(s) on the property.*
- ***Masonry with Metal Picket Fencing***
  - *Fences may have masonry columns with fencing between or knee walls with fencing on top, or some combination thereof.*
  - *Columns may be brick, stone, concrete, or stucco, but should have some relationship to the building(s) on the site. Picket style shall also be consistent with the style of the property.*
- ***Privacy Fence Materials***
  - *Wood or bamboo privacy fences shall be of pressure treated wood and stained or painted to resist weather conditions.*
  - *Composite materials may be used in some cases if cut sheets are approved by staff.*
  - *Vinyl fences are not allowed.*
  - *Fences shall have a solid frame to prevent sagging.*
  - *Structural members must be on the inside, or private property-facing, and the "finished" side must be on the outside, facing the public right-of-way.*
  - *Single-Family Residential: Wood privacy fencing may be used.*
  - *All other uses: Privacy fencing must be one of the following materials:*
    - *Solid masonry;*
    - *Commercial grade, decorative metal panel fencing;*
    - *Evergreen hedges with metal pickets; or*
    - *Living fence.*
- ***Privacy Fence Placement***
  - *Privacy fencing shall only be used at the rear or side property lines.*
- ***Decorative Fence***
  - *Decorative fencing is used to delineate a space such as outdoor dining area, or around a park or plaza. These fences are the most prominent as they often occur at the front property line, along a sidewalk, or adjacent to a public space.*
    - *Height: Decorative fences shall be no taller than four (4) feet in height. Columns or other secondary features may extend above four (4) feet.*
    - *Transparency: The fence or any portion thereof above two (2) feet shall be transparent (such as metal picket) and must include metal picket, or other high-quality, commercial-grade structure that is compatible with the building and/or the streetscape. A masonry knee-wall base with metal pickets may be appropriate for certain properties.*

- ***Wood Picket Fencing***
  - *Wood picket fences are most appropriate for single-family residential properties, as a decorative feature and to define the private property line.*
  - *They shall be of pressure treated wood, be painted or stained, and shall not exceed four (4) feet in height.*
  - *These fences should relate to the primary structure on the property with the use of materials, color, and/or style and not be in stark contrast to the primary structure.*
  
- ***Screening Fence***
  - *Fences and walls may be required to screen parking areas, utility equipment, service areas, and dumpsters. Appropriate fences and walls may be used for screening in accordance with the following guidelines.*
  - *Height: Screening for enclosed service areas and dumpsters should be at least as tall as the equipment or container they are screening.*
  - *Materials: Fence and wall styles and materials shall be compatible with the building and property. Vinyl fencing is not permitted. Appropriate materials include:*
    - *Solid masonry;*
    - *Living fence, or combination of evergreen hedges and metal pickets;*
    - *Commercial grade, decorative, perforated metal panel fencing;*
    - *Wood fences (only in the rear of a property and with minimum visibility from the public right-of-way); and*
    - *Composite materials, such as but not limited to, Trex™ or similar technology.*
  
- ***Security Fence***
  - *Security fencing may be necessary around parking lots, or to secure alleys or private courtyards. Security fencing should be limited to rear or side yards and be designed and constructed in accordance with the following guidelines.*
    - *Height: Security fencing shall meet all zoning requirements for height.*
    - *Materials: Visually prominent security fencing shall be compatible with the architectural features of the building and/or property. Barbed/razor wire, bent top, and electric fencing are not permitted. Appropriate materials include:*
      - *Solid masonry;*
      - *Metal picket;*
      - *Combination of solid masonry and metal picket; or*
      - *Wood or black vinyl-coated chain-link, only to be used along the rear of a property and where minimally*

visible from the public right-of-way. See “chain link fencing” for details.

- Where security fencing is deemed necessary in front of buildings, design should complement the material and/or design of the building.
- **Chain Link Fencing**
  - Chain link fencing is generally not allowed in urban design districts.
  - In certain cases where security fences are permitted in rear or minimally visible side yards, chain link fencing may be allowed but must be black vinyl-coated, 9-gauge wire with a top rail.
- **Living Fence**
  - Living, or vegetative, fences may be used to shield certain uses such as parking or service areas from public view while adding variety and lushness to the public realm.
    - Irrigation: Living fence systems must be irrigated.
    - Plant Specifications: Plants must be evergreen and plant species and spacing must be specified and reviewed by staff.
    - Materials:
      - Posts and frames may be pressure treated wood, PVC-coated steel, or PVC-coated aluminum.
      - Grids may be galvanized or PVC-coated welded wire mesh, stainless steel cable not less than 11-gauge wire.
- **Retaining Walls**
  - Retaining walls visible from the public right-of way shall conform to all the fence and wall design guidelines described in this section.
- **Other Fences & Walls**
  - All other fences and walls not described in this Section shall meet the intent of this Section and conform to the zoning, landscaping, and building standards within the City of Columbia’s Unified Development Ordinance.
- **Buffer Yard Fence**
  - Fences and walls constructed to reduce required buffer transition yards must meet the design standards found in these guidelines, including height, appearance, and material.

(Previous Staff Comments 2023)

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.

(Staff Comments April 2026)

The apartment complex's semi-public front courtyards are screened by a perforated metal fence. The applicant has expressed a willingness to reduce the height of this fence to 4-foot tall per the previous D/DRC conditions for approval.

A 42-inch tall, black metal picket guardrail that is compatible with the architecture of the proposed developments lines the top of the retaining wall that fronts onto Pendleton Street. Staff finds the privacy fence running alongside the apartment complex's private pool courtyard appropriate.

### **Part III: Private Realm**

#### **Urban Design (guidelines)**

*Ensure Downtown development addresses the public realm through consistent frontage conditions, street level activity, and strong design elements that engage with pedestrians and create visual interest.*

#### **- Development Frontage (guidelines)**

*Intent: Establish consistency in how buildings front onto the right-of-way with predictable frontage conditions based on frontage typologies.*

*A development's frontage refers to the portion of the site and building that directly abuts a street, establishing a relationship with the public realm.*

*When the right-of-way between the curb and the property line is less than fifteen (15) feet, additional frontage up to a maximum setback of fifteen (15) feet may be necessary to provide adequate public realm dimensions as required by these design guidelines. The table below and subsequent guidelines establish standard development frontage type setbacks. Setback dimensions are determined based on space needed for pedestrian zone amenities with additional setbacks required.*

#### **o Commercial Development Frontages**

*This section applies to the frontage(s) of a commercial development that abuts a public right-of-way.*

- *Align the building flush with the back of sidewalk. However, a portion of the frontage not to exceed 50% of the width of the building, may be recessed to allow for the following frontage enhancements:*
  - *Outdoor dining or seating areas;*
  - *Building foundation landscaping used intentionally to:*
    - *Frame and enhance outdoor public space (such as event friendly areas, landscaped gardens, etc.);*
    - *Enhance entryways and wayfinding areas;*

- Integrate with other site features (art, sculpture, signs, and water features) or building features (green roofs and terraces);
- Support on-site stormwater systems; and
- Screen service and utility areas.
- Expanded sidewalk area that offers protection from the elements through the use of awnings, canopies, or overhangs; and/or
- Recesses in the ground level that produce a gallery or arcade.
- Design building elements, such as signs, awnings and canopies, exterior lighting, and windows to support commercial frontage zone and enhance the pedestrian realm.

o *Frontages with Sloped Terrains*

*Buildings must maintain a consistent first floor elevation where feasible. However, certain sites may present significant changes in topography. The design of sloped sites along the public sidewalk should respond to the terrain with building and site elements that offer to enhance the pedestrian experience, walkability, and accessibility by using of the following design strategies, or a similar method meeting the intent of this section.*

- Terrace or step-down using knee walls in spaced intervals at the edge of the sidewalk and integrate seating for pedestrians.
- Provide a means of integrating accessible entrances with raised stoops.

(Previous Staff Comments 2023)

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.

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 provides 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.

(Staff Comments April 2026)

While this site does not have much traditional street frontage, the proposed development sufficiently addresses the public realm on Wayne and Pendleton Streets through well-articulated parking garage and building facades that, in combination with generous building foundation landscaping within the frontage zone and a retaining wall with strong design elements, create visual interest.

Because of the roughly 40-foot distance between the Pendleton Street curb and property line, staff finds the minimal building setback of 6'-4" off the Pendleton Street property line appropriate. On Wayne Street, the property line is located roughly 15-feet from the curb. The footprint of the apartment building and parking garage structure are setback

roughly 8' from the property line to accommodate the necessary public realm improvements within this narrow space between the curb and property line.

Due to the site's sloped terrain along the southern portion of the site, the proposed sidewalk along Pendleton Street must run along the curb east of the Pendleton Street parking garage entrance rather than offset 5-feet from the curb as it does west of the Pendleton Street garage entrance and along Wayne Street.

- **Building Design** (guidelines)

*Intent: Maintain predictable overall building design through consistent application of upper level and street level design elements.*

o ***Street Wall***

*Consistent development frontage maintains a well-defined edge, or a Street Wall, which provides a sense of enclosure, security, and comfort to pedestrians.*

- *Line the edge of streets to frame the public realm and align the face of buildings parallel to the back of sidewalk to create a uniform and consistent edge to create a strong and well-defined street wall.*
- *Utilize voids and small gaps in the street wall for relief and variation. For example, a void can be used to allow vehicular access through the development while still maintaining a continuous street wall in the upper levels.*
- *Avoid excessive distances between the building, adjacent buildings, and the public sidewalk.*
- *Locate habitable portions or active uses of the development close to corners of intersections or near public open space.*
- *Place non-habitable portions of the development mid-block or otherwise internal to the block.*

o ***Building Massing***

*A building's massing refers to its overall organization, configuration, and arrangement of volume and form.*

- *Emphasize street corners with building massing and/or architectural elements.*
- *Utilize modulations of the wall plane to break up large or building mass or lengthy walls.*
- *Provide definition between the lower and upper levels of buildings to emphasize the pedestrian realm.*
- *Use one or more of the following features to break up the massing and bulk of the building:*
  - *Windows and entry areas;*
  - *High quality public art such as a moasic, mural, sculpted elements, or relief;*
  - *Small setbacks, indentations, or modulation of the facade;*
  - *Design features, such as balconies, lighting fixtures, canopies and/or awnings, a horizontal trellis, or decorative pattern in the materials used;*

- *Seating ledges; and/or*
  - *Landscaped area or raised planter.*
- ***Street Level Facade***
  - *Break up the wall plane into divisions or bays to establish a rhythm at the street.*
  - *Use one or more of the following methods to distinguish the ground floor(s) from the upper floor(s):*
    - *Projections, such as canopies;*
    - *A change in materials;*
    - *Architectural features such as coping or reveal;*
    - *An expression line that generates a physical design separation; and/or*
    - *Differentiating spacing and type of openings.*
  - *Avoid lengthy, unbroken wall planes, especially at the storefront level. The applicant may achieve this either by:*
    - *Dividing the facade into a series of display windows with smaller panes of glass;*
    - *Constructing the facade with small human scale materials such as brick or decorative tile along bulkheads;*
    - *Providing recessed entries;*
    - *Carefully sizing and integrating signage; and*
    - *Providing consistent door and window reveals.*
- ***Window and Door Visibility & Transparency***
  - *Maintain a high degree of visibility at the street level with clear sight lines for pedestrians between the interior of the building and the sidewalk area.*
  - *Provide clear and fully transparent exterior windows. Note, modifications to this guideline may be permitted insofar as it is determined by the DDRC that tinting or spandrel glass does not substantially diminish the effect of the building wall or the pedestrian experience of the street. Refer to Glass Transparency & Non-Reflective Specifications below.*
  - *Avoid excessive displays on windows and doors so as to not obscure more than 50% of window and door area. Note: for window signs, refer to Sign design guidelines.*
  - *Avoid mirrored glass at the street level.*

(Previous Staff Comments 2023)

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.

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.

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.

(Staff Comments April 2026)

Given the uniqueness of this site, the proposed developments are oriented more towards the interior of the site than towards the right-of-way. Nonetheless, the facades of the apartment building that front onto Wayne and Pendleton Streets are composed of human-scaled design elements and form well-defined street walls. The street corner at the intersection of Wayne and Pendleton Streets is emphasized by the massing of the apartment building's southwest corner which features a modulated wall plane, pronounced cornice, and balconies. The apartment building's south and west facades are broken up into a series of structural bays, providing a rhythm at the street. Its street level façade is distinguished from the upper-stories through a change in material and an expression line where the parking structure and first floor of the apartments meet.

The Hyatt House and Hyatt Centric hotels, located towards the core of the site, are similarly well-articulated and feature a number of wall modulations and material changes. Portions of its glazing features a performance coating that has a slight tint. Staff finds this appropriate as the coating enhances the building's energy efficiency. The proposed windows of the apartment complex are fully transparent.

#### - Pedestrian Entry (guidelines)

*Intent: Ensure primary and secondary entrances to buildings are pronounced, identifiable, highly accessible, protected, and inviting to pedestrians.*

*The pedestrian entry is the primary or secondary entrance to a building that serves as a visual cue to identify the building and protects pedestrians from the elements, shielding from rain, wind, and sun as they enter and exit the building.*

##### o Location of Pedestrian Entry

- Orient the building's primary entrance to the public realm according to the following hierarchy to provide convenient access for pedestrians.
  - Public plaza or park
  - Primary addressing street
  - Secondary addressing street
  - Pedestrian passageway
  - Other open space frontage or other street

- Orient the building's primary entrance to the public realm according to the following hierarchy to provide convenient access for pedestrians.
  - Provide corner entrances at the intersection of two streets to increase visibility of the entryway and anchor the corner.
- ***Design of Pedestrian Entry***
  - Use at least two of the following commonly found features to augment and identify entry areas:
    - Recessed, projecting, or pronounced entry bay;
    - Extra-high or wide lobby/entry area;
    - Distinctive doors, windows, architectural features, or artwork integrated into the front face of entry area;
    - Light fixtures flanking the entry;
    - Distinctive paving materials, texture, or color used at the entry way;
    - or
    - Landscaping, year-round or seasonal container plantings, water features, and/or seating.
  - Include a pedestrian pathway that directly connects the primary and secondary entrances to the public sidewalk and employ universal design principles to account for the diverse needs of sidewalk users ranging in age, ability, speed, and spatial needs.
  - Include overhangs, awnings and/or canopies, wall insets, or other means for providing refuge and all-weather protection for pedestrians.
- ***Visibility & Transparency***
  - Provide night-time exterior lighting at building entrances.
  - Use highly transparent glass that is non-reflective and minimally tinted.
  - Locate the primary pedestrian entry of a building so that it is visible to pedestrians with direct sight lines from the sidewalk and avoid isolated areas.
- ***Special Entry Conditions***
  - Where civic, institutional, and/or recreational frontages occur, this type of frontage applies to uses such as entertainment venues, places of worship, and cultural and institutional spaces that anticipate large assembly of people and/or queuing lines for events.
    - Provide ample open area to avoid pedestrian congestion.
    - Design open area as pedestrian plazas clear of the sidewalk area and physically delineate through design elements such as, but not limited to, knee walls, bollards, planters or landscaped areas, or ground surface treatments. Use highly transparent glass that is non-reflective and minimally tinted.
  - Where frontage contain sloped terrain, ensure entrances are accessible from the public sidewalk.

(Previous Staff Comments 2023)

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.

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.

(Staff Comments April 2026)

The primary entries into both hotels are oriented towards a pedestrian plaza that features distinctive paving, landscaping and decorative bollard lighting. Additionally, as staff noted previously, both hotel entrances are pronounced by porte cocheres that relate to one another but remain distinctive to the architectural language of the hotel they are attached to.

An additional plaza space surrounds the apartment complex's centralized, recessed primary entrance which is further distinguished by a canopy.

#### **Part IV: Public Realm**

##### **Pedestrian Realm (guidelines)**

*Intent: Prioritize the Pedestrian Realm—the space between the buildings and streets—as the critical area where pedestrian interaction occurs and enhancements create a connected, safe, comfortable, and engaging pedestrian environment.*

*The Pedestrian Realm encompasses the frontage, sidewalk, furnishing, and parking lane/enhancement zones. Its configuration varies based on the area's character, existing street conditions, and surrounding built context.*

(Previous Staff Comments 2023)

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.

(Staff Comments April 2026)

The presence of existing sanitary sewer and water main lines within the Wayne Street and Pendleton Street pedestrian realms presents challenges that are outlined in the following sections. Staff finds it appropriate for the applicant to explore utilizing the west side of Wayne Street for the necessary streetscape improvements should the east side of Wayne Street prove too difficult.

- Sidewalk Zone (guidelines)

*Intent: Ensure a continuous, unobstructed path of travel that provides physical and visual access to building storefronts and entrances as well as to streetscape amenities.*

*The Sidewalk Zone is the preferred means of access for pedestrians that generally runs continuously and parallel to the street. Sidewalks make up the basic framework of the Pedestrian Realm and are an essential component of complete streets. A consistent paved area ensures pedestrians have a clear, comfortable, and safe route in which to walk.*

o **Design Criteria for the Sidewalk Zone**

- *Maintain a predictable and continuous walking route without deviating from the predominant path of travel. Where slight deviations from the path of travel must occur, walking routes should be legible for easy navigation with the path of least resistance. A continuous sidewalk may not be desired in some unusual conditions, such as:*
  - *Adjacency to a restrictive land use, such as a freeway or cemetery; or*
  - *Severe topographical constraints that make installing a sidewalk prohibitively challenging.*
- *Account for the diverse needs of sidewalk users ranging in age, ability, speed, and spatial needs.*
- *Provide adequate sidewalk width in accordance with the Optimal Sidewalk Zone Dimensions table on the next page for all sidewalks and design pathways to allow pedestrians to walk side-by-side and pass by a third person comfortably in an urban setting.*
- *Provide adequate sidewalk width to reflect the immediate context, including the type of street and adjacent land use according to the table on the next page.*
- *Provide wider sidewalks in areas of intense pedestrian use to accommodate the greater volume of walkers (coordinate with staff to determine appropriate widths).*
- *Use the required minimum clearance width for segments of the sidewalk that are deemed “pinch points” where narrowing of the sidewalk is necessary due to existing right-of-way constraints or to avoid conflicting elements that cannot be relocated elsewhere. However, this constrained width should not be used as the predominant sidewalk width for the entire length of the sidewalk.*
- *Where sidewalks are less than six (6) feet, additional consideration should be given to:*
  - *Placing additional passing space at reasonable intervals to allow users to pass one another or to turn around.*
  - *Prioritizing a clear sidewalk over other streetscape elements.*

Optimal Sidewalk Zone Dimensions	
Street Context	Minimum Clear Dimension
Required minimum clearance for all streets (only to be used at "pinch points")	4 feet
Low-density residential and mixed office-residential areas	6 feet
Mixed-use, retail, restaurants, and/or multi-family areas	8 to 12 feet
High-density residential and uses with high concentrations of pedestrian activity	12 feet or greater

(Staff Comments April 2026)

The proposed sidewalks on Pendleton and Wayne Streets are 5-feet wide and are offset 5-feet from the curb along Wayne Street and on Pendleton Street west of the garage entrance. Staff finds it appropriate, given the street context, for the width of these sidewalks to be expanded in the direction of the curb. Due to the site's sloped terrain along Pendleton Street, the sidewalk east of the Pendleton Street garage entrance is located along the curb. Here too, staff finds it appropriate for the Pendleton Street sidewalk east of the parking garage entrance to widen in the direction of the site's interior.

- **Frontage Zone** (guidelines)

*Intent: Establish a relationship between the building and the public realm through consistent application of features that engage the pedestrian.*

*The Frontage Zone is the portion of the pedestrian realm immediately adjacent to the sidewalk zone that functions as an extension of the building. It is separate from the clear sidewalk through-way so as not to create obstacles for the normal path of travel within the sidewalk zone. The Frontage Zone includes both the structure and facade of the building fronting the street as well as the space immediately adjacent to the building.*

*The Frontage Zone may consist of various uses and activities directly related to the adjacent building including but not limited to entryways, outdoor dining areas, retail displays, planters and landscaping with seasonal colors, sandwich board signs, light fixtures, semi-public space, and other such features that make the public realm more engaging and attractive.*

o **Design Criteria for the Frontage Zone**

- *Provide a narrow frontage zone dimension to accommodate objects protruding from the wall of the building, such as but not limited to signs, window-mounted planters, wall-mounted flags, and elements that aid in articulation of the building.*

- Provide a deeper frontage zone dimension to support larger functions such as arcades, outdoor dining, retail displays, landscaping, and other such features that make the public realm more engaging and attractive.
- Employ design strategies, such as recessed entryways, to mitigate impacts on pedestrian flow of traffic in the Frontage Zone from private entryways, stairs, and ramps. Railings and other features of stairways and ramps shall not extend into the Sidewalk Zone but should be accommodated in the Frontage Zone.
- Use high-contrast colors, surface material, textures, or other similar means to delineate paved areas within the Frontage Zone from the normal path of travel in the Sidewalk Zone.

Optimal Frontage Zone Dimensions	
Streetscape Element	Minimum Dimension
Storefronts and Commercial Areas	2 feet
Building Perimeter Landscaping	3 feet
Outdoor Dining Areas	6 feet
Development Frontage	Building frontages and setbacks vary based on development type (See Development Frontages on page 27).

(Staff Comments April 2026)

A generous frontage zone on Wayne and Pendleton Streets contains landscaping that helps screen the parking garage structure and retaining wall that front onto the right-of-way.

- **Furnishing Zone** (guidelines)

*Intent: Provide a consistent buffer between pedestrians and travel or parking lanes as well as a space for streetscape elements that define the character of the corridor or district.*

*The Furnishing Zone is the area between the curb and clear sidewalk that functions as a curb-side buffer separating pedestrian movement from vehicles within the roadway. Furnishings and amenities commonly found in the Furnishing Zone include, but are not limited to, street light fixtures, parking meters, bus stops, outdoor seating, bicycle racks, micromobility facilities, utility fixtures and traffic signalization, public wayfinding, and street trees, as well as green infrastructure components, such as rain gardens or flow-through planters.*

o *Design Criteria for the Furnishing Zone*

- *Design streetscape furnishings and amenities of long-lasting or otherwise durable construction to reduce long-term maintenance and stockpiling of spare parts.*
- *Locate elements so as to maintain unobstructed visibility between pedestrians and motorists at crosswalks.*
- *Use high-contrast colors and textures, or other similar means to delineate paved area in the Furnishing Zone from the normal path of travel in the Sidewalk Zone.*
- *Organize areas within the Furnishing Zone to be inviting to the pedestrian with a sense of space and enclosure.*

Optimal Furnishing Zone Dimensions	
Street Context	Minimum Dimension
Low-density residential and mixed office-residential areas	2 to 8 feet
Mixed-use, retail, restaurants, and/or multi-family areas	4 to 8 feet
High-density residential and uses with high concentrations of pedestrian activity	4 to 8 feet
Streetscape Element	Minimum Dimension
Street tree	5 feet
Outdoor dining area	6 feet
Curbside door swing clearance adjacent to on-street parking	2.5 feet

(Staff Comments April 2026)

An 8-inch sanitary sewer line runs beneath the 5-foot wide space designated as the furnishing zone on Wayne Street. As that sanitary sewer line turns the corner of Pendleton Street, it expands to 12-inches and runs beneath the 5-foot wide Pendleton Street furnishing zone west of the Pendleton Street parking garage entrance and beyond. After coordinating with the Director of Engineering for the City of Columbia Water Department, staff has determined that it is not viable to plant street trees within the majority of the proposed furnishing zones. As such, staff finds that the width of the proposed furnishing zones should be reduced and furnished instead with lower-intensity landscaping or raised container plantings that sit atop hardscaping and house small trees. Decorative street lighting must also be placed within this zone. On Pendleton Street east of the parking garage entrance, staff finds that a narrow furnishing zone should be established and furnished with the same streetscape elements.

As outlined in the January 19, 2023 D/DRC conditions for approval, decorative street lighting must populate both Wayne and Pendleton Streets. The recommended light for this section of Wayne and Pendleton Streets is the Cyclone Azalea fixture in pale grey (RAL 7040).

- **Parking Lane & Enhancement Zone** (guidelines)

*Intent: Provide a flexible space at street-grade, adjacent to the curb that can accommodate various amenities, provide additional transition space between the travel lane and sidewalk, and further contribute to traffic calming.*

*The Parking Lane & Enhancement Zone is a negotiable extension of the Furnishing Zone where adequate right-of way allows. The Parking Lane & Enhancement Zone is located immediately adjacent to the Furnishing Zone and is a flexible space for amenities such as but not limited to curb extensions, parklets, green infrastructure, bicycle and/or micromobility facilities, as well as multiple other amenities typical of urban settings.*

- ***Coordination Guidance***
  - *Coordinate with relevant City and State agencies to determine prioritization and placement of elements within the enhancement zone, in consideration of:*
    - *Bicycle and micromobility facilities;*
    - *Transit stops;*
    - *Stormwater management;*
    - *Green infrastructure;*
    - *On-street parking;*
    - *Loading and unloading areas;*
    - *Parklets; and*
    - *Curb extensions to improve pedestrian safety and walkability and/or for street tree placement.*

(Staff Comments April 2026)

A loading zone along Wayne Street provides direct connectivity to a roll-up door for trash staging within the parking structure's northwest corner.

