



D/DRC Case

2222 Main Street

North Main Corridor Overlay District

TMS# 09016-02-06

**DESIGN/DEVELOPMENT REVIEW COMMISSION
DESIGN REVIEW DISTRICT**

Informational Presentation

ADDRESS: 2222 Main Street

APPLICANT: Steven Middleton, developer

TAX MAP REFERENCE: # 09016-02-06

USE OF PROPERTY: Commercial - Restaurant

REVIEW DISTRICT: North Main Corridor Overlay

NATURE OF REQUEST: Request preliminary feedback from Commissioners in advance of formal Request for Certificate of Design Approval

PROJECT SUMMARY:

This proposal is for mixed-use development on the site of the former Jim Moore Cadillac site between Main Street and Sumter Street. The development proposes 248 residential units, and a few live-work and commercial units. The development utilizes primarily structured parking with some surface parking.

FINDINGS/COMMENTS:

The project will ultimately come before the DDRC for a Certificate of Design Approval, and will go to the Planning Commission for site plan approval, but the applicant wanted to garner some early feedback from the Commission prior to a formal submittal. Staff comments are broad and based on the design guidelines for the North Main Corridor Design District (included in italics).

Site Planning and Parking Placement *(guidelines)*

- *Buildings that sit on corner lots shall be placed at the corner of the parcel.*
- *Buildings should be located to screen as much surface parking from view of the right-of-way as possible.*
- *A change in paving material shall be provided at locations where pedestrian & bicycles pathways intersect with automobile pathways & drives.*
- *Where surface parking is adjacent to public sidewalks, a low seatwall integrated with the architecture of the building shall be provided within the side protective yard.*
- *Surface parking on corner shall not be allowed to be placed on the outside corners of lots.*
- *The maximum amount of curb cut footage per parcel is a maximum of 24 feet.*
- *Surface parking must be placed at the maximum setback, 15 feet. If this space is at least 25% hardscape and includes pedestrian amenities/public art/occupiable space then an additional 10% parking reduction may be granted upon review and approval.*

(staff comments)

The building is cited appropriately and according to the guidelines, addressing the public realm with narrow setbacks and with the structured parking and the majority of surface parking situated behind the building mass. Any surface parking areas that are adjacent to the right-of-way shall be set back and screened according to the guidelines and the landscape ordinance.

Building Design and Height (guidelines)

- *Architecture should be urban and therefore flexible for various businesses over time. A building should not be so strongly identified with a single business that it cannot be reasonably adapted to another use in the future. Corporate identity should be contained in signage, storefront displays, and/or artwork.*
- *Adjacent to the sidewalks, buildings taller than 3 stories shall be recessed back at the third floor or 45-feet from ground level, a minimum of 10 feet.*
- *Buildings at 6 stories may be recessed at the 4th floor.*
- *On corner lots, upper floor facades within 50 feet of the street corner may be exempt from the recessed requirement*

(staff comments)

The buildings do not exceed the three story height that would require upper floor step-backs; the scale and massing are appropriate to the neighborhood. The dramatic grade change throughout the site is not illustrated in the renderings- this will undoubtedly have an impact on the design of the façade and how the building steps down along the grade change as well as how the façade addresses the street.

While style and materiality are not a focus of the North Main Corridor Guidelines, context is always considered in evaluating projects in urban design districts. The limited amount of frontage along North Main Street would respond the commercial corridor more effectively with a simpler materials palette of primarily brick and more of urban, commercial façade elements. The decorative elements and bungalow references might work better on the neighborhood-facing side of the project. The A.01 drawing dated Feb 16, 2021 responds to the local context more effectively than the later renderings, dated March 31.

Building Orientation and Elevation (guidelines)

- *Building façades must be parallel to N. Main St.*
- *Mass of the building must be broken with regularly placed pilasters, and other well articulated architectural details.*
- *Balconies and other elements may be used to create variety and interest, yet remain integral to the overall design*
- *Any residential frontages along N Main Street must have direct access to the street, and be articulated with strong entry architecture.*
- *Garage access shall not be allowed to front N Main Street, except where lot dimensions and building placement make turning movements impractical.*
- *Awnings shall be integrated into the architecture and design of the building when installed.*

(staff comments)

The buildings are parallel to the street, as required. The parking garage entrance is on Sumter, below a residential unit. More information is needed about pedestrian entrances points from the street, especially on Main Street.

Corner Articulation and Entrances (guidelines)

- *Major intersections should have an architectural/design feature at the corners to emphasize key entrances/elements of the building.*
- *Entrances for buildings occupying corners should be oriented to address the corner/intersection.*
- *Entrances shall have direct access to the sidewalk/street and have strong entry architecture to ensure pedestrians can easily identify the entrances.*

Façade Elements (guidelines)

Materials

- *Vinyl is not allowed as a primary building material. EIFS is only allowed starting at 10 feet above the sidewalk.*

Windows

- *Transparent glass with at least 88% transmission required in storefronts.*
- *Windows are not to be flush mounted with the exterior walls. Windows are to be located as far inward into the wall to maximize depth and shadow. This is particularly important in stucco or brick applications; alternate detailing should be explored to provide a maximum window recess.*
- *To permit visibility and safety of all users and residents, storefront windows cannot be obscured by displays, cabinets, and other obstructions that prevent seeing into the building. Interior blinds or similar window treatments are exempt.*

Storefront Articulation (Residential uses that are on the first floor are exempt from these requirements)

- *Storefront windows and elements should cover 60% to 70