- **Street Trees (guidelines)**
  - ***Downtown Columbia's Street Trees***
    - *Street trees are one of the most critical elements of the public realm. In addition to their value for improving air quality, water quality, and community aesthetic, street trees can help mitigate traffic speeds, add visual interest, and improve the general comfort level for pedestrians. They include many benefits and serve multiple functions including the following net positive effects:*
      - *Shade and reduced heat effects for the location;*
      - *Character and scale;*
      - *Enclosure and framing of space;*
      - *Traffic calming; and*
      - *Buffering between the sidewalk and travel lanes.*
  - ***Prioritization of Street Trees***
    - *Street trees shall be prioritized for all Downtown streets within the Furnishing Zone and in the public right-of-way. If existing conditions prevent planting of street trees within the Furnishing Zone, then the applicant must follow the*

hierarchy of strategies outlined below to support the City’s commitment to street trees.

- **Existing Trees:** Make every effort to preserve existing trees. When feasible, incorporate existing trees into new development and protect existing trees during construction.
  - **Sidewalk Zone:** Utilize suspended paving systems in the Furnishing Zone and Sidewalk Zone to support healthy tree root growth if existing soil volume is insufficient.
  - **Furnishing Zone:** Coordinate with the City to use smaller trees in planters at least four (4) feet wide if constraints limit the Furnishing Zone to less than five (5) feet.
  - **Parking Lane/Enhancement Zone:** Coordinate with the City to remove on-street parking to accommodate a mid-block curb extension for additional tree planting area.
  - **Frontage Zone or Open Space:** If all other options are exhausted, or conflicts prevent tree installation in the public right-of-way, street trees are to be installed on private property parallel to the road, within the development’s frontage yard (Refer to Development Frontage on page 27) or a designated open space (Refer to Open Space Guidelines on page 12).
  
- **Design Criteria for Placement of Street Trees**
  - Locate street trees at regular intervals within the Furnishing Zone to avoid visual and physical obstructions in relation to other furnishings and amenities, such as:
    - Views to and from traffic signals and signs;
    - Casting of light from light fixtures onto the sidewalk;
    - Access to light poles, utilities, fire hydrants, and other areas that require emergency or service vehicle access;
    - Clearance needed for bicycle racks, kiosks, trash receptacles, parking meters, and other streetscape elements.
  - Substitute understory trees for canopy trees where overhead utility lines cannot be buried underground.
  - Use palm trees as ornamental trees, not as canopy trees.
  - Place street trees away from other streetscape elements in accordance with the table provided below.

Optimal Distance between Street Trees and Streetscape Elements	
Streetscape Element	Optimal Distance
Other canopy trees	40 feet
Other understory trees	25 feet
Intersections and transit stops	25 feet
Streetlights and electrical transformers	10 feet
Public water & sewer utilities	8 feet

(Staff Comments April 2026)

Staff finds it appropriate that the existing oak tree near the corner of Wayne and Pendleton Streets is being removed, as it is in bad shape due to repeated trimmings to avoid conflict with overhead power lines. Due to existing sanitary sewer lines beneath the proposed furnishing zones, staff finds that street trees should be placed in raised container plantings situated within the furnishing zones of both Wayne and Pendleton Streets. If for whatever reason it is determined that these raised container plantings are not viable, staff finds that a suitable alternative location for street trees is along the back edge of the proposed Wayne Street and Pendleton Street sidewalks. The applicant is proposing to plant a number of trees within the frontage zone and throughout the interior of the site.

- **Soil**

- *Install tree pit in accordance with the following table, with a minimum width of five (5) feet, a minimum volume of 275 square feet of adequate soils, and follow the latest best practices for urban tree health.*

Optimal Soil Volumes for Street Trees	
Planting Element	Minimum Soil Volume
Canopy trees (tree mature height above 50 ft)	1,000 cubic feet
Canopy trees (tree mature height of 30 to 50 ft)	650 cubic feet
Understory trees (tree mature height up to 30 ft)	300 cubic feet

- **Tree Wells**

- *Maintain a continuous tree well, or tree pit, where possible to connect and share soil space for optimal root growth.*
  - *Equip all in-ground tree wells with irrigation and electrical access.*
  - *Utilize design strategies to discourage pedestrians from walking through planting areas such as but not limited to:*
    - *Elevated planters with a coping edge or curb edge;*
    - *Ground covers or low shrub masses, up to a maximum of one (1) foot high; and/or*
    - *Integrated seating areas.*
  - *In constrained situations, use alternative surface covers, such as:*
    - *Flexible permeable pavement; or*
    - *Tree grates (although discouraged, tree grate substitutions may be used where all other options are exhausted. All tree grate substitutions shall be ADA compliant and installed level with the running grade of the sidewalk. Permeable systems, such as but not limited to Terrawalks™, or rubber modular sidewalk panels are preferred.*

- **Suspended Pavement Systems**

*Soil cells, such as but not limited to DeepRoot Silva Cells™, Citygreen StrataCells™, RootSpace™, and StrataVault™ systems, are structural and stackable modular cells designed to be filled between the voids with soil and covered with sidewalks, bike*

lanes, parking lots, and other hardscape above to increase the available rooting space underneath.

*A suspended pavement system, otherwise known as a cantilevered sidewalk, is a proven technology that provides lightly compacted, high-quality rooting conditions for urban tree roots. Such systems provide a form of low-impact development, help integrate street trees among other competing streetscape elements, and are well-suited for areas such as parking areas, rooftops, plazas, sidewalks, and other areas dominated by pavement.*

- *Utilize suspended pavement systems where soil volumes are restrictive.*
- *Coordinate with SCDOT where necessary on state-owned right-of-way.*
- *Ensure at least 60% of the required soil volume of structural soil systems can be obtained with uncompacted root space at grade opening, as an alternate method for extending available rooting space under pavement.*

(Staff Comments April 2026)

Suspended pavement systems can be useful in environments where potential conflicts with existing sanitary sewer lines exist. They help direct root growth, reduce the risk of root intrusion, and more evenly distribute the weight of a tree. If it is determined that street trees are able to be planted along the back edge of the proposed sidewalks on Wayne and Pendleton Streets, staff finds it appropriate for a suspended pavement system to be implemented as a tool to reduce potential conflict with existing sanitary sewer lines.

#### **DESIGN GUIDELINES AND STAFF COMMENTS:**

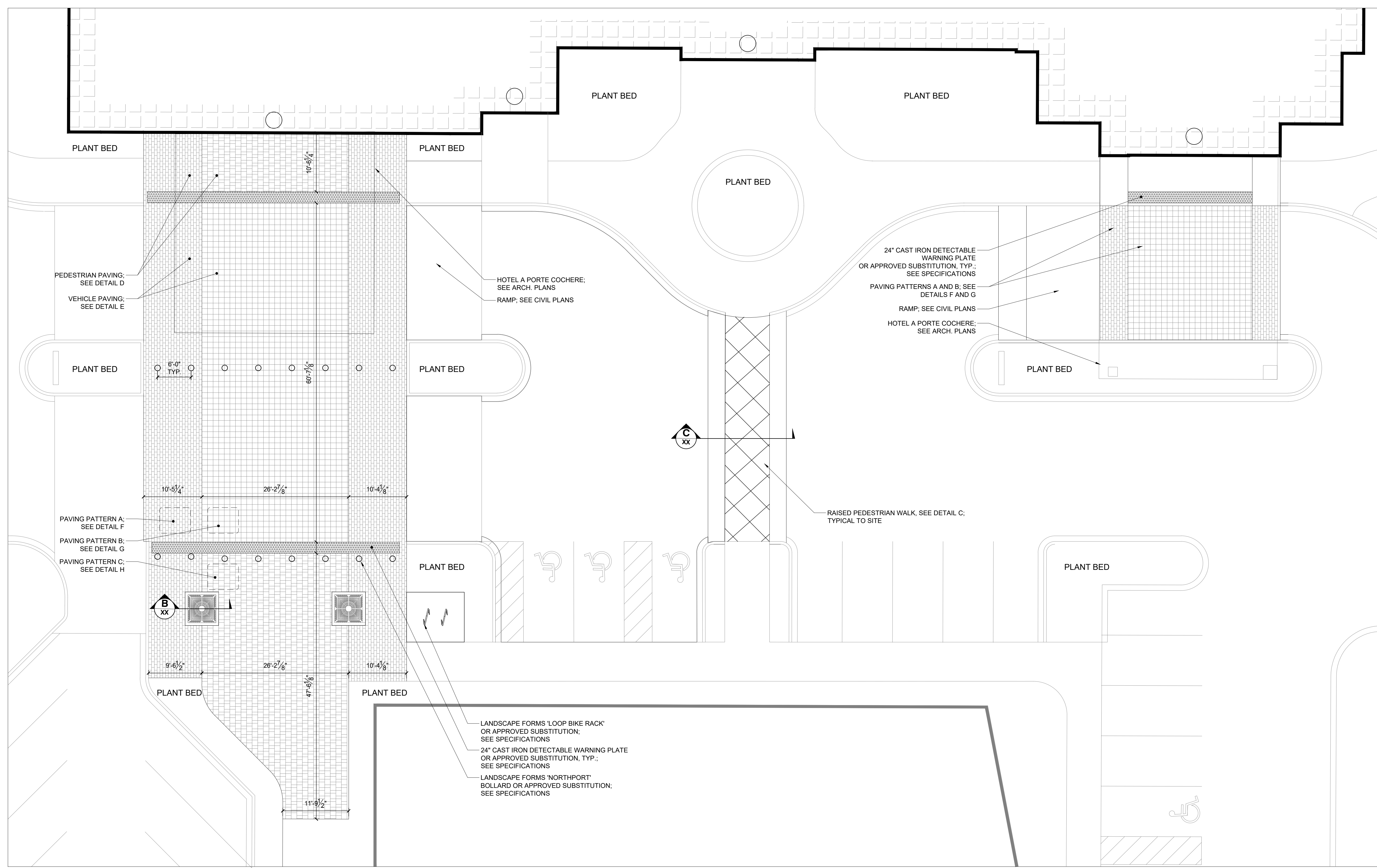
Staff finds that the project substantially meets “Part II: Site Planning, Part III: Private Realm, Part IV: Public Realm” of the Downtown Columbia Design Guidelines, and recommends granting a Certificate of Design Approval with the following conditions:

- Provide a pathway connecting the Wayne Street sidewalk to the site’s interior pedestrian pathways;
- Include additional outdoor seating and either a piece of public art or water feature within the site’s interior open spaces;
- Ensure that the pedestrian-scaled and roadway lighting throughout the interior of the site are compatible with the recommended light fixtures along Wayne and Pendleton Streets;
- Install a pedestrian safety measure at the intersection of the Pendleton Street garage entrance and sidewalk;
- Ensure that the height of the apartment’s semi-public courtyard fence does not exceed 4-feet;
- Ensure that the widths of proposed sidewalks on Wayne and Pendleton Streets are at least 6-feet;
- Coordinate with staff on modifying the dimensions of the sidewalk and furnishing zones if necessary;
- Coordinate with staff on determining the appropriate placement and spacing of sidewalks, street lighting, and suitable street tree species within the Wayne Street and Pendleton Street pedestrian realms;

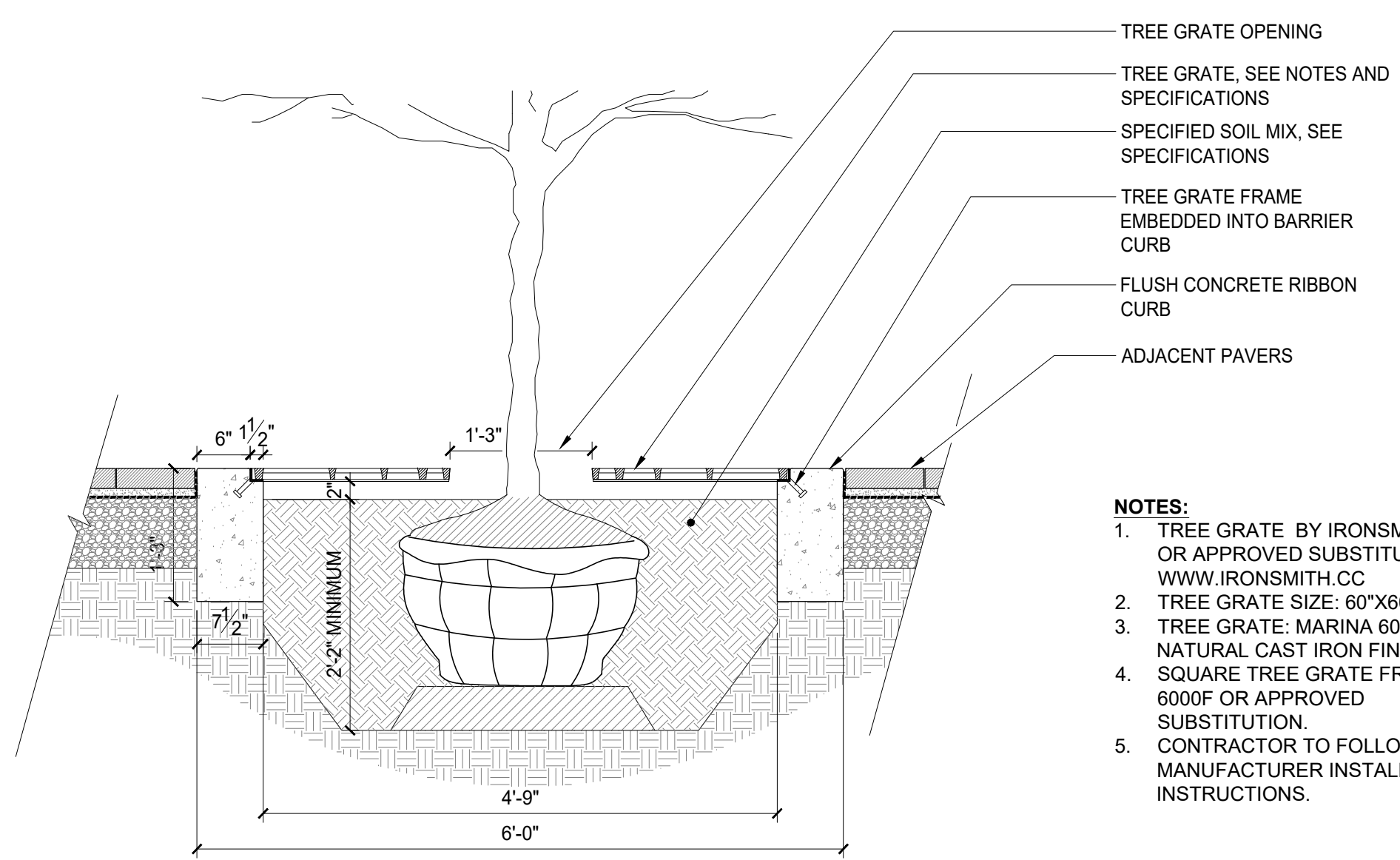
- Explore the possibility of situating the required sidewalk and furnishing zones on the west side of Wayne Street if conflicts with existing utility lines prove too difficult;
- Ensure that street trees are planted alongside Pendleton Street east of the parking garage entrance;
- Explore the use of suspended pavement systems to minimize conflict between tree roots and existing sanitary sewer lines;
- Install decorative street lighting along both Wayne and Pendleton Streets;
- Work with staff through the encroachment process to ensure all improvements in the right-of-way meet City standards;
- Coordinate with staff to ensure that all previous conditions for approval are being met;
- Any changes to the design or additional details that are developed be submitted to staff for review;
- Signage must come back for a separate review.





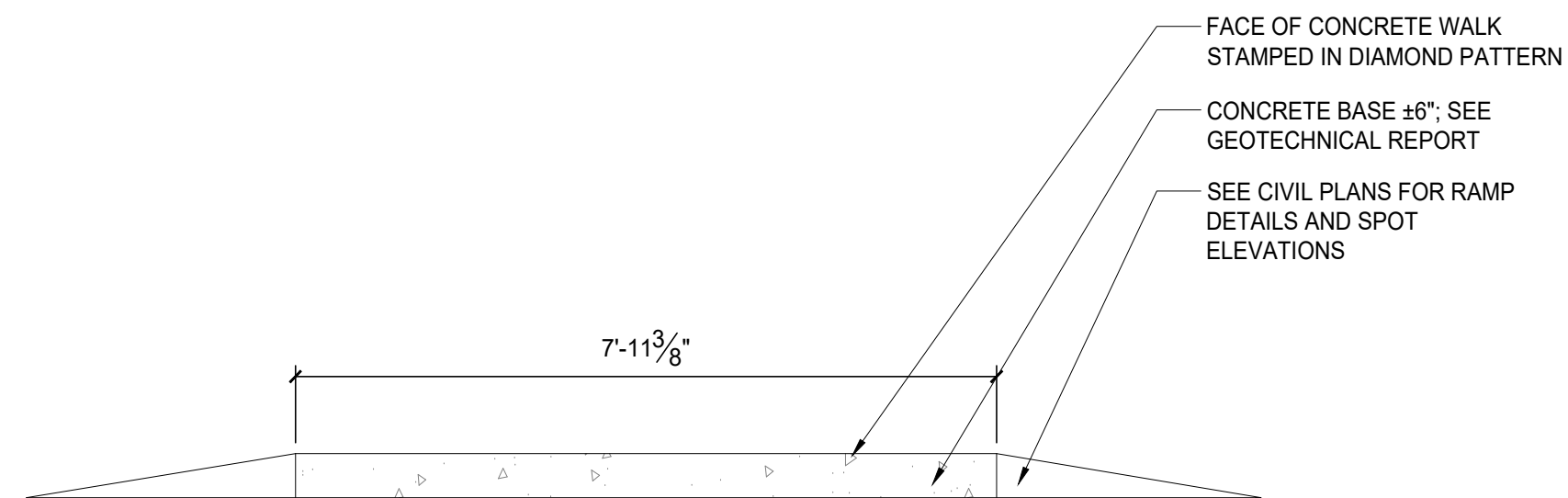


**A** VISTA DEVELOPMENT PEDESTRIAN PLAZA AND HOTEL ENTRANCES DETAIL  
NOT TO SCALE

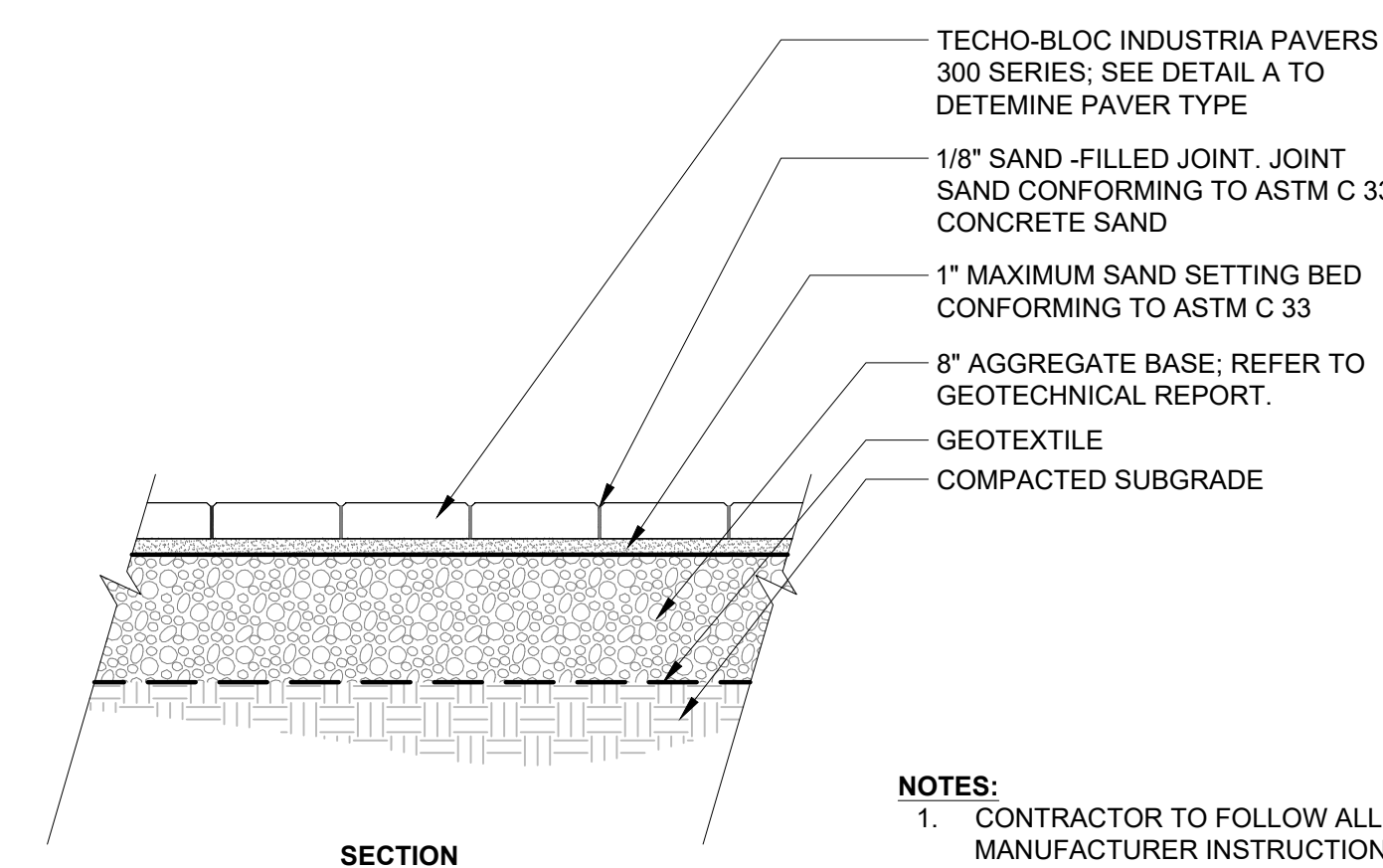


**B** TREE GRATE  
NOT TO SCALE

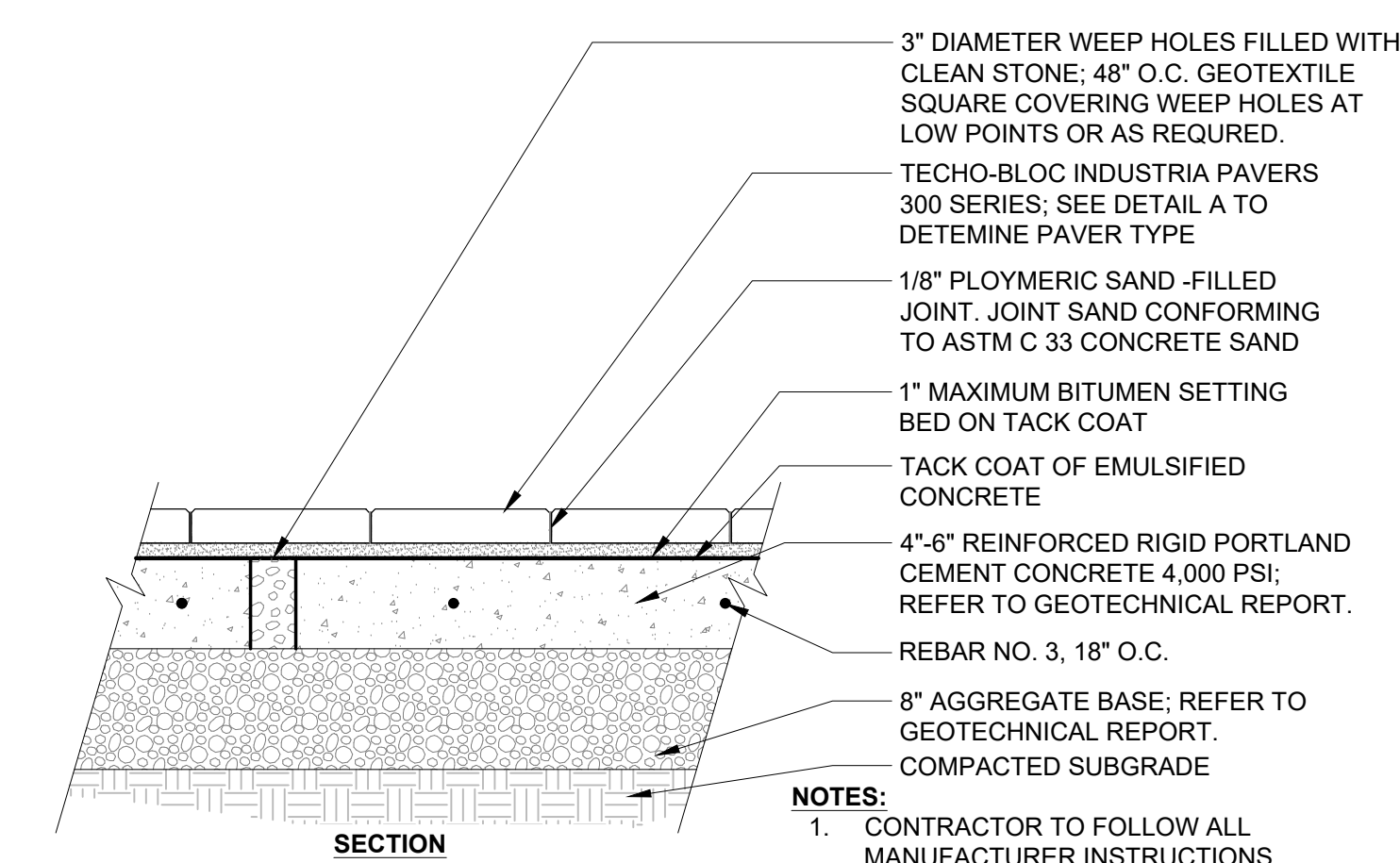
- NOTES:**
1. TREE GRATE BY IRONSMITH, INC. OR APPROVED SUBSTITUTION. WWW.IRONSMITH.CO
  2. TREE GRATE SIZE: 60\"/>



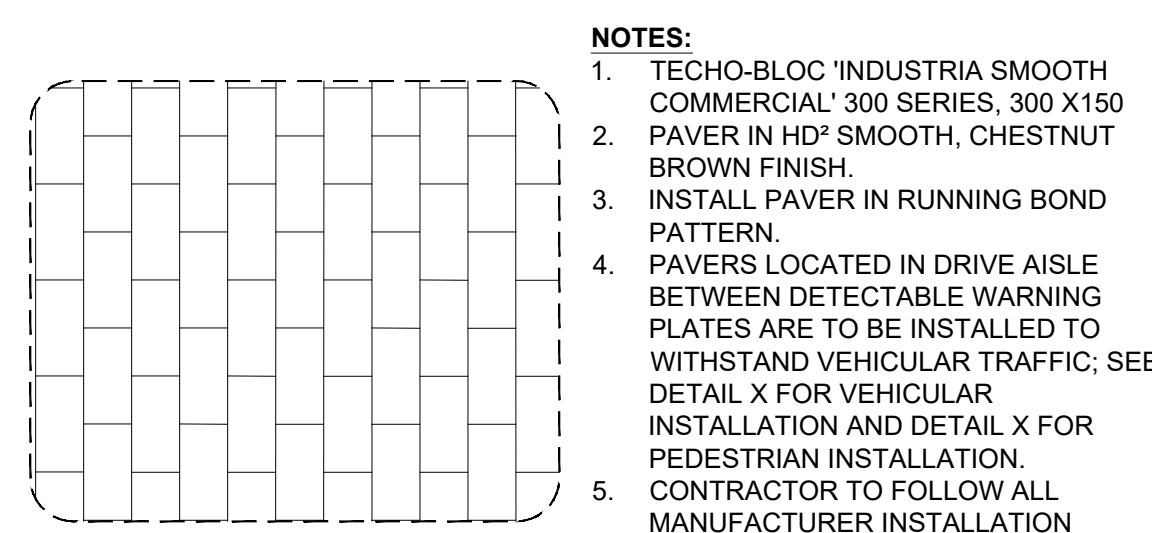
**C** RAISED PEDESTRIAN WALK  
NOT TO SCALE



**D** TYPICAL PEDESTRIAN PAVING  
NOT TO SCALE

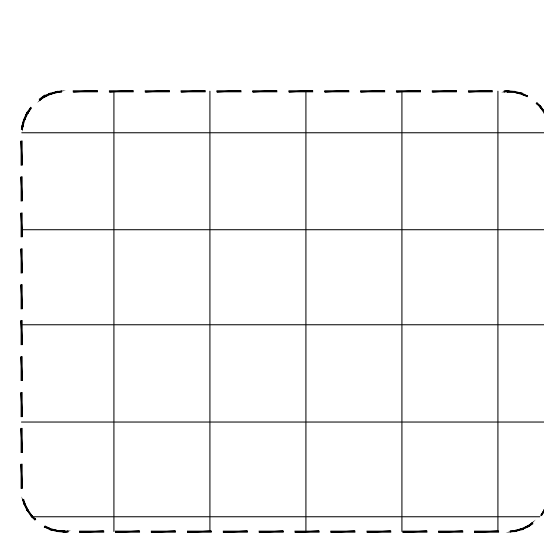


**E** TYPICAL VEHICLE PAVING  
NOT TO SCALE



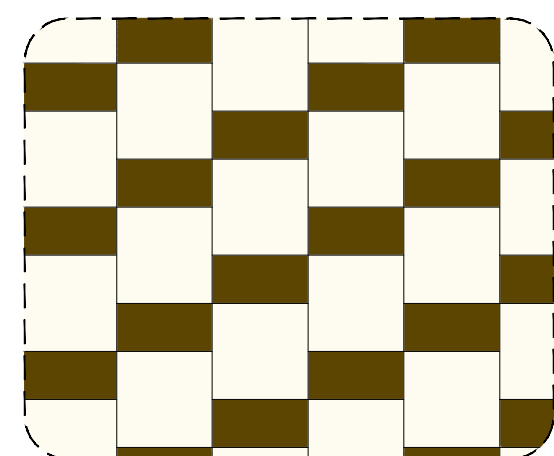
**F** PAVING PATTERN A  
NOT TO SCALE

- NOTES:**
1. TECHO-BLOC INDUSTRIA SMOOTH COMMERCIAL 300 SERIES, 300 X 300 PAVES IN HD SMOOTH, CHESTNUT BROWN FINISH.
  2. INSTALL PAVES IN RUNNING BOND PATTERN.
  3. PAVES LOCATED IN DRIVE AISLE BETWEEN DETECTABLE WARNING PLATES ARE TO BE INSTALLED TO WITHSTAND VEHICULAR TRAFFIC. SEE DETAIL X FOR VEHICULAR INSTALLATION AND DETAIL X FOR PEDESTRIAN INSTALLATION.
  4. CONTRACTOR TO FOLLOW ALL MANUFACTURER INSTALLATION INSTRUCTIONS AND RECOMMENDATIONS.



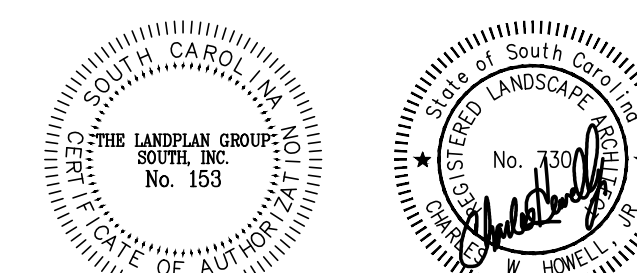
**G** PAVING PATTERN B  
NOT TO SCALE

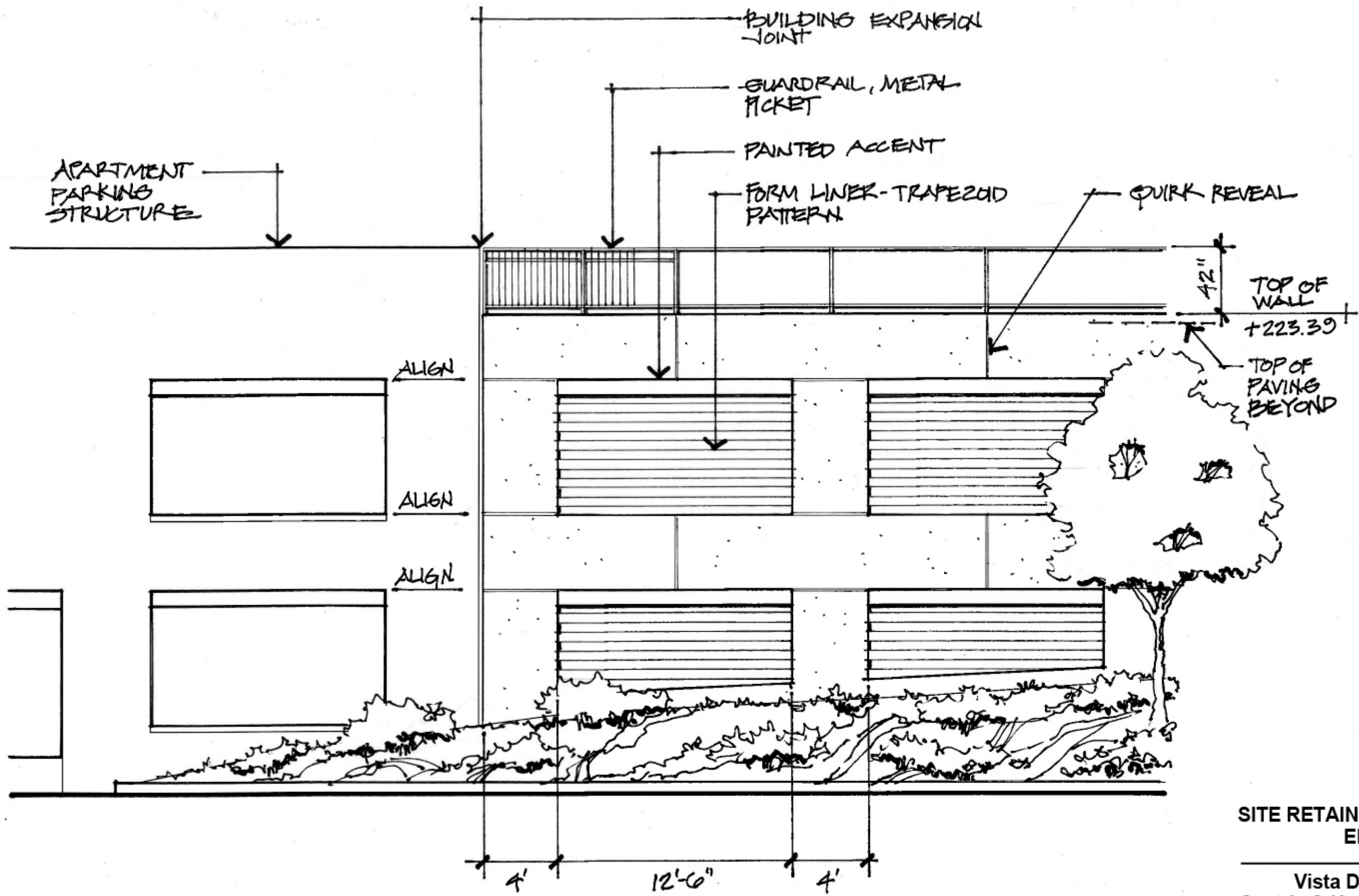
- NOTES:**
1. TECHO-BLOC INDUSTRIA SMOOTH COMMERCIAL 300 SERIES, 300 X 300 PAVES IN HD SMOOTH, BEIGE CREAM.
  2. INSTALL PAVES IN STACKED PATTERN.
  3. PAVES TO BE INSTALLED TO WITHSTAND VEHICULAR TRAFFIC; SEE DETAIL X FOR VEHICULAR INSTALLATION.
  4. CONTRACTOR TO FOLLOW ALL MANUFACTURER INSTALLATION INSTRUCTIONS AND RECOMMENDATIONS.



**H** PAVING PATTERN C  
NOT TO SCALE

- NOTES:**
1. TECHO-BLOC INDUSTRIA SMOOTH COMMERCIAL 300 SERIES, 300 X 300 AND 300 X 150.
  2. 300 X 300 PAVES IN HD SMOOTH, BEIGE CREAM. 300 X 150 PAVES IN HD SMOOTH, CHESTNUT BROWN.
  3. INSTALL PAVES IN TECHO-BLOC 07 LINEAR PATTERN.
  4. SEE DETAIL X FOR PEDESTRIAN INSTALLATION.
  5. CONTRACTOR TO FOLLOW ALL MANUFACTURER INSTALLATION INSTRUCTIONS AND RECOMMENDATIONS.





**SITE RETAINING WALL  
ELEVATION**

Vista Depot Hyatt  
Centric & House Hotels  
Columbia, SC





# City of Columbia Design/Development Review Commission

## Vista Depot Hotels & Apartments

700 & 800 Gervais Street Columbia South Carolina

March 9, 2022



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

**ARNOLD  
COMPANIES**  
(Ben Arnold Real Estate Services)

## ZONING

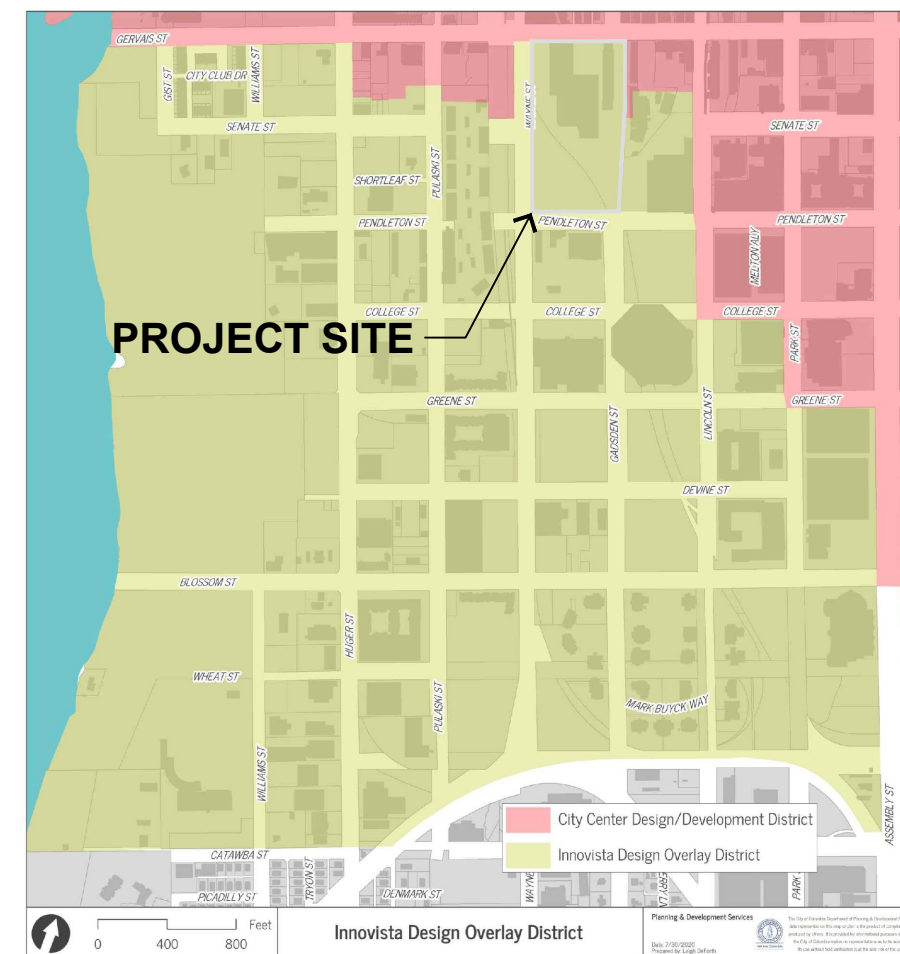
CURRENT ZONING:  
MIXED COMMERCIAL (MC)

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: ENTERTAINMENT CENTER	
ADDRESS:	700 GERVAIS STREET
TAX MAP No.:	R08916-11-02 PARCEL #1
SITE AREA:	319,730.4 SF (7.34 AC.)
PROPERTY #2: HYATT HOTELS	
ADDRESS:	700 GERVAIS STREET
TAX MAP No.:	R08916-11-02 PARCEL #2
SITE AREA:	121,096.8 SF (2.78 AC.)
PROPERTY #3: APARTMENTS	
ADDRESS:	1101 WAYNE STREET
TAX MAP NO.:	R08916-11-04A
SITE AREA:	79,222.0 SF (1.82 AC.)
<b>NET SITE AREA</b>	<b>520,049.2 (11.94 AC.)</b>

## LOT COVERAGE

ZONING:	MC	
% MAX. LOT COVERAGE:	NOT APPLICABLE	
<b>NET SITE AREA</b>	<b>520,049.2 SF</b>	<b>100.0%</b>
<b>BUILDINGS</b>		
ENTERTAIN./OFFICE	105,032.0 SF	20.2%
DEPOT BUILDING	19,974.0 SF	3.8%
PROPOSED HOTEL	47,113.0 SF	9.0%
PROPOSED APTS.	36,615.0 SF	7.0%
<b>SUBTOTAL</b>	<b>208,734.0 SF</b>	<b>40.0%</b>
<b>HARDSCAPE/ROADS</b>	<b>213,220.2 SF</b>	<b>41.0%</b>
<b>LANDSCAPING</b>	<b>98,095.0 SF</b>	<b>19.0%</b>
<b>TOTAL</b>	<b>520,106.4 SF</b>	<b>100.0%</b>

## 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

<b>NET SITE AREA</b>	<b>520,049.2 SF</b>
<b>BUILDING AREA</b>	
ENTERTAIN./OFFICE BLDG.	147,052 SF
DEPOT BUILDING	23,013 SF
<b>SUBTOTAL</b>	<b>170,065 SF</b>
<b>EXISTING F.A.R.</b>	<b>0.32</b>
<b>PROPOSED HOTEL</b>	<b>260,087 SF</b>
<b>PROPOSED APARTMENTS</b>	<b>183,075 SF</b>
<b>TOTAL AREA</b>	<b>613,227 SF</b>
<b>PROPOSED F.A.R</b>	<b>1.18</b>

## 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 ON THE 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 THREE  
PARCELS. THE FIRST IS THE ARNOLD  
COMPANIES OFFICE AND ENTERTAINMENT  
CENTER LOCATED AT 700 GERVAIS STREET.  
THE SECOND PARCEL IS CURRENTLY AN  
ADJACENT PARKING AREA. THE THIRD  
PARCEL IS CURRENTLY UNDEVELOPED. THE  
COMBINED SITE AREA IS 11.9 ACRES.

THE THREE PARCEL SITE IS BORDERED ON  
THE NORTH BY GERVAIS STREET AND TO THE  
EAST OF THE SITE IS THE ADLUH FLOUR MILL  
& THE METROPOLITAN CONVENTION CENTER.  
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.

### PARCEL #1: ENTERTAINMENT CENTER

PROJECT IMPROVEMENTS WILL INCLUDE  
REPAVING OF THE BRICK STREET ALONG THE  
DEPOT BUILDING AND PARKING  
MODIFICATIONS AT THE REAR OF THE  
PROPERTY.

### PARCEL #2: HYATT CENTRIC & HYATT HOUSE HOTELS

THE TWO 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 301  
GUESTROOMS ARE PROPOSED FOR THE TWO  
HOTELS.

THE 174 KEY HYATT CENTRIC 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 BAR, LOUNGE AND RESTAURANT  
ARE VIEWED AS EXTENSIONS OF THE  
EXISTING DINING & ENTERTAINMENT  
PORTION OF THE CENTER.

THE HYATT HOUSE HOTEL IS A 5 STORY  
EXTENDED STAY HOSPITALITY  
DEVELOPMENT WITH 127 GUESTROOMS TO  
SERVICE TOURISTS AND FAMILIES. BOTH  
HOTELS ARE ORGANIZED AROUND A  
CENTRAL POOL COURTYARD.

### PARCEL #3: 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.

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

<b>OWNER</b>	<b>ARCHITECT OF RECORD</b>
<b>ARNOLD COMPANIES</b> 700 GERVAIS STREET, SUITE 275 COLUMBIA, SC 29201 ATTN: BEN ARNOLD TEL: 803-338-5333 EMAIL: barnold@arnoldfamilycorp.com	<b>MICHAEL GRAVES ARCHITECTURE</b> 4285 E. CONANT ST., SUITE 101 LONG BEACH, CA 90808 ATTN: BRIAN HUSTING TEL: 562-597-8760 FAX: 562-597-8022 EMAIL: bhusting@michaelgraves.com
<b>CLIENT REPRESENTATIVE</b>	<b>CIVIL ENGINEER</b>
<b>BRIDGE SOVEREIGN DEV. ADVISORY</b> ATTN: TED TORRES TEL: 480-208-9962 EMAIL: ted.torres@bridgesovereign.com	<b>CHAO &amp; ASSOCIATES</b> 1728 MAIN STREET COLUMBIA, SC 29201 ATTN: JIMMY CHAO TEL: 803-772-8420 EMAIL: jimmy@chaoinc.com
<b>APARTMENT &amp; PARKING STRUCTURE ARCHITECT</b>	<b>LANDSCAPE ARCHITECT</b>
<b>HOUSING STUDIO</b> 333 WEST TRADE STREET, #300 CHARLOTTE SC 28202 ATTN: CHUCK TRAVIS TEL: 704-333-7862 EMAIL: ctravis@housingstudio.com	<b>LANDPLAN SOUTH</b> 1206 SCOTT STREET COLUMBIA, SC 29201 ATTN: CHARLES HOWELL TEL: 803-256-0562 EMAIL: chowell@landplansouth.com

## GREEN BUILDING POINT SYSTEM

REQUIRED MINIMUM POINT REQUIREMENTS  
FOR NONRESIDENTIAL AND MIXED USE  
DEVELOPMENT:  
MORE THAN 25,000 SF = **4 POINTS**

### PROPOSED GREEN BUILDING POINTS:

#### LOCATION

DEVELOPMENT ON PREVIOUSLY USED OR  
DEVELOPED LAND THAT IS CONTAMINATED  
WITH WASTE OR POLLUTION (BROWNFIELD  
SITE). **1.00 PT.**

#### ENERGY CONSERVATION

INSTALL A 'COOL ROOF' ON 50% OF  
BUILDINGS IN A MULTI-BUILDING  
DEVELOPMENT. **1.50 PTS.**

USE CENTRAL AIR CONDITIONERS THAT ARE  
ENERGY STAR QUALIFIED **0.50 PTS.**

#### TRANSPORTATION

PROVIDE A MINIMUM OF 5% OF REQUIRED  
AUTOMOBILE PARKING SPACES THAT ARE  
SIGNED AND RESERVED FOR HYBRID/  
ELECTRICAL, LOW ENERGY VEHICLES IN  
PREFERRED LOCATIONS NEAR PRIMARY  
BUILDING ENTRANCES. **0.25 PTS.**

PROVIDE AN ELECTRIC VEHICLE (EV) LEVEL 2  
CHARGING STATION THAT IS MADE  
AVAILABLE TO THOSE USING THE BUILDING.  
**0.75 PTS.**

**TOTAL PROPOSED POINTS 4.00 PTS.**

## 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	EXISTING SITE PHOTOS

## CIVIL ENGINEERING

C-1	EXISTING SITE SURVEY
C-2	CIVIL DEMOLITION SITE PLAN
C-3	CIVIL 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

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



**ARNOLD  
COMPANIES**  
(Ben Arnold Real Estate Services)

**G-1**

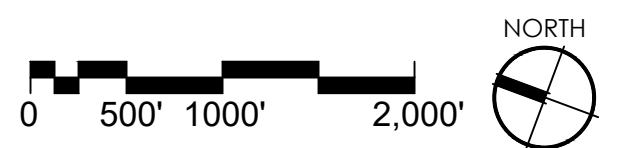
REQUIRED BICYCLE PARKING					
	AREA	SHORT TERM RATIO	SHORT TERM REQ. SPACES	LONG TERM RATIO	LONG TERM REQ. SPACES
<b>EXISTING ENTERTAINMENT CENTER</b>					
OFFICES	94,987	1/5,000 SF	19 BIKES	1/10,000 SF	10 BIKES
ENTERTAINMENT CENTER	47,124	1/2,000 SF	24 BIKES	1/10,000 SF	5 BIKES
DEPOT RESTAURANT	7,600	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
<b>TOTAL</b>			<b>67 BIKES</b>		<b>87 BIKES</b>

PROVIDED PARKING		TOTAL
<b>EXISTING PARKING TO REMAIN</b>		
STANDARD		142
COMPACT		30
ACCESSIBLE		1
<b>SUBTOTAL</b>		<b>173</b>
<b>NEW ON-GRADE PARKING</b>		
STANDARD		84
COMPACT		5
ACCESSIBLE		15
VAN ACCESSIBLE		0
LOW EMISSION VEHICLE		0
LOADING 9' X 25'		1
<b>SUBTOTAL</b>		<b>105</b>
<b>NEW PARKING STRUCTURE</b>		
STANDARD		304
COMPACT		44
ACCESSIBLE		8
VAN ACCESSIBLE		0
LOW EMISSION VEHICLE		23
<b>SUBTOTAL</b>		<b>379</b>
<b>GRAND TOTAL</b>		<b>657</b>

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

BUILDING AREA		TOTAL
<b>EXISTING ENTERTAINMENT CENTER</b>		
LEVEL 1		51,404 SF
<b>EXISTING OFFICE BUILDING</b>		
LEVEL 1		76,162 SF
LEVEL 2		18,825 SF
<b>SUBTOTAL</b>		<b>94,987 SF</b>
<b>EXISTING DEPOT BUILDING</b>		
LEVEL 1		19,974 SF
LEVEL 2		3,039 SF
<b>SUBTOTAL</b>		<b>23,013 SF</b>
<b>HOTELS</b>		
LEVEL 1		47,113 SF
LEVEL 2		38,105 SF
LEVEL 3		32,501 SF
LEVEL 4		32,629 SF
LEVEL 5		32,629 SF
LEVEL 6		12,456 SF
LEVEL 7		12,456 SF
LEVEL 8		12,456 SF
LEVEL 9		12,456 SF
LEVEL 10		12,456 SF
LEVEL 11		12,325 SF
LEVEL 12		1,771 SF
<b>SUBTOTAL</b>		<b>260,087 SF</b>
<b>APARTMENTS</b>		
LEVEL 1		36,615 SF
LEVEL 2		36,615 SF
LEVEL 3		36,615 SF
LEVEL 4		36,615 SF
LEVEL 5		36,615 SF
<b>SUBTOTAL</b>		<b>183,075 SF</b>
<b>PARKING STRUCTURE</b>		
LEVEL P1		71,751 SF
LEVEL P2		62,888 SF
<b>SUBTOTAL</b>		<b>134,639 SF</b>
<b>GRAND TOTAL</b>		<b>747,205 SF</b>





VICINITY MAP

1" = 1,000'-0"



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

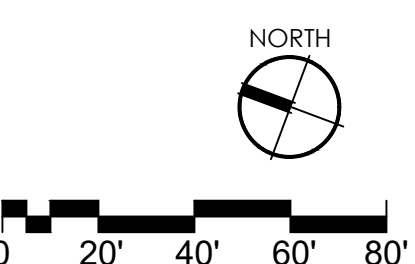
**ARNOLD COMPANIES**  
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**G-3**



...\\...\\-File Sharing (Newform...\\CLIENT\260226 New Survey\Vista Depot District 3 parcels survey (PARCEL #2 .tif

\*FOR EXISTING SITE PHOTOGRAPHS, SEE SHEET G-17.



1" = 40'-0"

EXISTING SITE PLAN



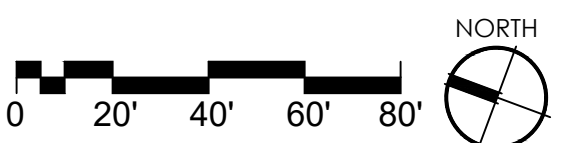
**Vista Depot Hotels & Apartments**  
800 Gervais Street, Columbia, South Carolina

**ARNOLD COMPANIES**  
(Ben Arnold Real Estate Services)



**NOTES**

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



1" = 40'-0"

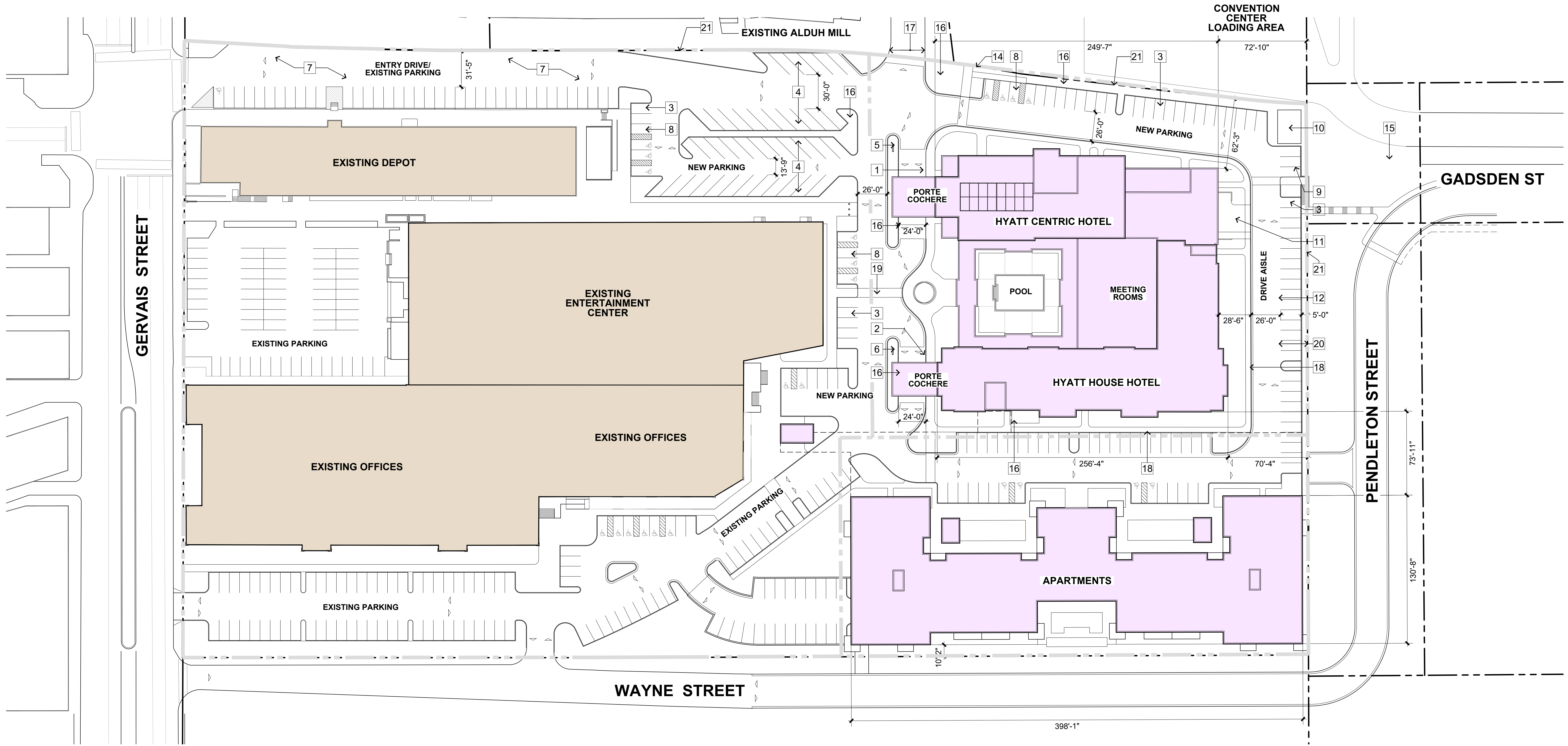
**PROPOSED SITE PLAN**

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



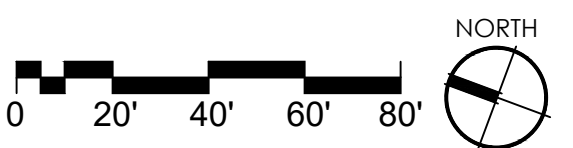
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**G-5**



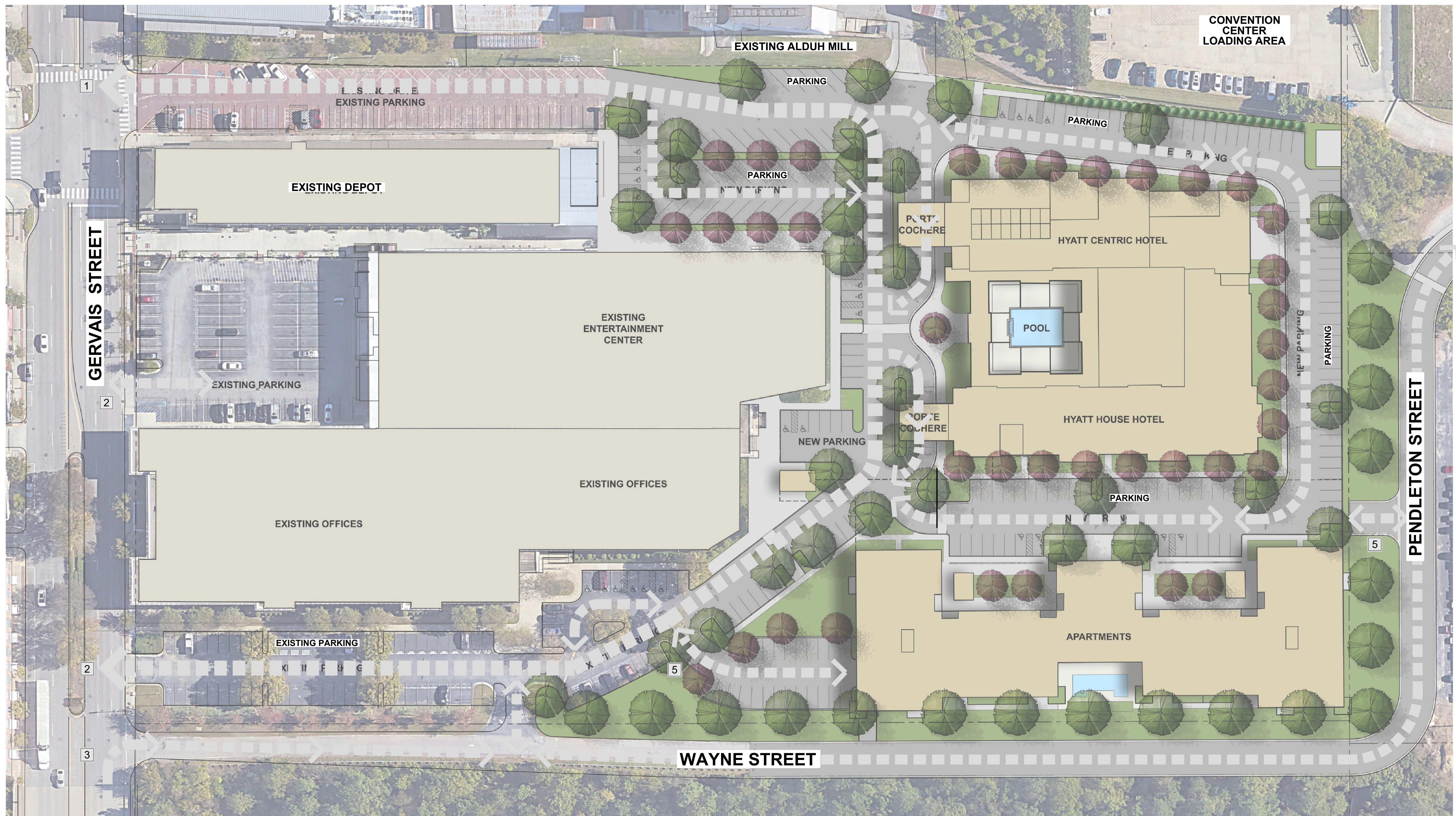
**NOTES**

- |                                   |                                       |   |  |
|-----------------------------------|---------------------------------------|---|--|
| 1 CENTRIC GUEST DROP-OFF          | 7 ENTRY DRIVE WITH NEW BRICK PATTERN  | 13 BUILDING SETBACK                           | 19 PEDESTRIAN CROSSWALK WITH ENHANCED PAVING |
| 2 HOUSE GUEST DROP-OFF            | 8 NEW ACCESSIBLE PARKING, 18'X24'     | 14 PEDESTRIAN CONNECTION TO CONVENTION CENTER | 20 LANDSCAPED SLOPE                          |
| 3 NEW PARKING SPACE, 90D, 18'X24' | 9 NEW EXTERIOR STAIR TO GASDEN STREET | 15 FUTURE GASDEN SIDEWALK                     | 21 PROPERTY LINE                             |
| 4 NEW PARKING SPACE, 45D, 18'X24' | 10 TRASH ENCLOSURE                    | 16 NEW LANDSCAPE AREA                         |  |
| 5 CENTRIC MONUMENT SIGNAGE        | 11 HOTEL RECEIVING AREA               | 17 DELIVERY VEHICLE CONNECTION TO ADLUH MILL  |  |
| 6 HOUSE MONUMENT SIGNAGE          | 12 NEW RETAINING WALL                 | 18 NEW PEDESTRIAN SIDEWALK                    |  |



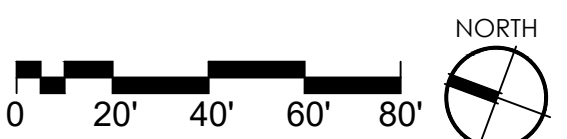
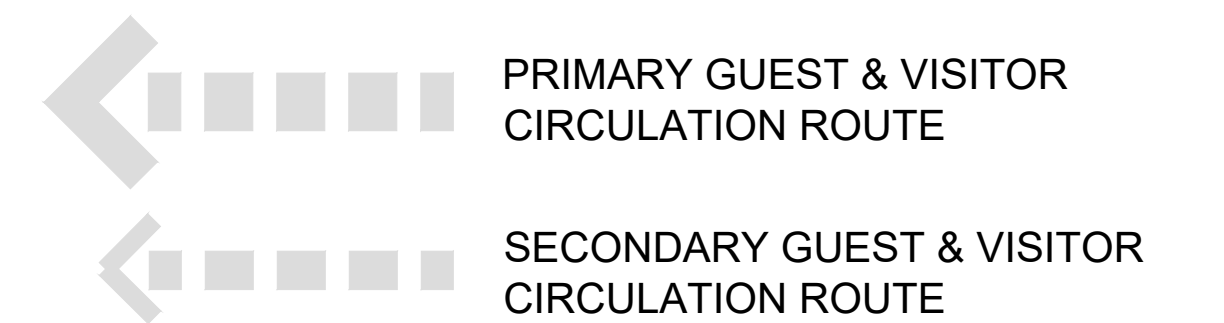
**PROPOSED SITE PLAN: DIMENSIONS**

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



1" = 40'-0"



**SITE PLAN: GUEST AND VEHICLE CIRCULATION**

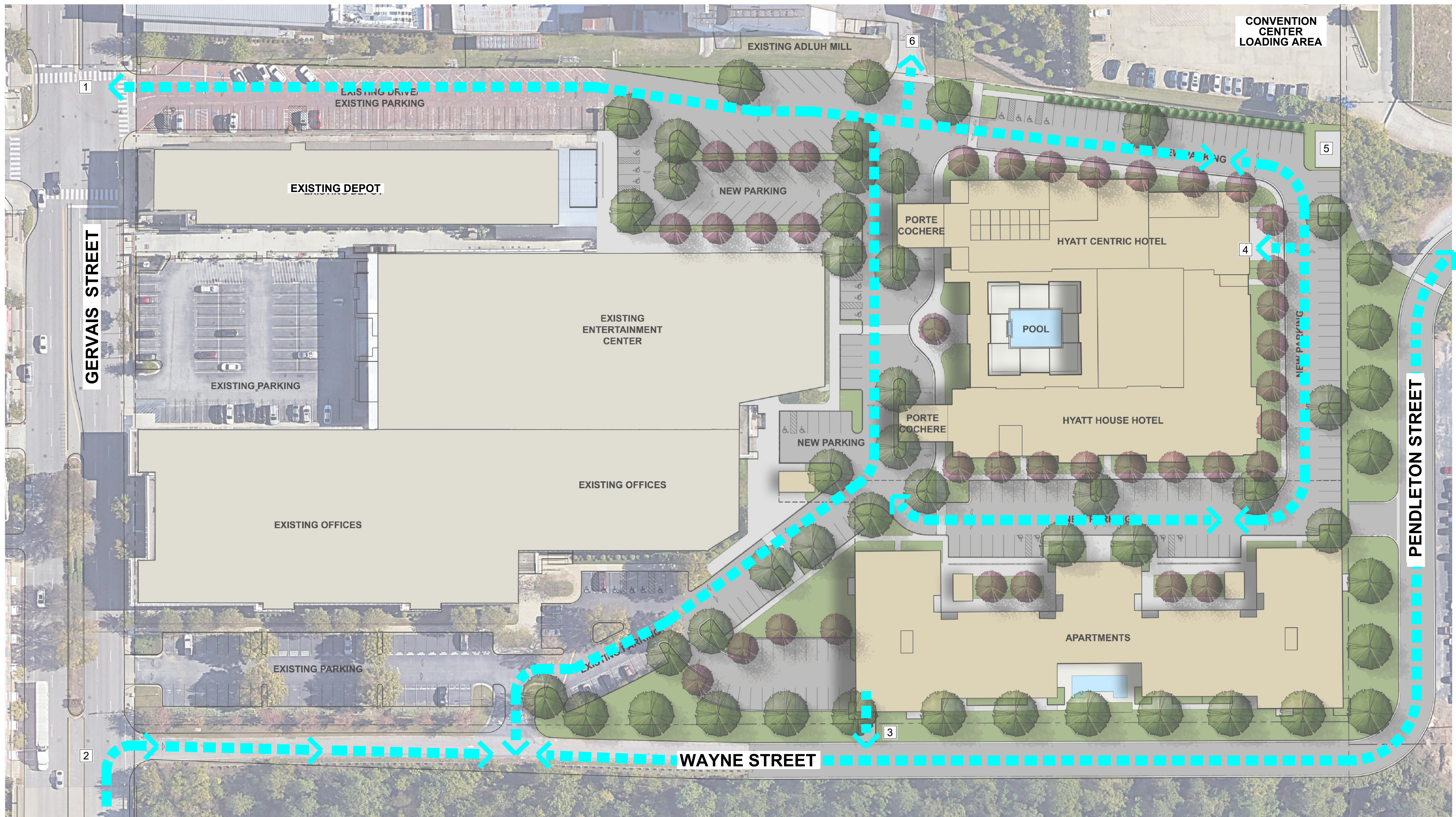
**Vista Depot Hotels & Apartments**

800 Gervais Street, Columbia, South Carolina



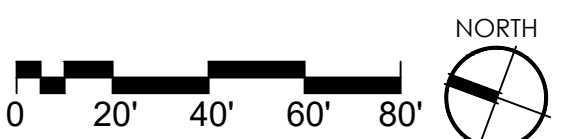
**ARNOLD COMPANIES**  
(Ben Arnold Real Estate Services)

**G-7**



**NOTES**

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



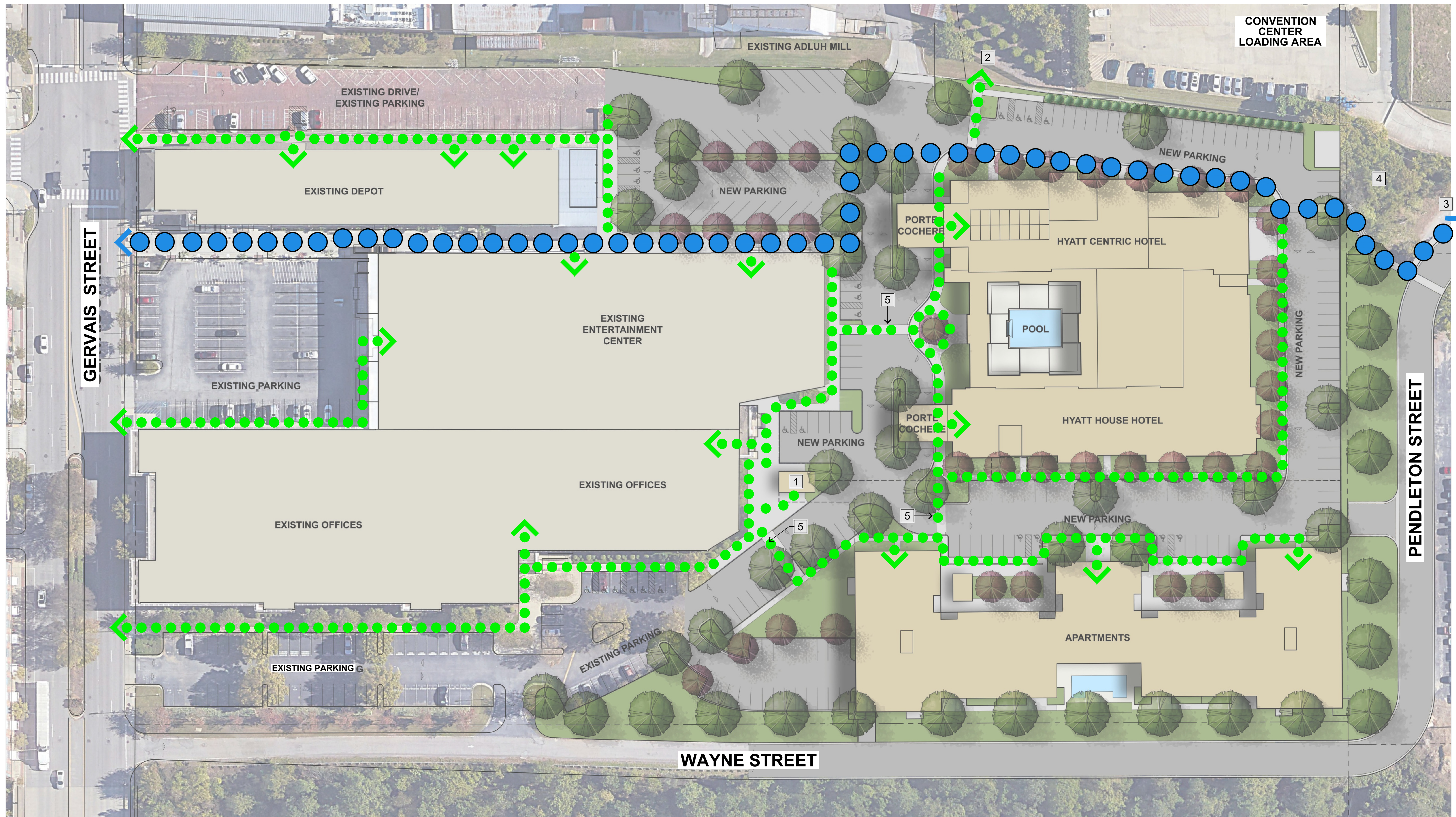
1" = 40'-0"

**SITE PLAN: SERVICE VEHICLE CIRCULATION**

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

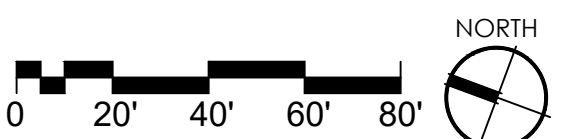
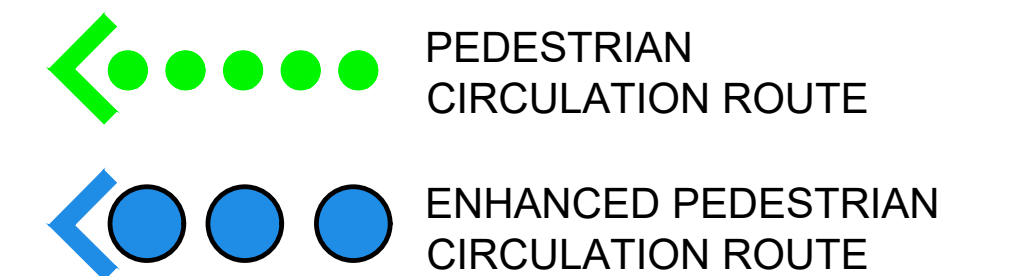
**ARNOLD COMPANIES**  
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**G-8**



**NOTES**

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



1" = 40'-0"



**SITE PLAN: SERVICE PEDESTRIAN CIRCULATION**

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



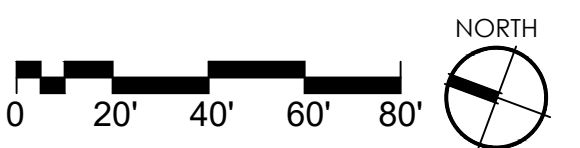
**ARNOLD COMPANIES**  
(Ben Arnold Real Estate Services)

**G-9**



**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  
ON LEVELS P1 & P2



1" = 40'-0"

**SITE PLAN: BICYCLE PARKING & CIRCULATION**

**Vista Depot Hotels & Apartments**

800 Gervais Street, Columbia, South Carolina

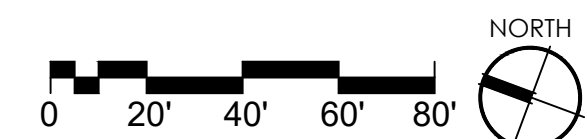
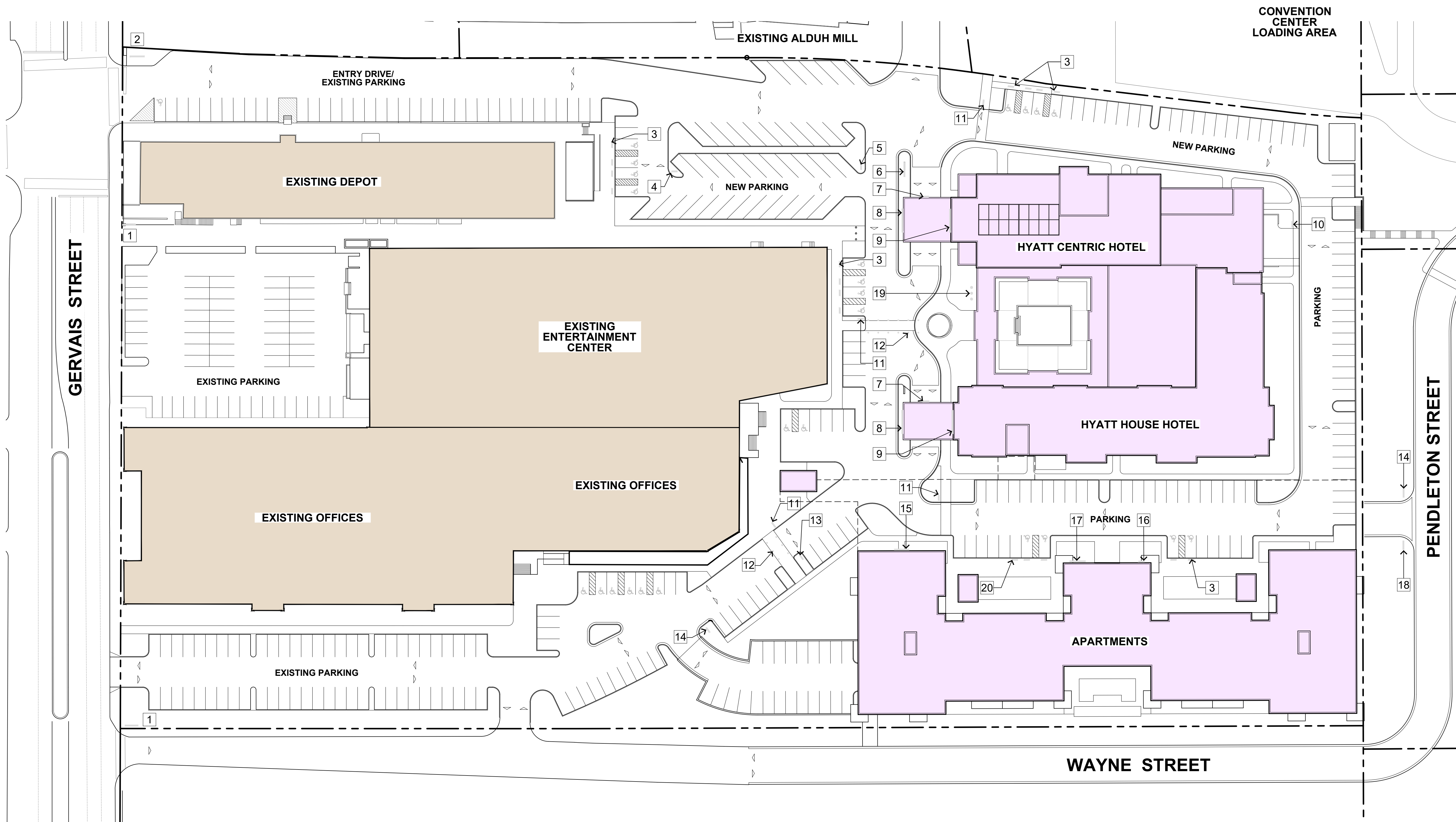


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**G-10**

**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'



1" = 40'-0"

**SIGNAGE SITE PLAN**

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



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**G-11**



RENDER PROPOSED DIGITAL MODEL



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

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RENDER PROPOSED DIGITAL MODEL



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

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RENDER PROPOSED DIGITAL MODEL



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PARKING DRIVE      HYATT CENTRIC      COMMON POOL & MEETING ROOMS      HYATT HOUSE      PARKING DRIVE      APARTMENTS      PARKING STRUCTURE ENTRANCE      WAYNE STREET



**Overall North Elevation**

Scale: 1/16" = 1'-0"      Date: May 16, 2024

**OVERALL NORTH ELEVATION**



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

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**G-15**



WAYNE STREET      APARTMENTS      PARKING DRIVE      HYATT HOUSE      HYATT CENTRIC      PARKING DRIVE

PARKING STRUCTURE ENTRANCE      PEDESTRIAN STAIRS



**OVERALL SOUTH ELEVATION**

**Overall South Elevation**

Scale: 1/16" = 1'-0"  
Date: Mar. 9, 2024



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



**G-16**



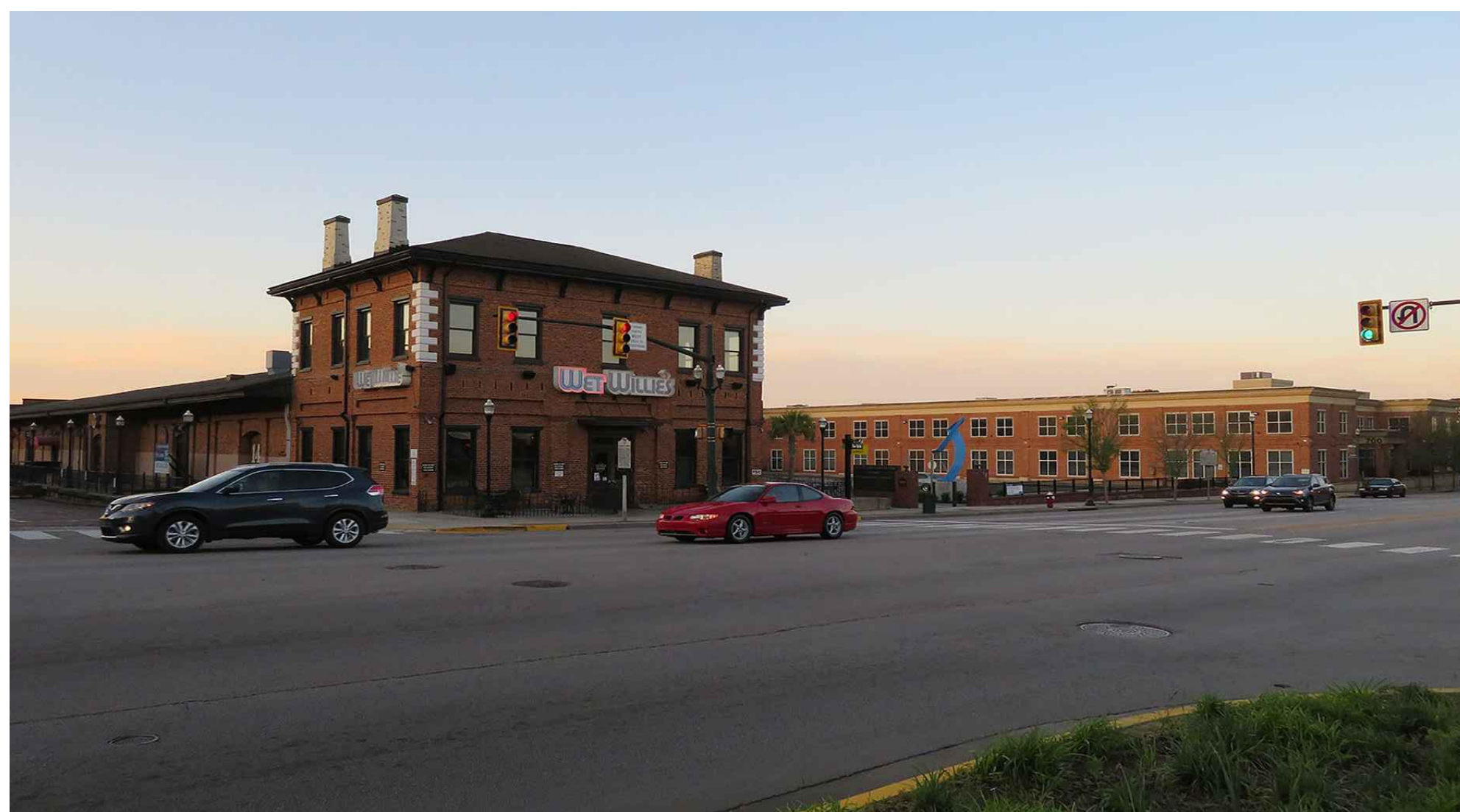
1. VIEW FROM GERVAIS ST. AND WAYNE ST. LOOKING TOWARDS EXISTING OFFICE BUILDING



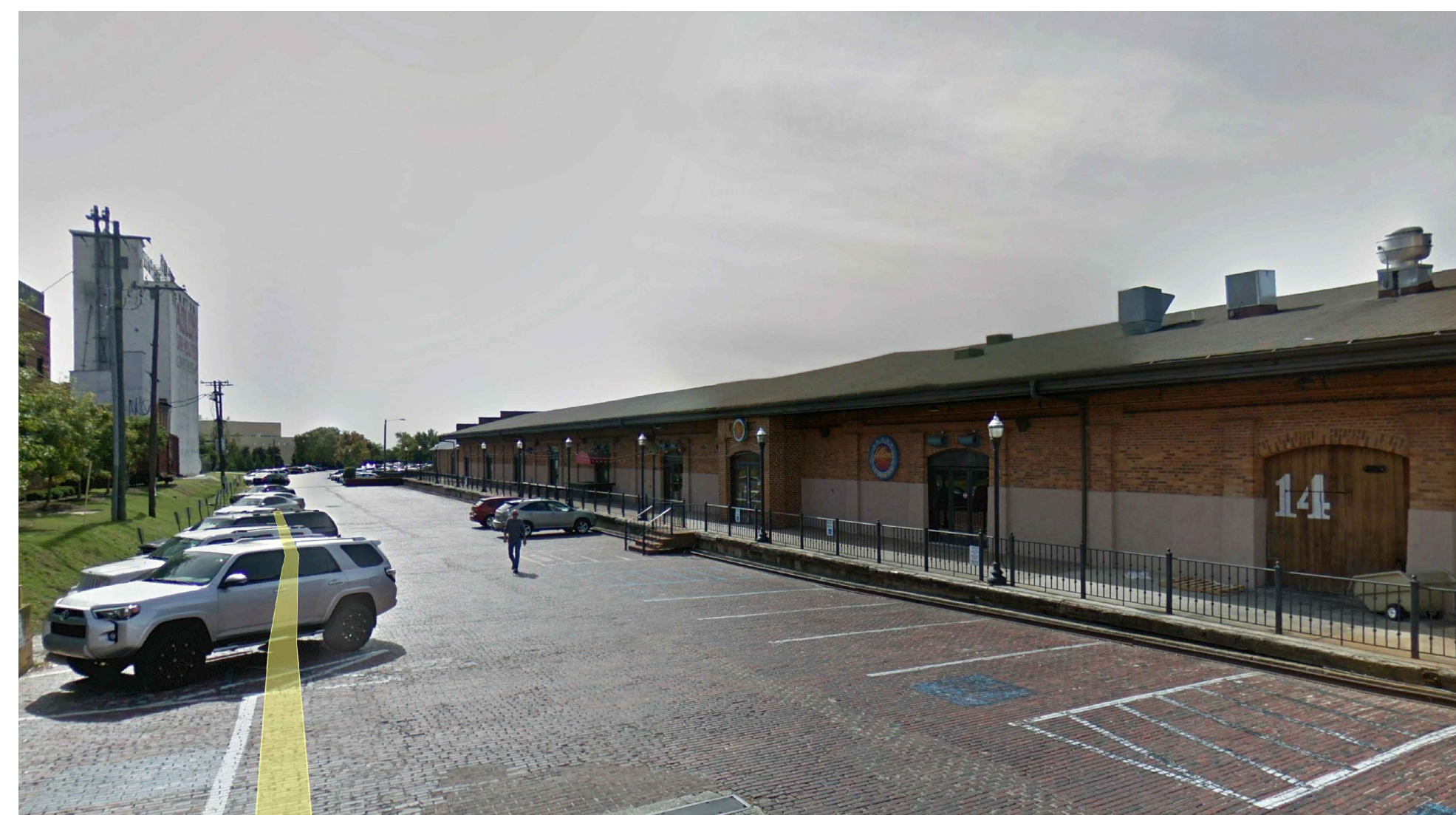
2. VIEW FROM GERVAIS ST. LOOKING TOWARDS EXISTING ENTERTAINMENT CENTER AND DEPOT



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 ADLUH 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



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

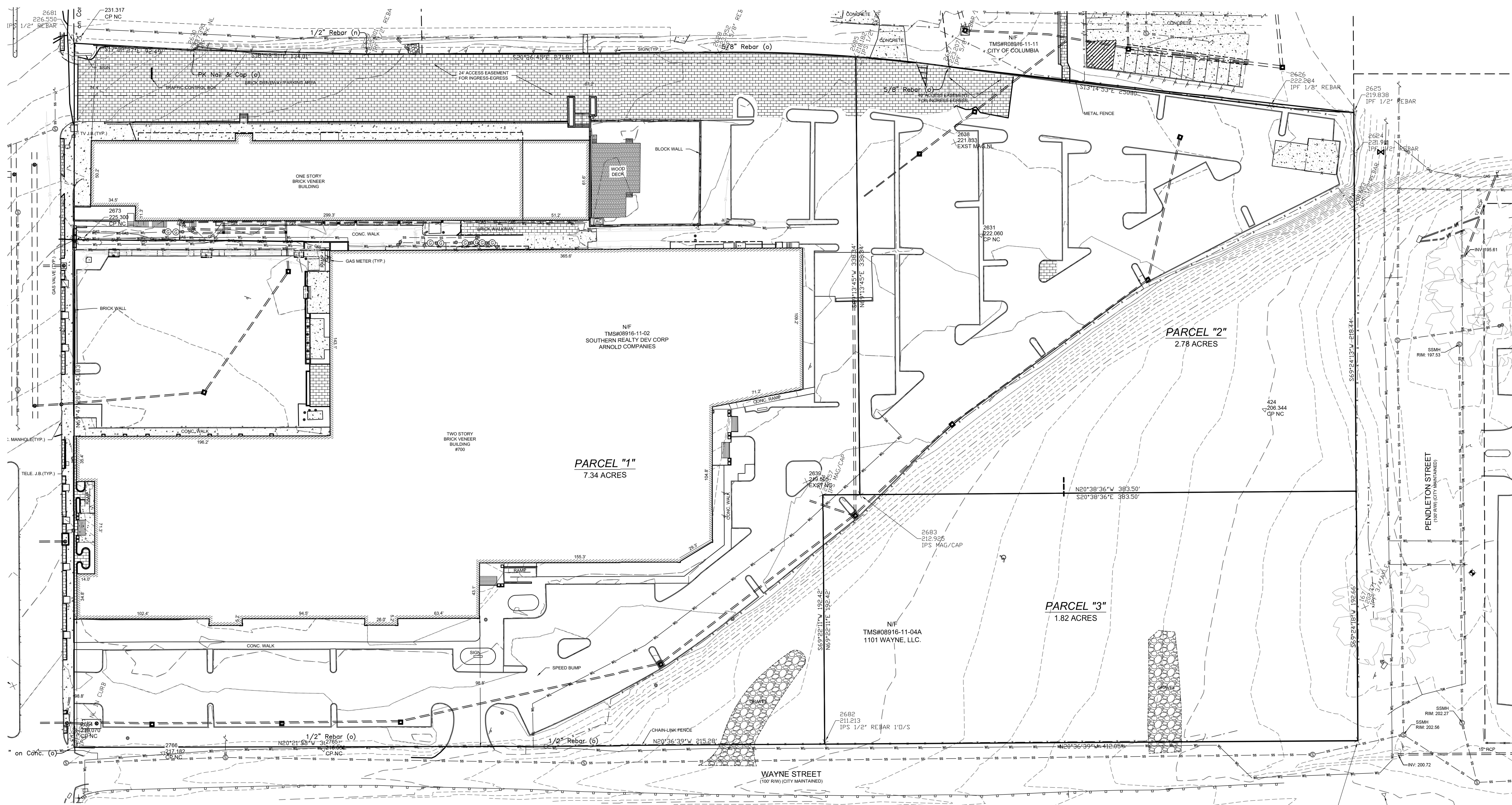
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# Civil Engineering



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

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**CIVIL EXISTING SURVEY**

**Civil Existing Survey**

Scale  
1" = 40'-0"

Date  
Mar. 9, 2024

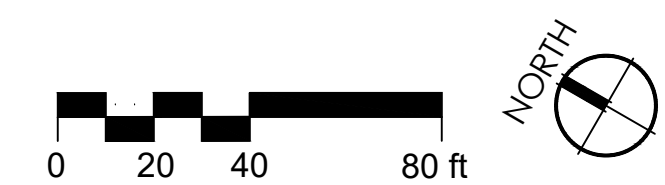
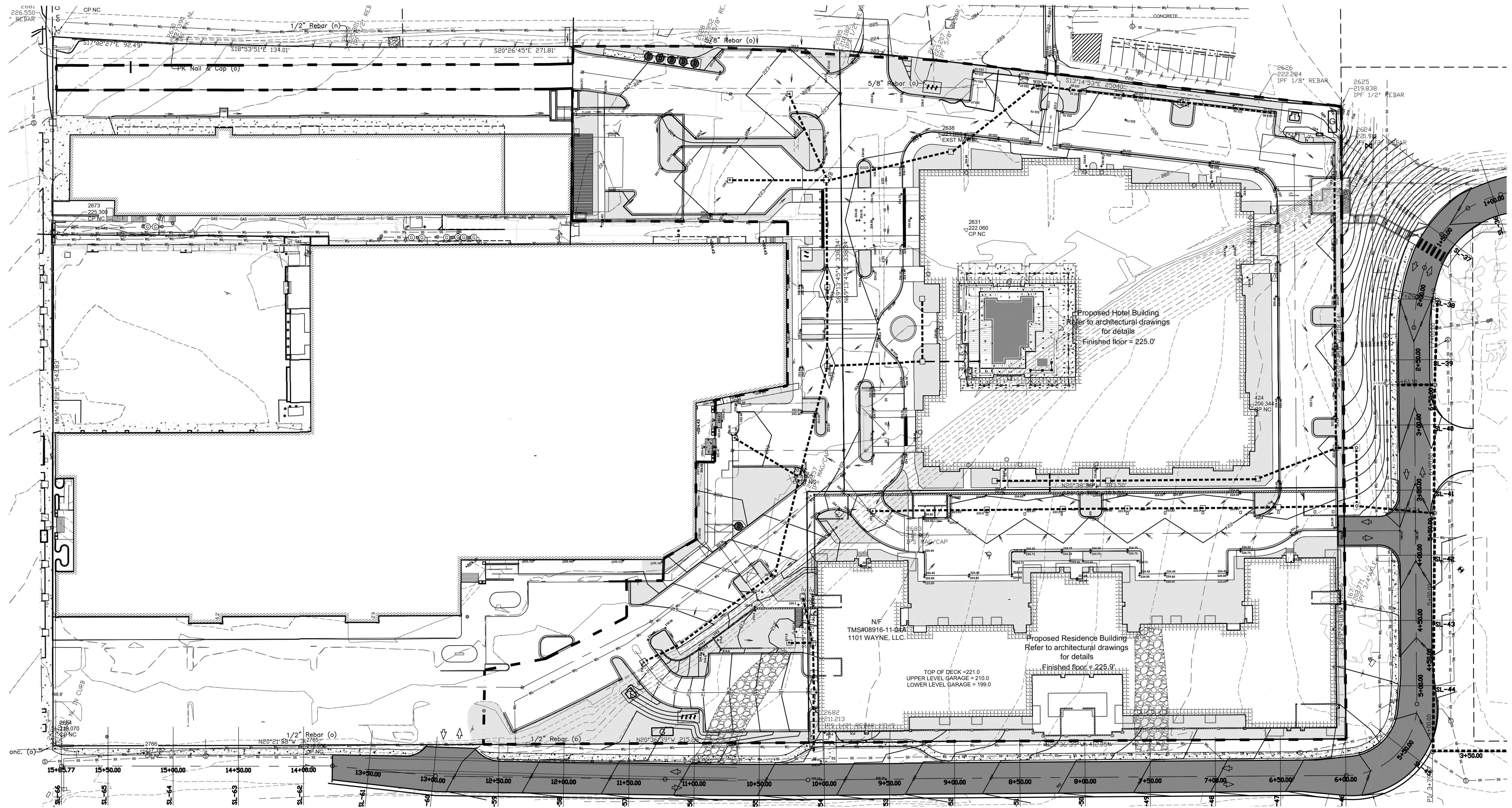


**Vista Depot Hotels & Apartments**  
800 Gervais Street, Columbia, South Carolina



**C-1**





**Civil Grading Plan**

Scale  
1" = 40'-0"

Date  
Mar. 9, 2024

**CIVIL GRADING PLAN**



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

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**C-3**

# Landscape Architecture



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

**ARNOLD  
COMPANIES**  
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LEGEND	
SYMBOL	POSSIBLE TREES AND SHRUBS
<b>LARGE TREES</b>	
	WILLOW OAK / BALD CYPRESS / FRUITLESS SWEETGUM / SAWTOOTH OAK / HIGH RISE LIVE OAK
<b>MEDIUM TREES</b>	
	CHINESE PISTACHE / CHINESE ALLEE / M / NACHEZ DRAPE
	MYRTLE / REDBUD
<b>SHRUBS</b>	
	BOXWOOD / MISCANTUS / DWARF BURNING BUSH / PODOCARPUS / DISTYLUM / JUNIPER
<b>GROUNDCOVER</b>	
	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  
GRAPHIC SCALE

Scale  
1" = 40'-0"

Date  
Dec. 7, 2022

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



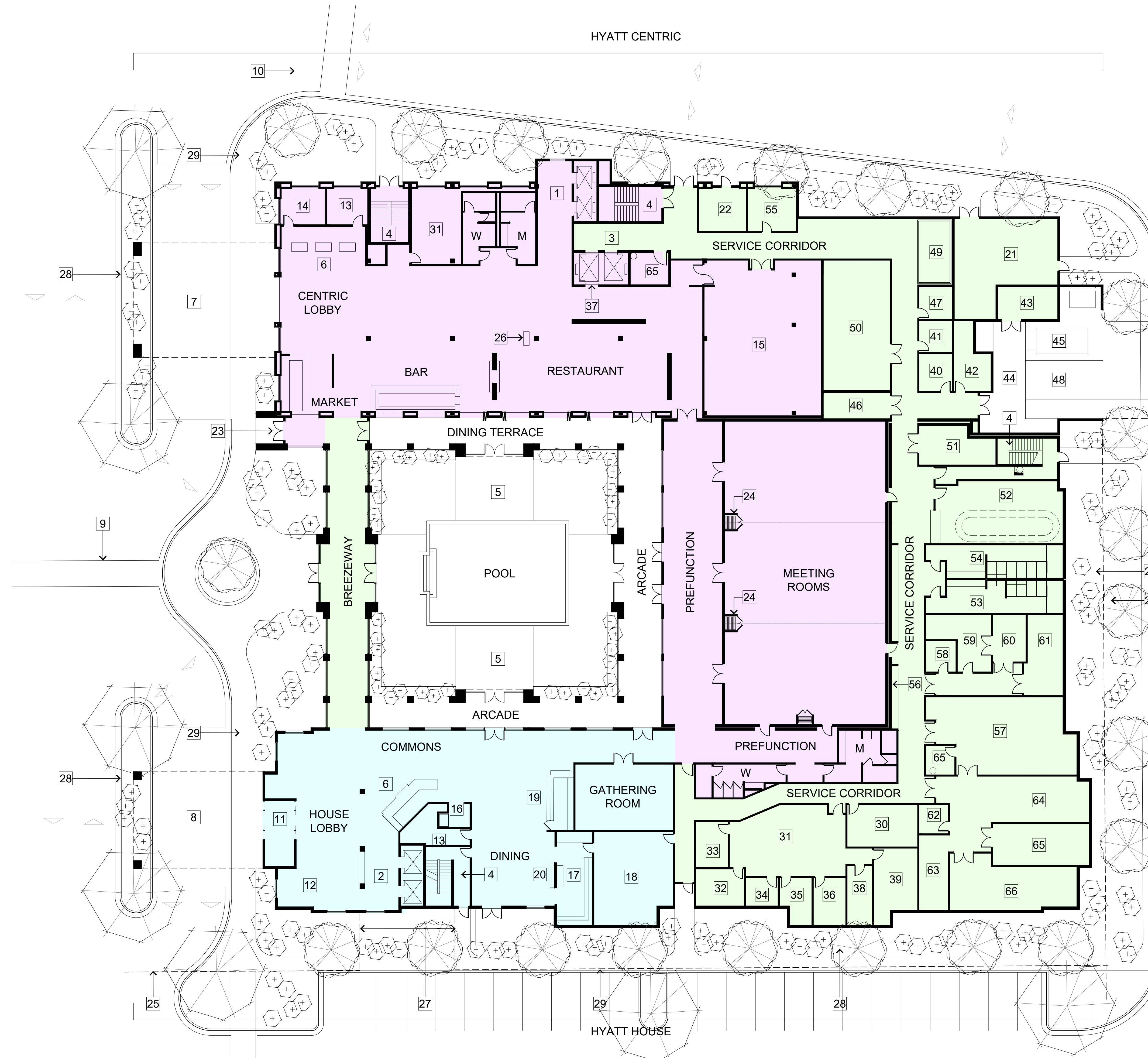
Society Garlic

# Hotel Architecture



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

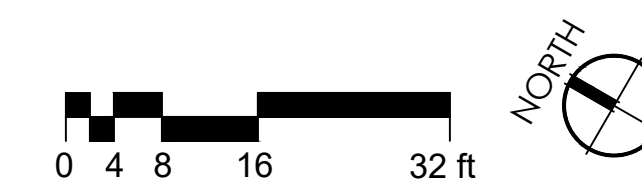
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(Ben Arnold Real Estate Services)



**NOTES**

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

- HYATT CENTRIC HOTEL
- HYATT HOUSE HOTEL
- COMMON AREAS



**HOTEL FLOOR PLAN: LEVEL 1**

**Hotel Floor Plan Level 1**

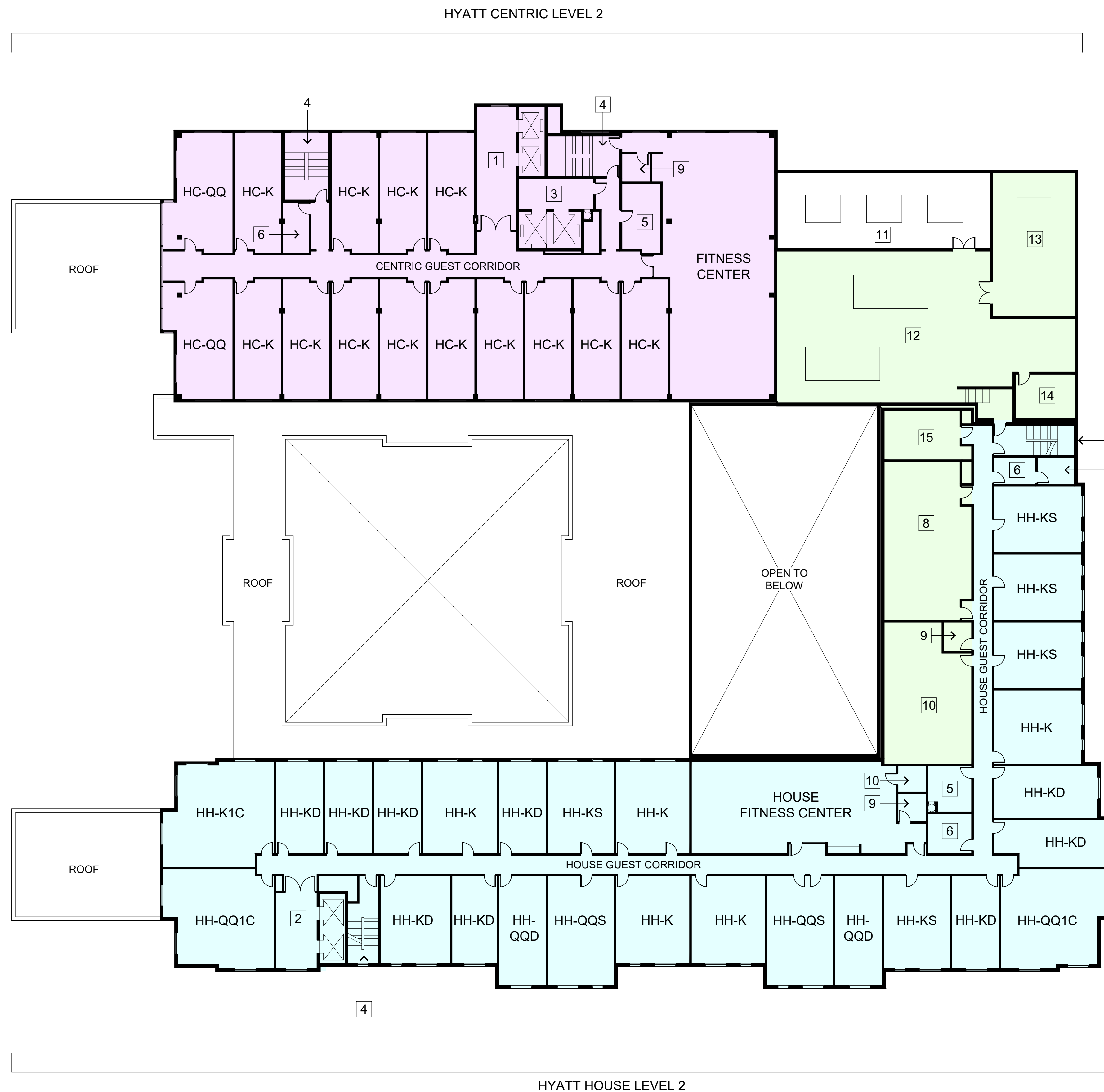
Scale 1/16" = 1'-0" Date Mar. 9, 2024



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



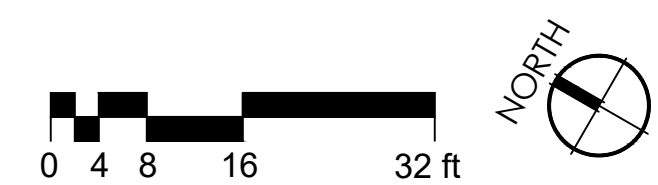
**AH-1**



**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



**Hotel Floor Plan  
Level 2**

Scale: 1/16" = 1'-0"      Date: Mar. 9, 2024

**HOTEL FLOOR PLAN: LEVEL 2**

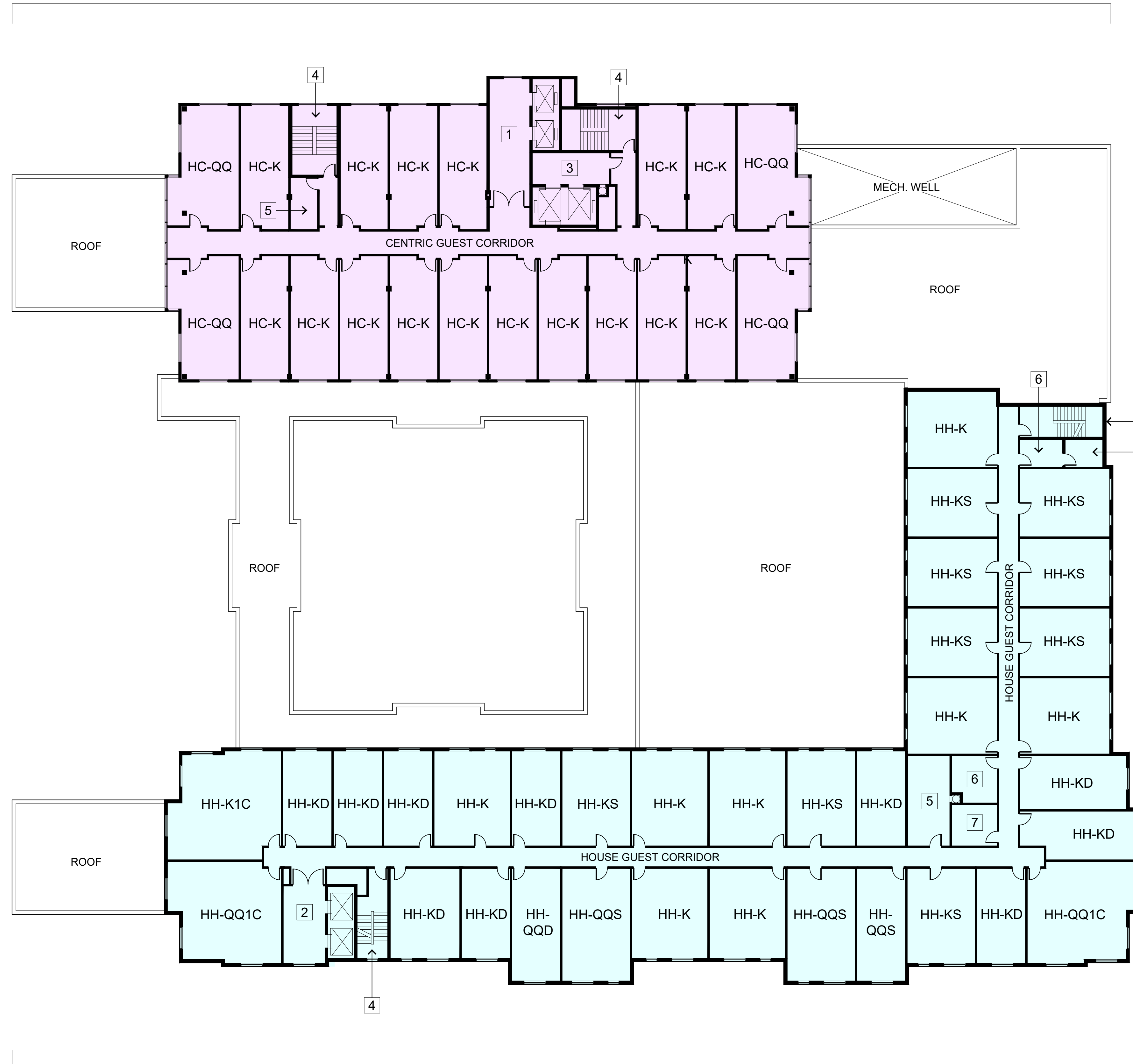


**Vista Depot Hotels & Apartments**  
800 Gervais Street, Columbia, South Carolina



**AH-2**

HYATT CENTRIC LEVELS 3-9

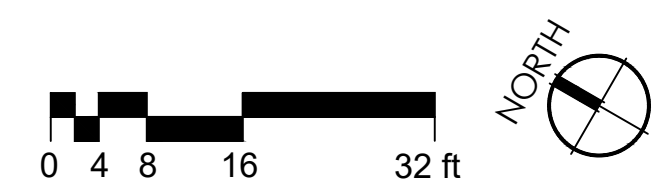


HYATT HOUSE LEVELS 3 & 4

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



**FLOOR PLANS: LEVELS 3-5**

**Hotel Floor Plans  
Levels 3-5**

Scale: 1/16" = 1'-0"      Date: Mar. 9, 2024



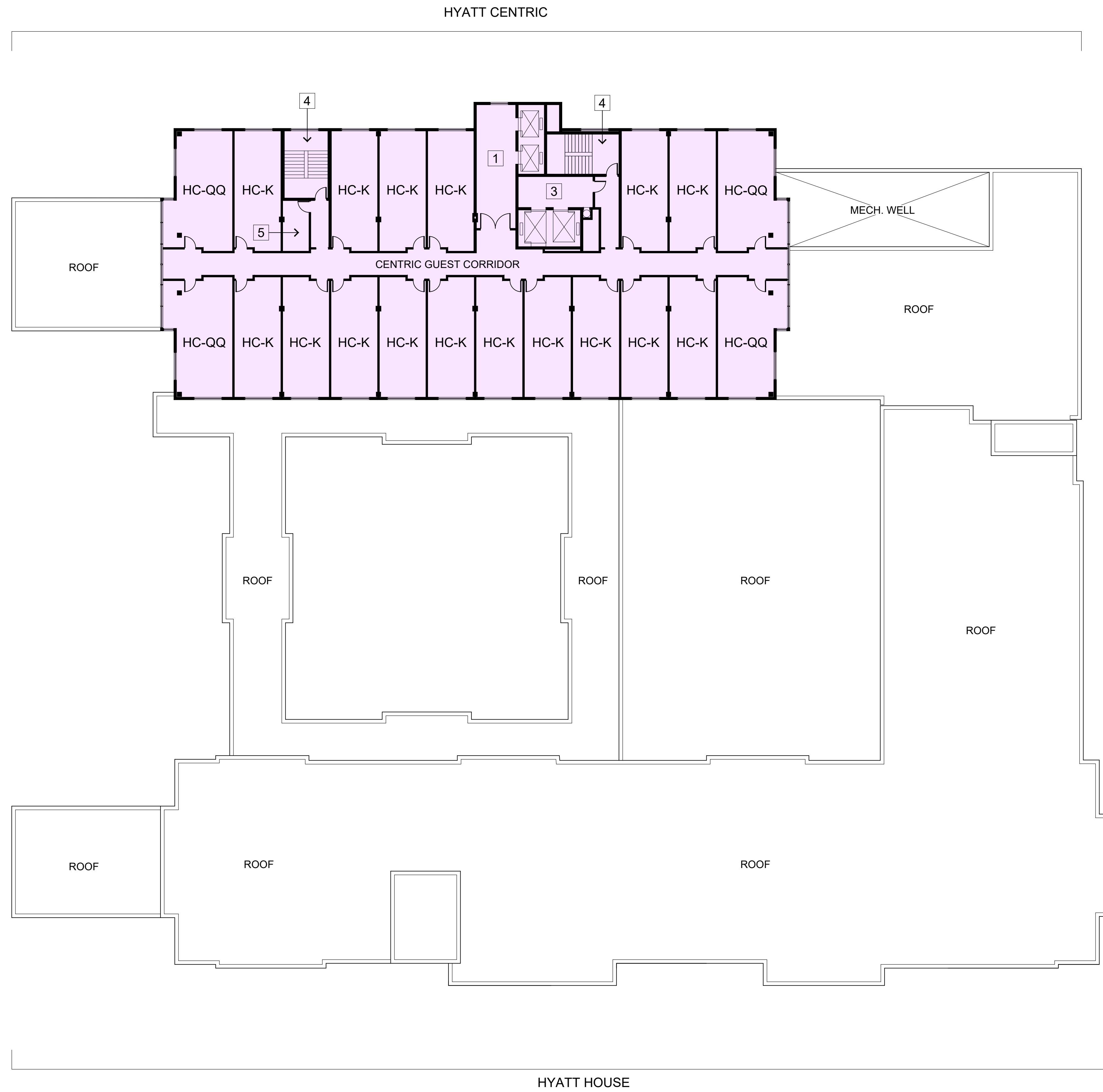
**Vista Depot Hotels & Apartments**  
800 Gervais Street, Columbia, South Carolina



**AH-3**

**NOTES**

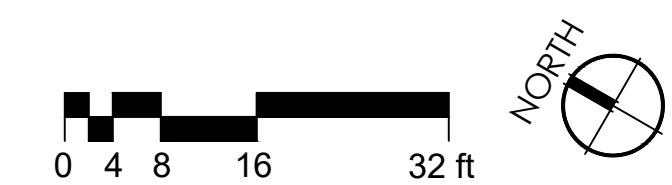
- 1 CENTRIC GUEST ELEVATORS
- 2 HOUSE GUEST ELEVATORS
- 3 CENTRIC SERVICE ELEVATORS
- 4 EXIT STAIR
- 5 HOUSEKEEPING



HYATT CENTRIC

HYATT HOUSE

- HYATT CENTRIC HOTEL
- HYATT HOUSE HOTEL
- COMMON AREAS



**Hotel Floor Plans  
Levels 6-9**

Scale: 1/16" = 1'-0"      Date: Mar. 9, 2024

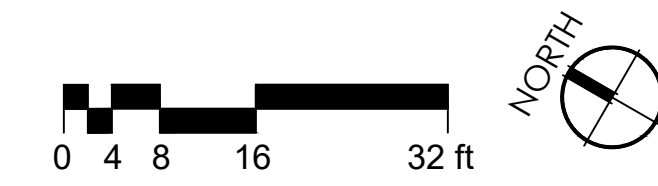
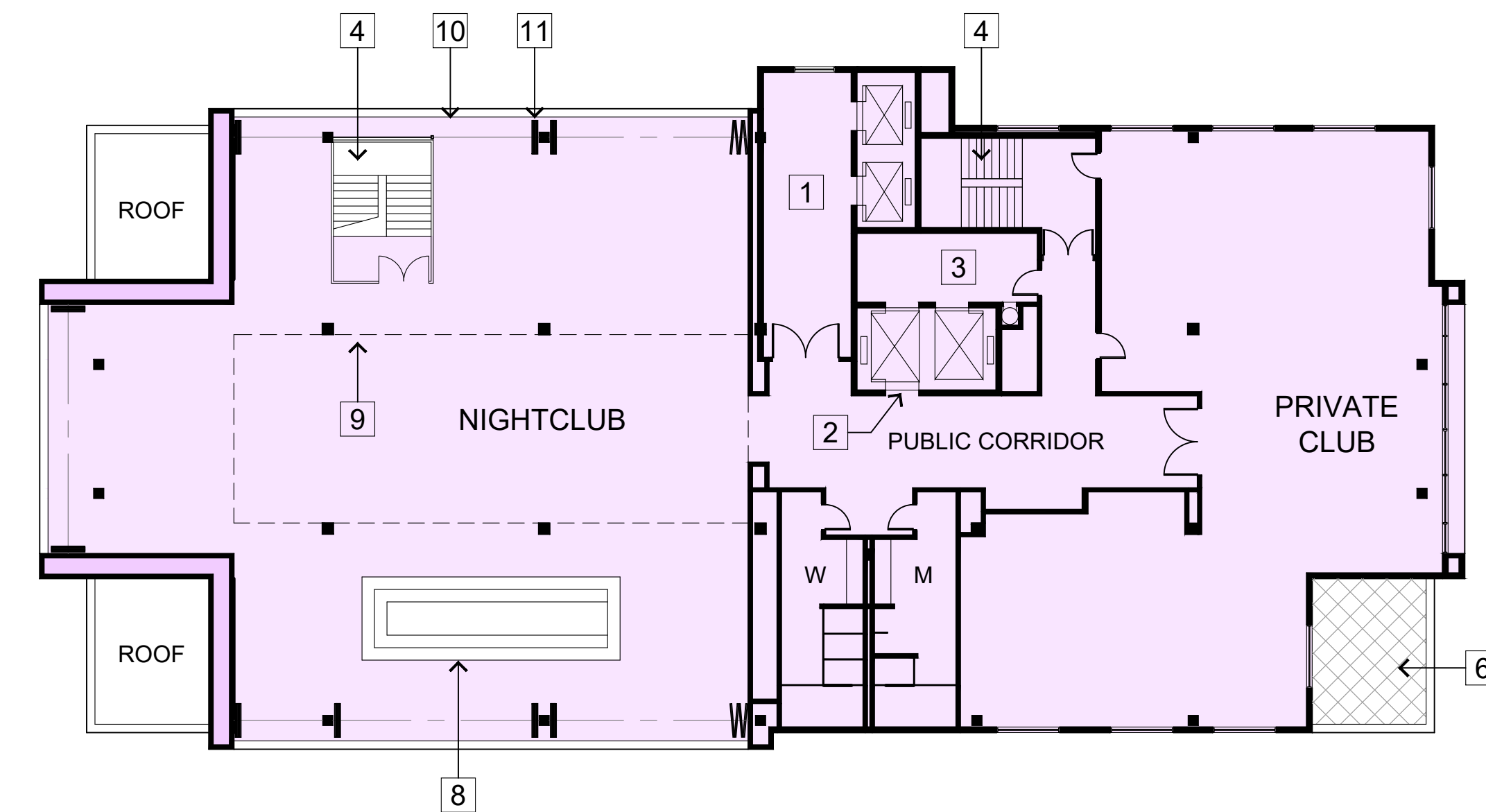
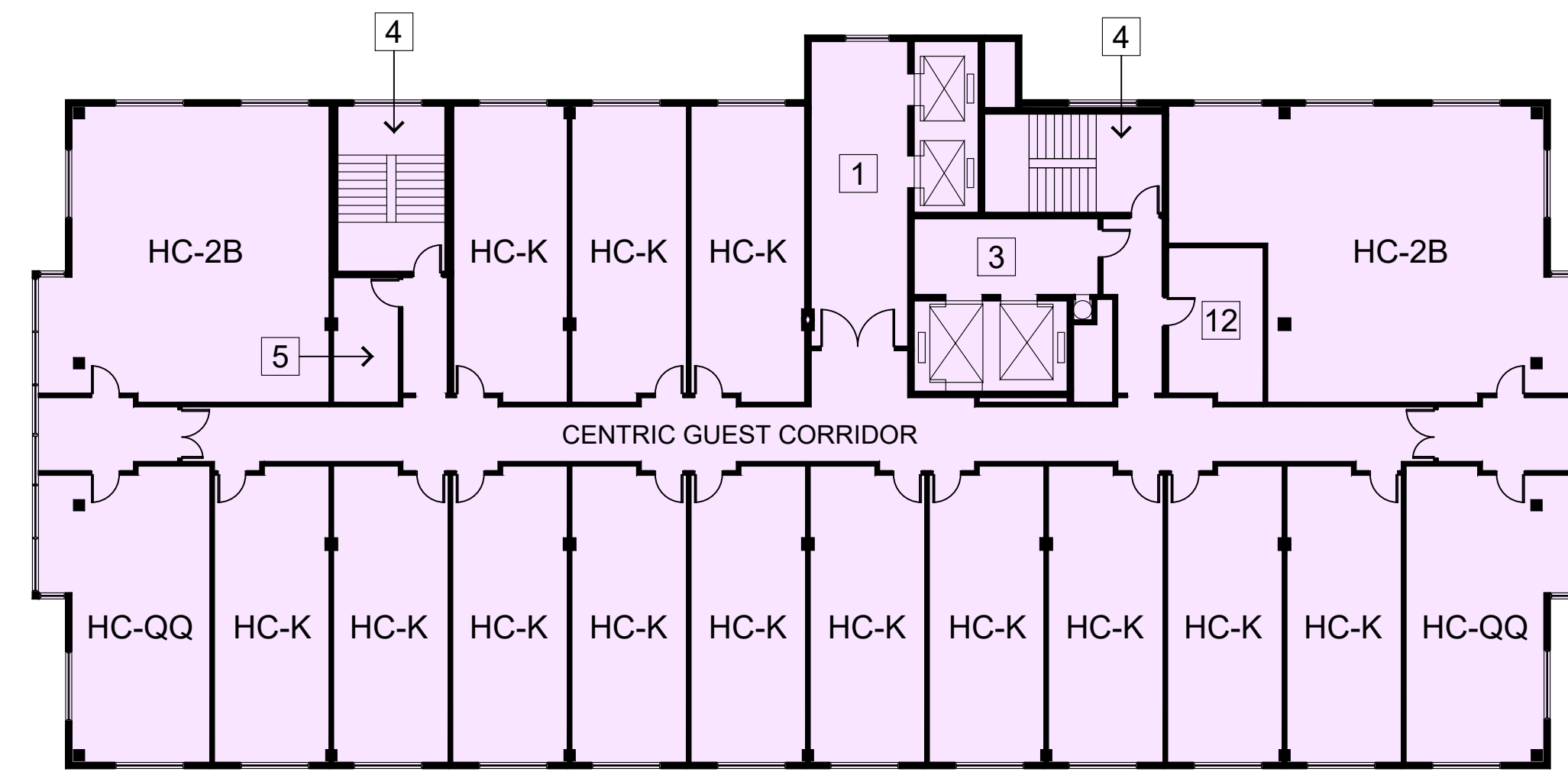
**HOTEL FLOOR PLANS: CENTRIC LEVEL 6-9**



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800 Gervais Street, Columbia, South Carolina

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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  
Mar. 9, 2024



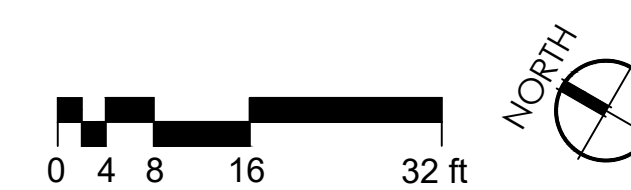
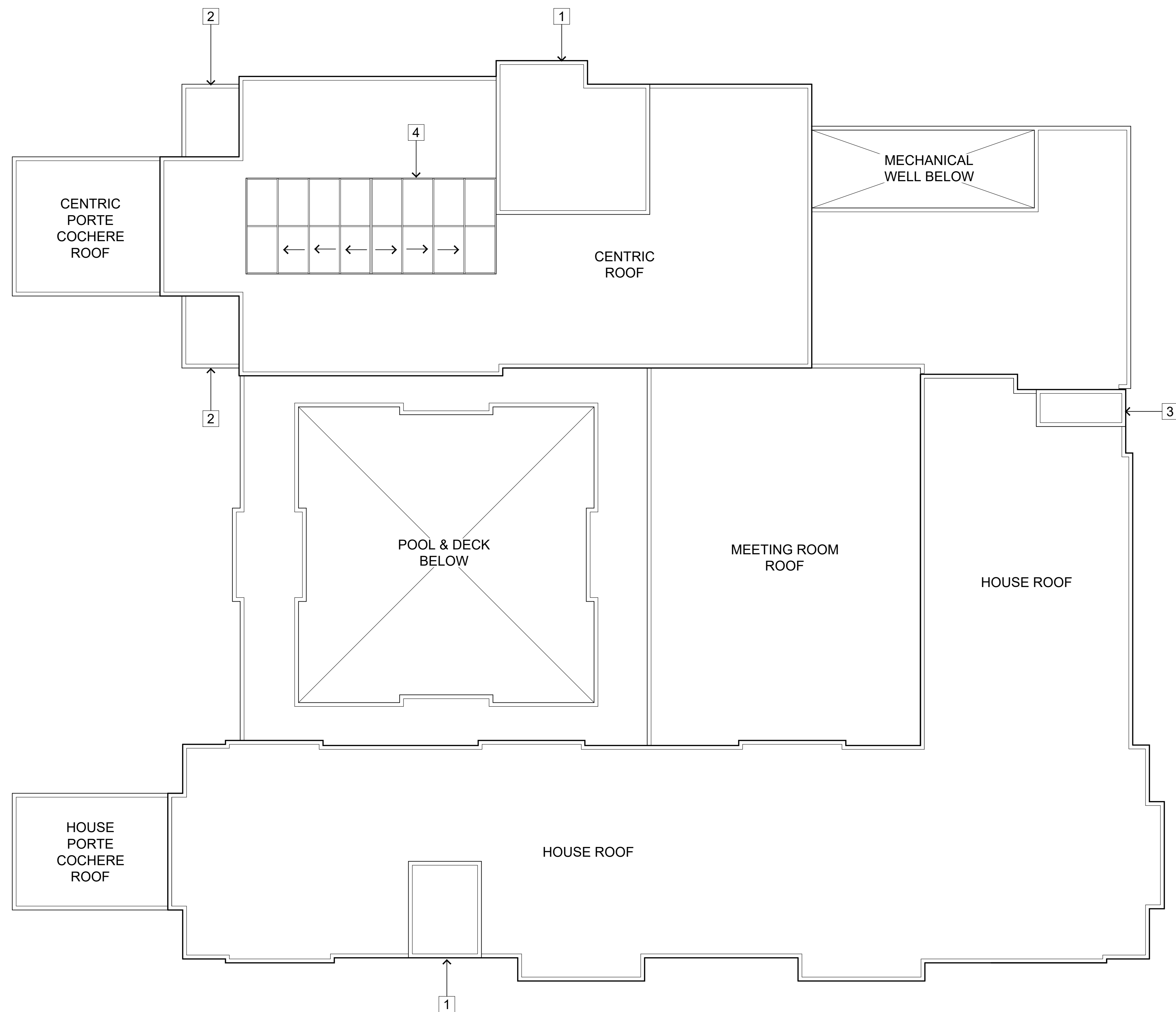
**Vista Depot Hotels & Apartments**  
800 Gervais Street, Columbia, South Carolina

**ARNOLD COMPANIES**  
(Ben Arnold Real Estate Services)

**AH-5**

NOTES

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



Hotel Roof Plan

Scale  
1/16" = 1'-0"

Date  
Mar. 9, 2024

HOTEL ROOF PLAN



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

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AH-6



**NOTES**

- |                         |                         |
|-------------------------|-------------------------|
| 1 CEMENT PLASTER FINISH | 6 FIXED GLASS WINDOW    |
| 2 METAL PANEL CLADDING  | 7 ELEVATOR PENTHOUSE    |
| 3 BRICK VENEER          | 8 WINDOW SHADE ELEMENT  |
| 4 GLASS RAILING         | 9 MECHANICAL GRILLE     |
| 5 GLASS WINDOW WALL     | 10 OPERABLE WINDOW WALL |



**North Elevation**

**NORTH EXTERIOR ELEVATION**

Scale 3/32" = 1'-0"  
Date Mar. 9, 2024



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

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**AH-7**



- LEVEL 2 +63'-10"
- ROOF +51'-10"
- LEVEL 5 +42'-4"
- LEVEL 4 +32'-10"
- LEVEL 3 +23'-4"
- LEVEL 2 +13'-10"
- LEVEL 1 +0'-0"

PARKING DRIVE HYATT HOUSE

**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



**West Elevation**

**WEST EXTERIOR ELEVATION**

Scale 3/32" = 1'-0" Date Mar. 9, 2024



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

**ARNOLD COMPANIES**  
(Ben Arnold Real Estate Services)

**AH-8**



**NOTES**

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



**SOUTH EXTERIOR ELEVATION**

**South Elevation**

Scale 3/32" = 1'-0"  
Date Mar. 9, 2024



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

**ARNOLD COMPANIES**  
(Ben Arnold Real Estate Services)

**AH-9**



**NOTES**

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



**East Elevation**

Scale  
3/32" = 1'-0"

Date  
Mar. 9, 2024

**EAST EXTERIOR ELEVATION**



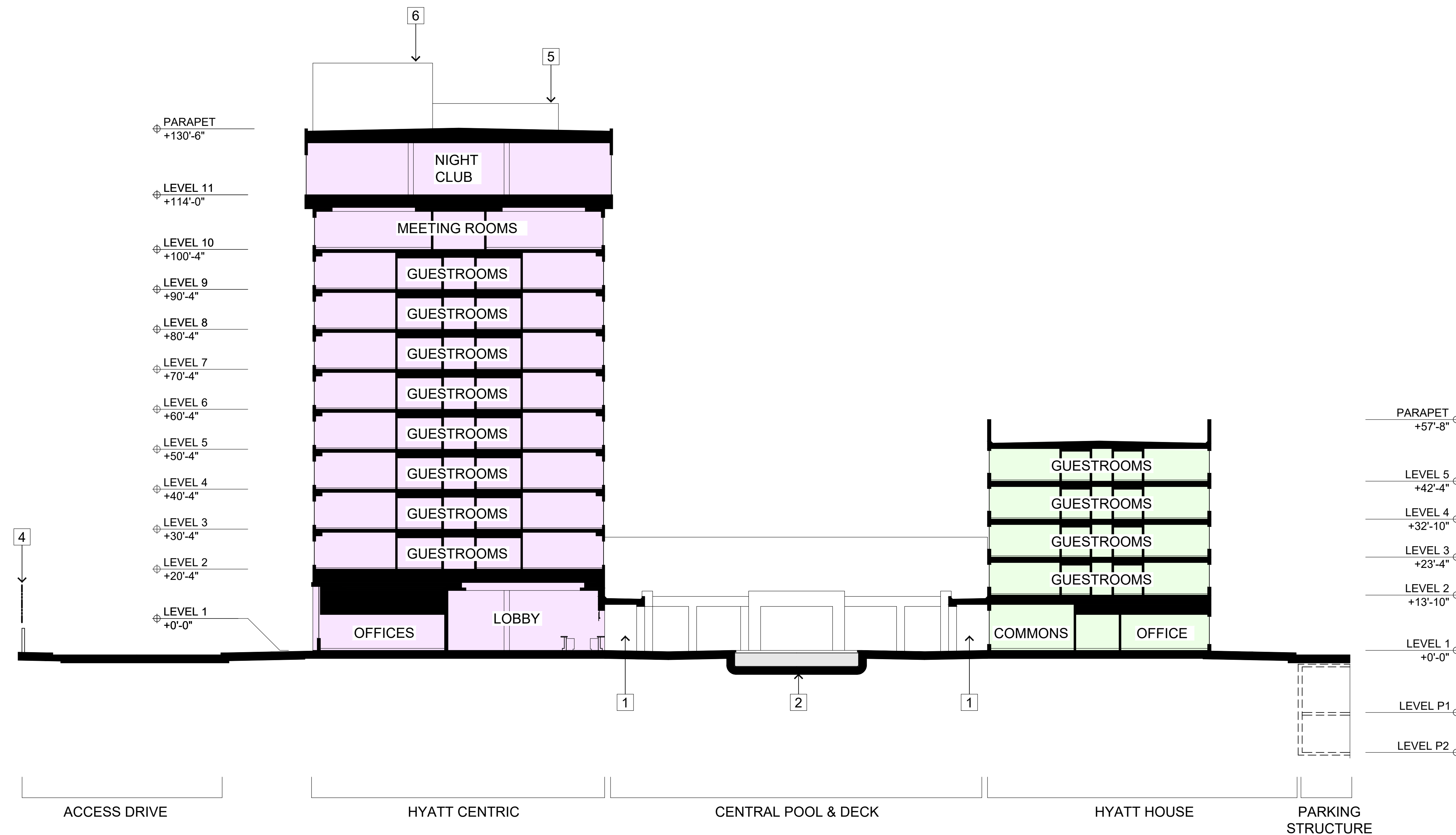
**Vista Depot Hotels & Apartments**  
800 Gervais Street, Columbia, South Carolina

**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 ELEVATOR EQUIPMENT



- HYATT CENTRIC HOTEL
- HYATT HOUSE HOTEL
- COMMON AREAS



**CROSS SECTION**

**Cross Section**

Scale 1/16" = 1'-0" Date Mar. 9, 2024



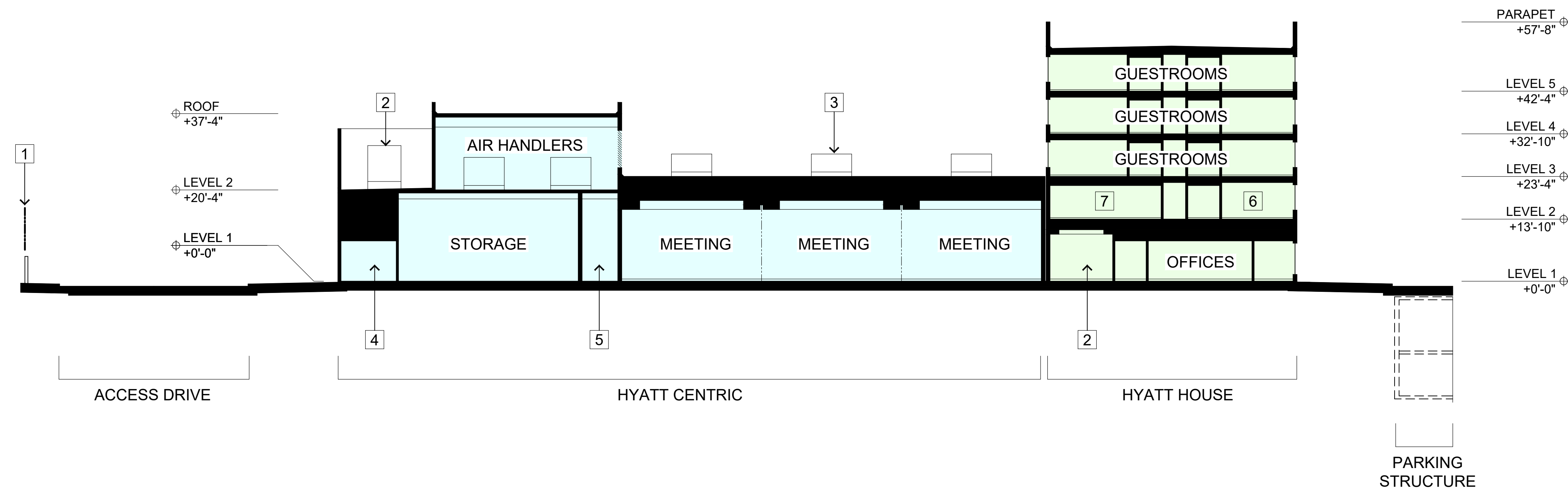
**Vista Depot Hotels & Apartments**  
800 Gervais Street, Columbia, South Carolina

**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



**CROSS SECTION**

**Cross Section**

Scale  
1/16" = 1'-0"

Date  
Mar. 9, 2024



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

**ARNOLD COMPANIES**  
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**AH-12**



RENDER PROPOSED HYATT CENTRIC & HYATT HOUSE MIXED-USE PROJECT



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

**ARNOLD  
COMPANIES**  
(Ben Arnold Real Estate Services)

**AH-13**



RENDER PROPOSED HYATT CENTRIC & HYATT HOUSE MIXED-USE PROJECT



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

**ARNOLD  
COMPANIES**  
(Ben Arnold Real Estate Services)

**AH-14**



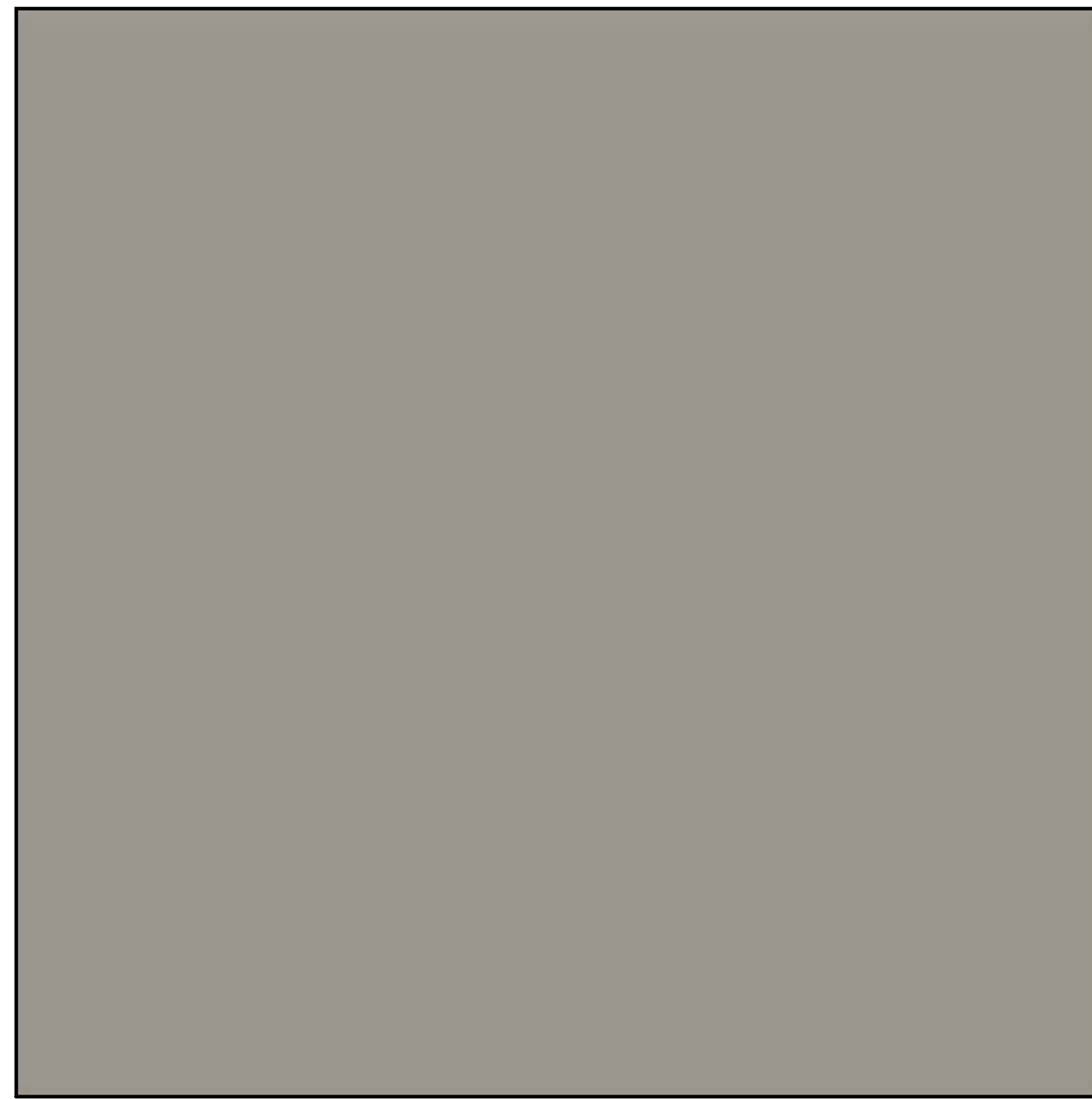
RENDER PROPOSED HYATT CENTRIC & HYATT HOUSE MIXED-USE PROJECT: VIEW FROM GERVAIS STREET



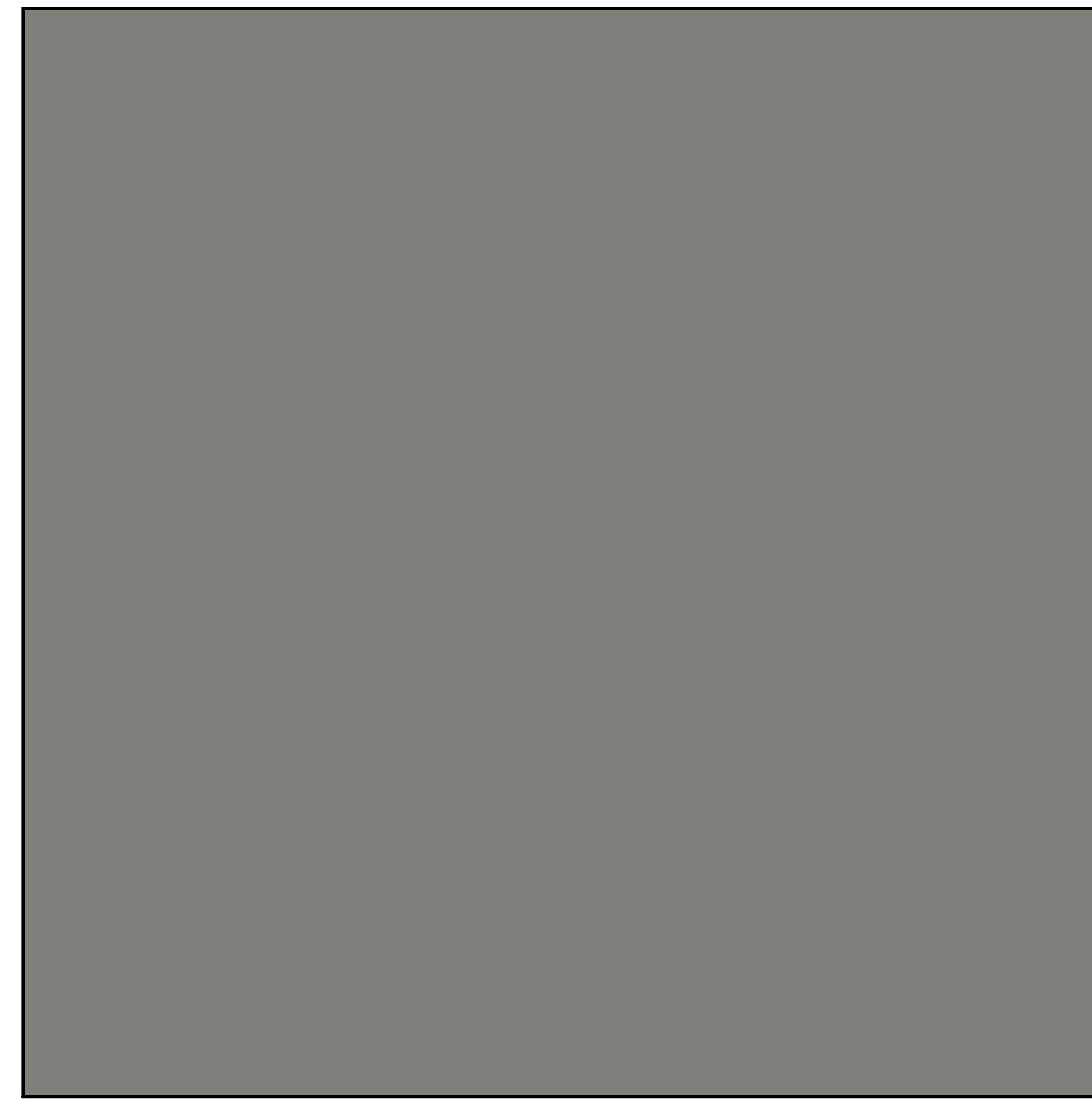
**Vista Depot Hotels & Apartments**  
800 Gervais Street, Columbia, South Carolina

**ARNOLD  
COMPANIES**  
(Ben Arnold Real Estate Services)

**AH-15**



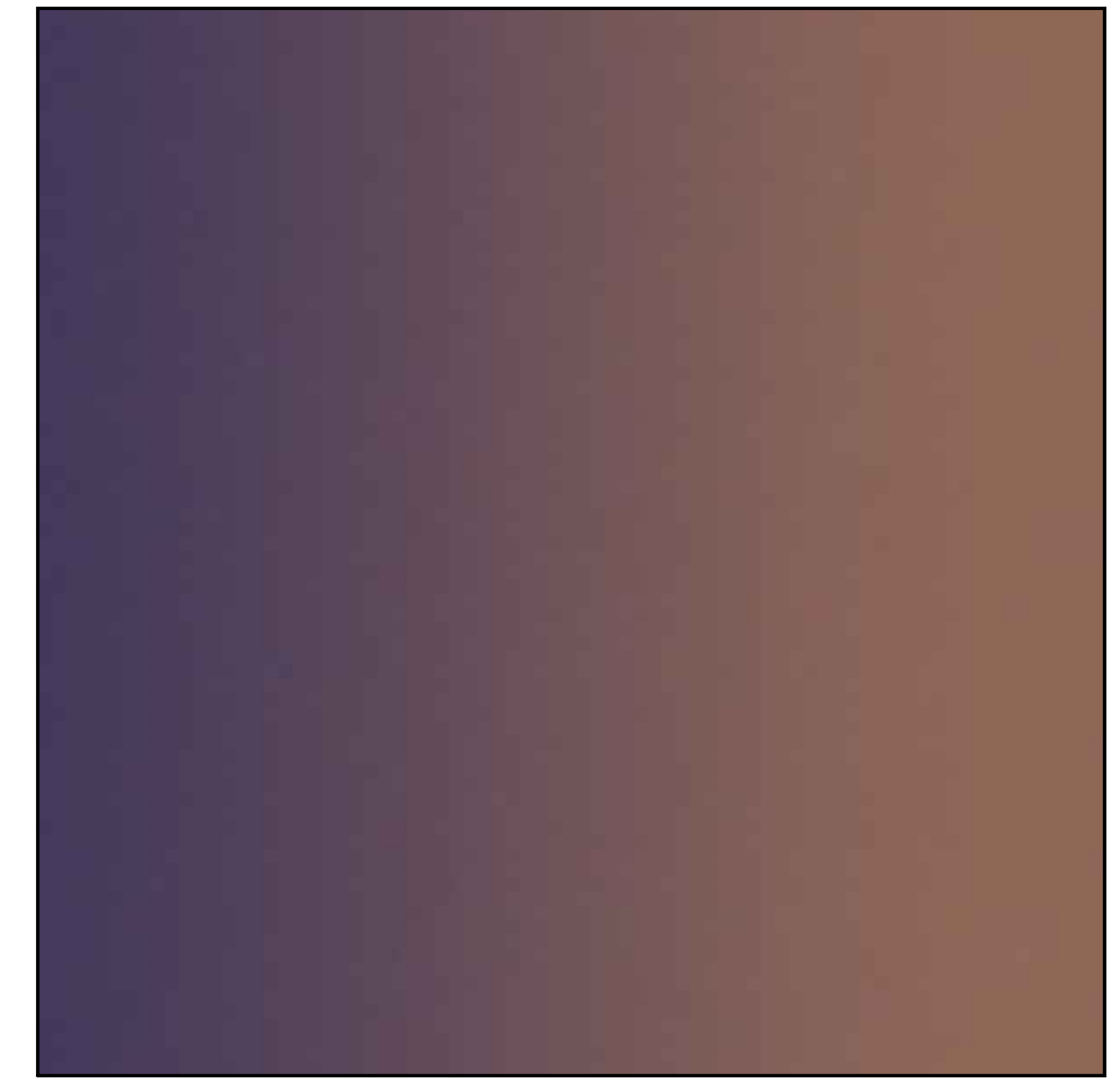
EXTERIOR WALLS, FIELD COLOR:  
CEMENT PLASTER WALL FINISH, INTEGRAL COLOR  
BENJAMIN MOORE: AC-26 OZARK SHADOWS



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



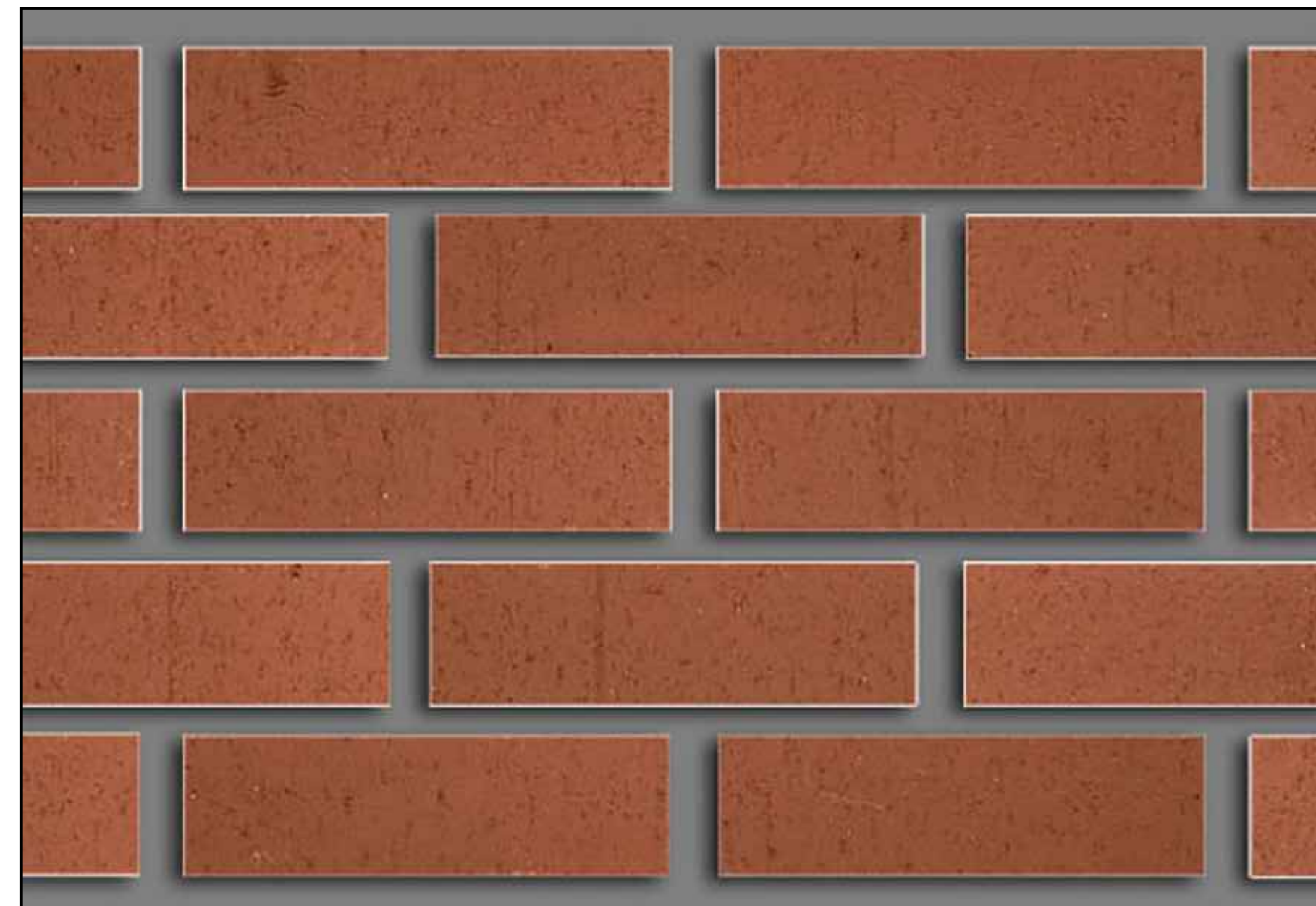
EXTERIOR METAL WINDOW FRAMES:  
SHERWIN WILLIAMS: SW 7076 CYBERSPACE



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

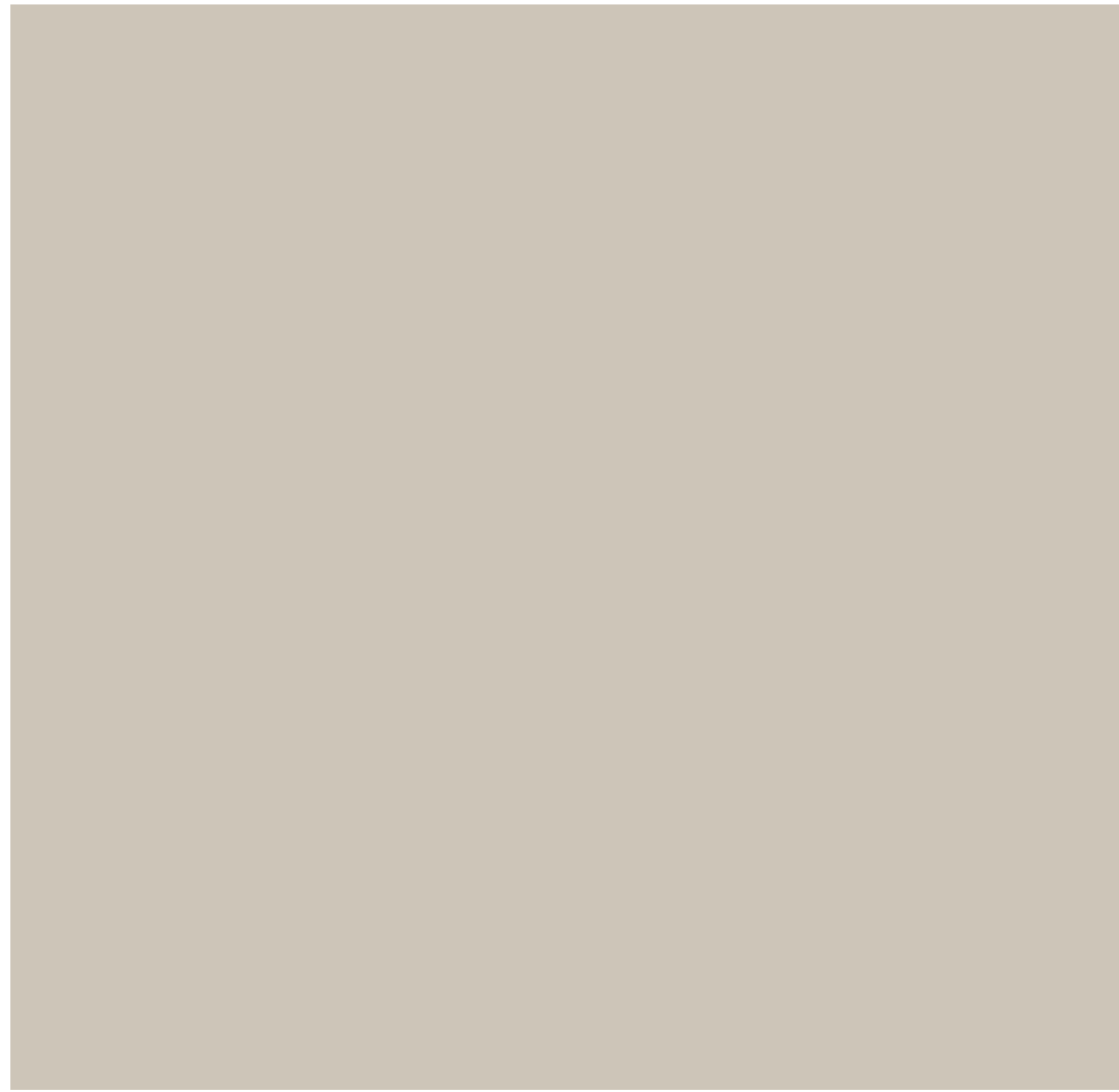
## HYATT CENTRIC HOTEL MATERIAL BOARD



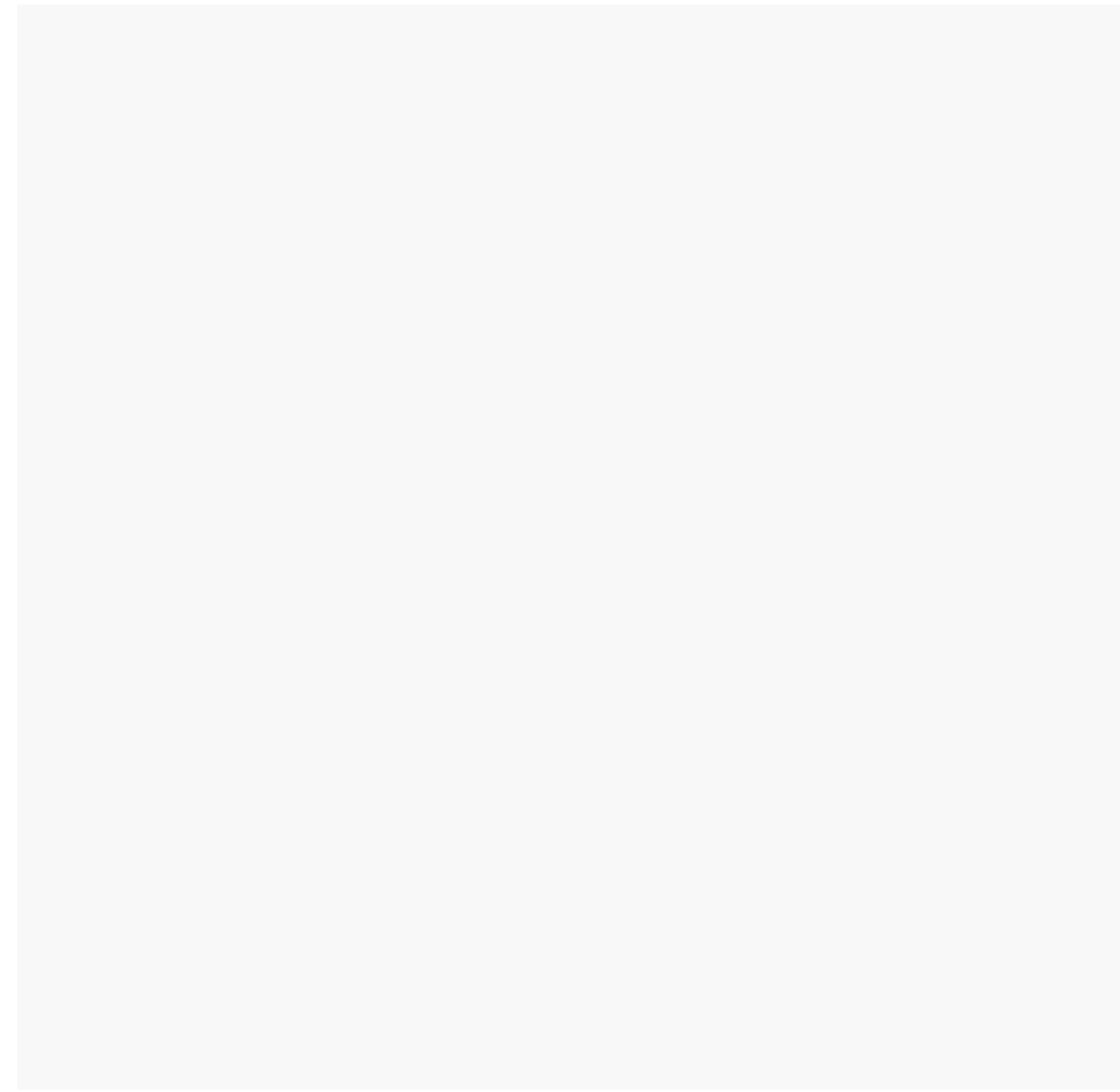
**Vista Depot Hotels & Apartments**  
800 Gervais Street, Columbia, South Carolina

**ARNOLD  
COMPANIES**  
(Ben Arnold Real Estate Services)

**AH-16**



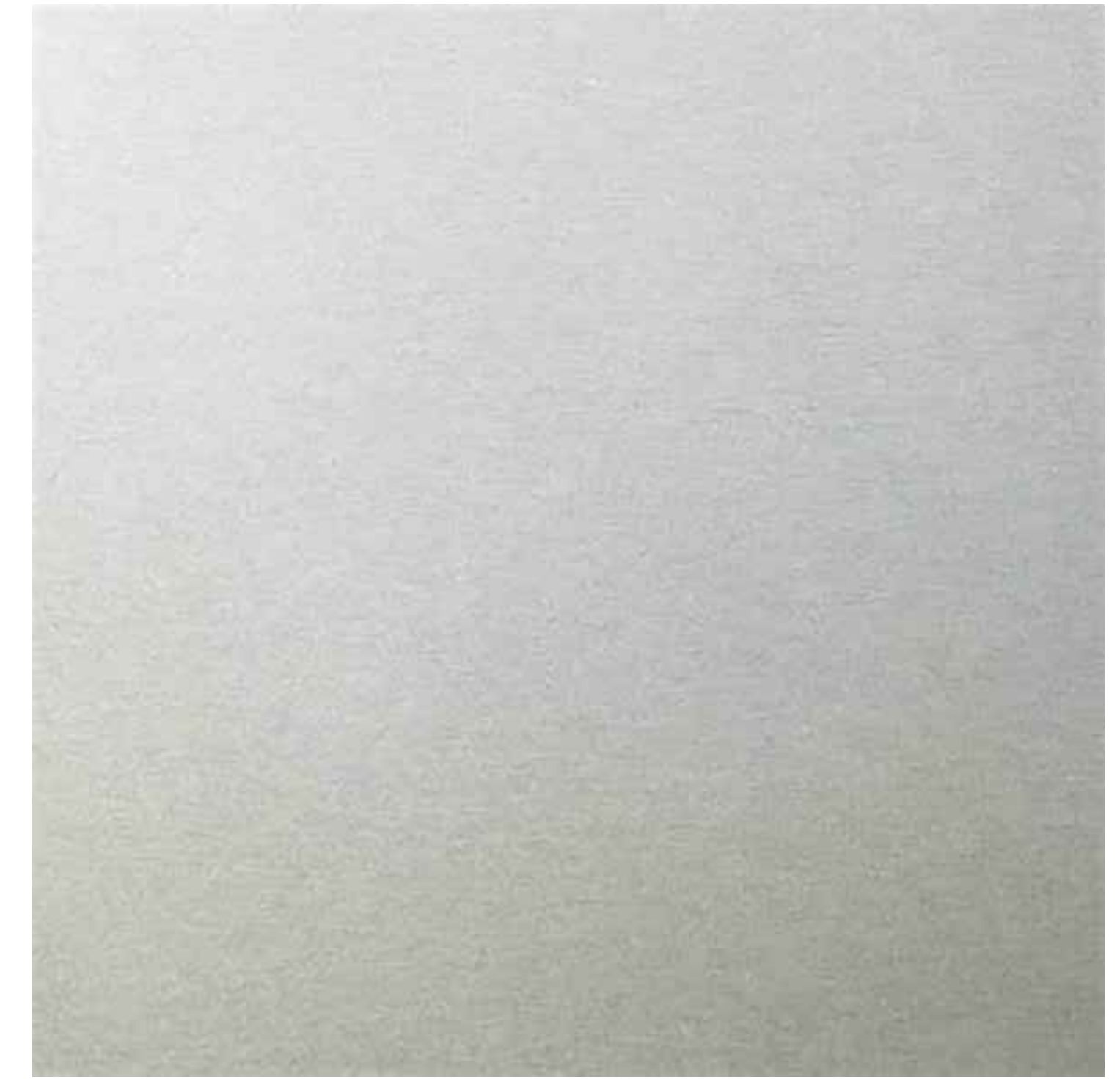
EXTERIOR WALLS, FIELD COLOR:  
CEMENT PLASTER WALL FINISH, INTEGRAL COLOR  
BENJAMIN MOORE: HC-172 REVERE PEWTER



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



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

**ARNOLD  
COMPANIES**  
(Ben Arnold Real Estate Services)

# AH-17

# Apartment Architecture



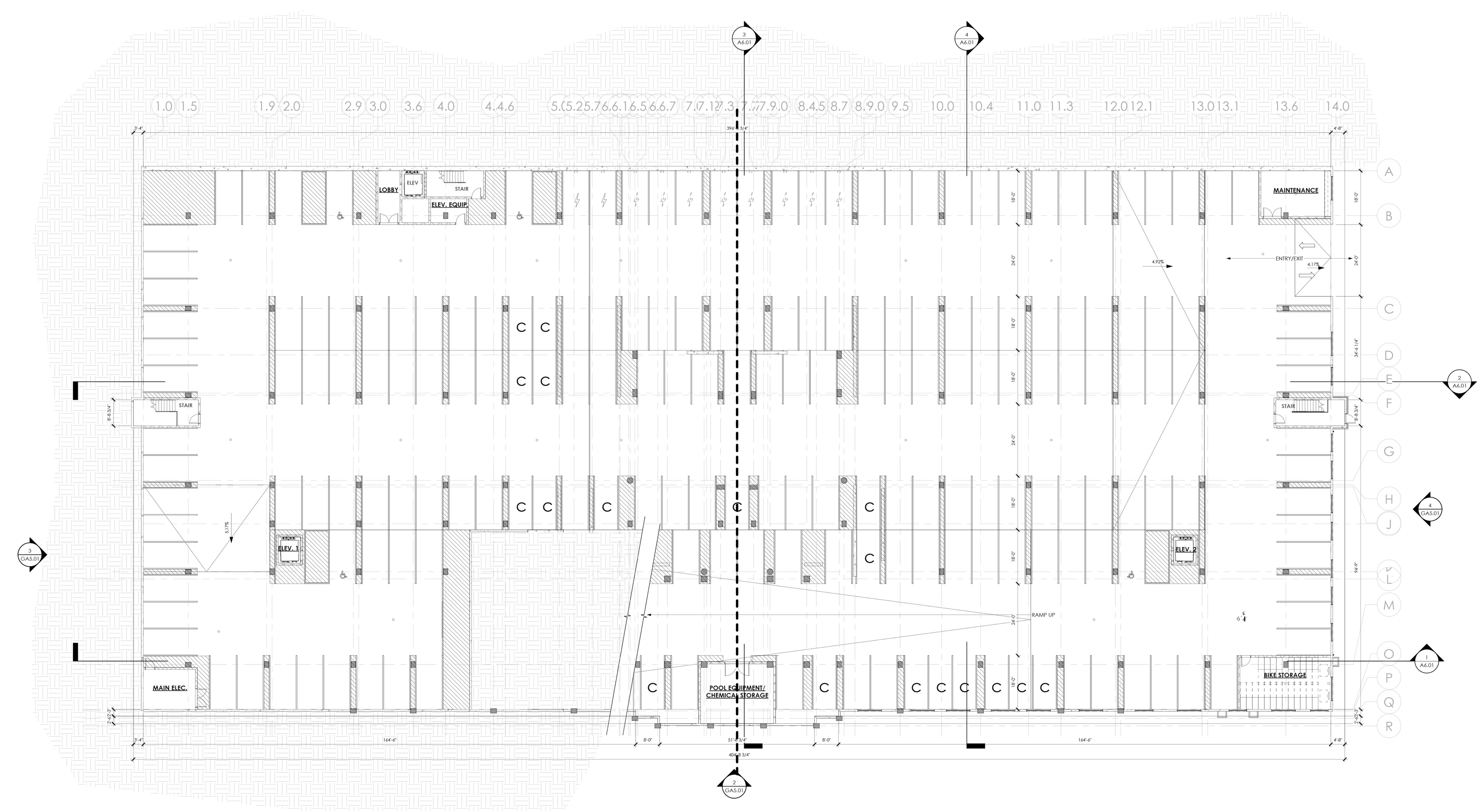
**Vista Depot Hotels & Apartments**  
800 Gervais Street, Columbia, South Carolina

**ARNOLD  
COMPANIES**  
(Ben Arnold Real Estate Services)

PARKING COUNT - 09.28.23					
LEVEL	ADA	STANDARD	COMPACT	EV	FUTURE EV
P2	4	147	10	2	8
P1	4	137	15	4	9
RAMP	0	23	19	0	0
T	4	35	0	0	0
<b>TOTAL</b>	<b>12</b>	<b>345</b>	<b>44</b>	<b>6</b>	<b>17</b>
<b>TOTAL PARKING COUNT:</b>					<b>421</b>

\*\*\*FOR TOTAL FUTURE EV SPACES 3 OF THE 17 ARE POTENTIAL EV CONCERNE FOR HOTEL PENDING TEAM DECISION.

NOTE:  
SEE VOL. 1-VISTA DEPOT MIXED USED DRAWINGS FOR FULL SITE TOTAL.

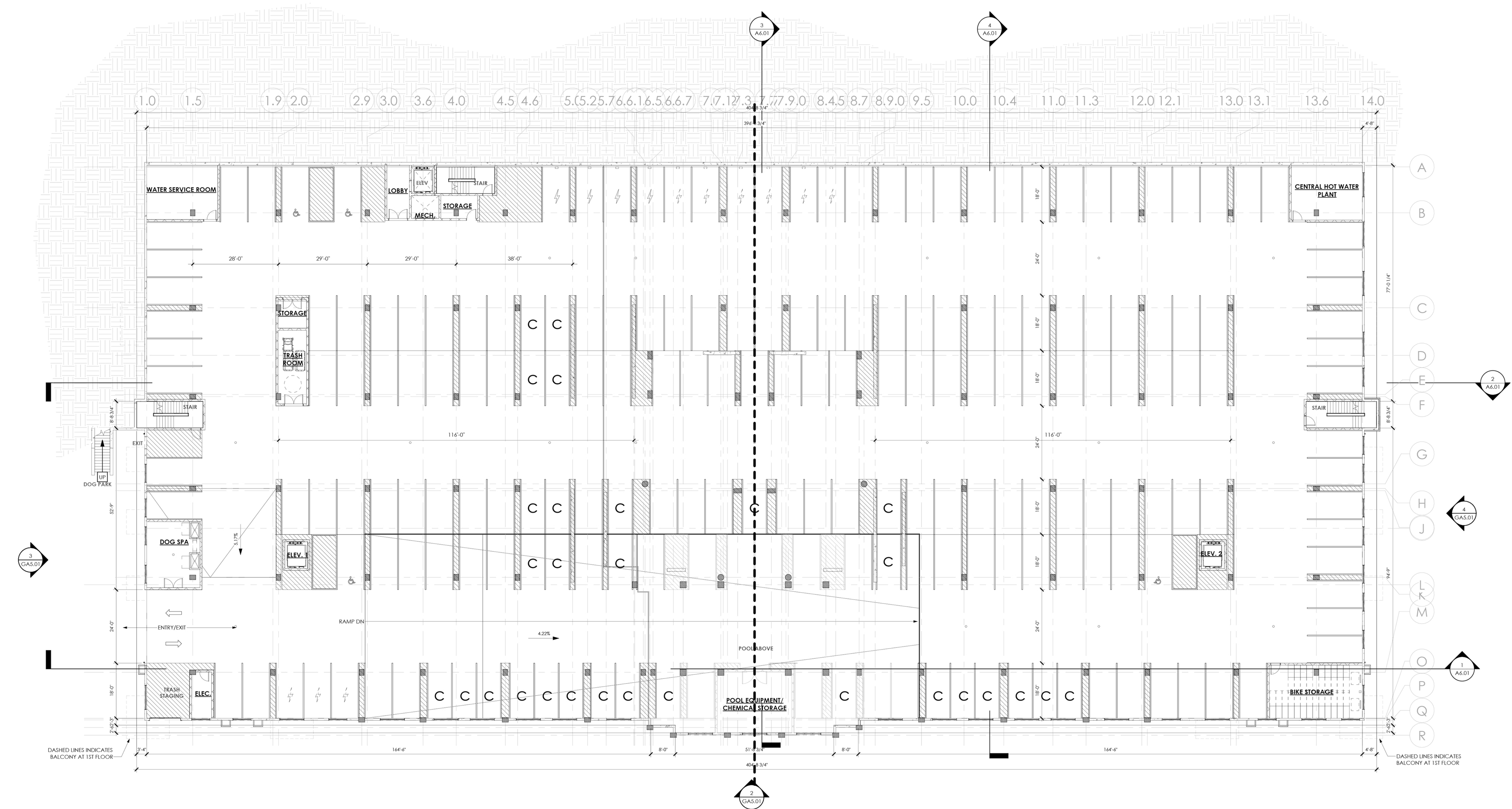


1 P2 KEY PLAN  
1/16" = 1'-0"

PARKING COUNT - 09.28.23					
LEVEL	ADA	STANDARD	COMPACT	EV	FUTURE EV
P2	4	147	10	2	8
P1	4	137	15	4	9
RAMP	0	23	19	0	0
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<b>TOTAL PARKING COUNT:</b>					<b>421</b>

\*\*\*FOR TOTAL FUTURE EV SPACES 3 OF THE 17 ARE POTENTIAL EV CONCERNE FOR HOTEL PENDING TEAM DECISION.

NOTE:  
SEE VOL. 1-VISTA DEPOT MIXED USED DRAWINGS FOR FULL SITE TOTAL.



① P1 KEY 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  
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**NOT FOR  
CONSTRUCTION**

**CONCEPTUAL PACKAGE**

ISSUE DATE: 12.07.2022  
ISSUED FOR: SITE PLAN REVIEW

# **REVISIONS**



**FIRST FLOOR PLAN**

**AA-3**



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



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CONCEPTUAL PACKAGE

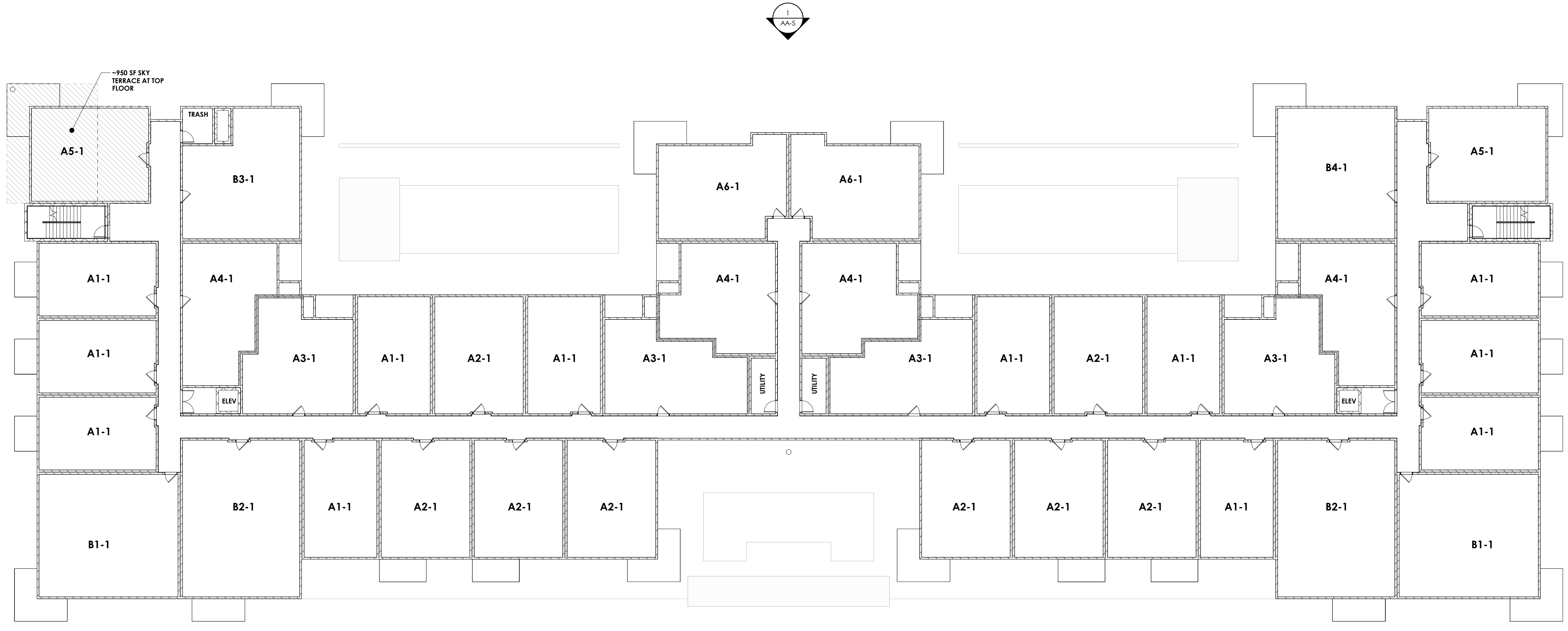
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# REVISIONS



UPPER LEVEL  
FLOOR PLAN

AA-4



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



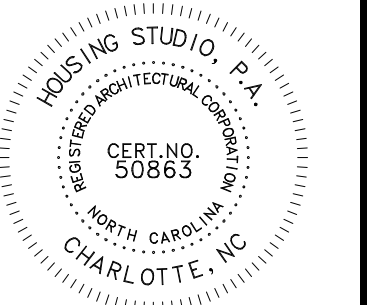
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# REVISIONS



HOTEL FACING  
ELEVATION

AA-5



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



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# REVISIONS



WAYNE STREET  
ELEVATION

AA-6



BACKLIT PERFORATED METAL  
SPIRE AT AMENITY  
BALCONIES OVERLOOKING  
POOL COURTYARD

STUCCO

VINYL WINDOWS

PERFORATED  
METAL RAILING

VISOR AT BALCONY

VINYL WINDOWS

PERFORATED  
METAL RAILING

VISOR AT BALCONY

POOL COURTYARD

PARKING LEVEL BELOW

VINYL WINDOW

ROLL-UP DOOR FOR  
TRASH STAGING

POURED IN PLACE  
CONCRETE WITH  
RIBBED FINISH

FEATURE TRELLIS AT  
POOL COURTYARD

VINYL WINDOWS

OPENINGS AT PARKING  
DECK FOR VENTILATION

18'-0"  
10'-6"  
10'-8"  
10'-6"  
11'-6"  
11'-0"  
11'-0"  
85'-9"



HOUSING  
STUDIO

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CHARLOTTE, NC 28202  
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# REVISIONS



SIDE ELEVATIONS

AA-7



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



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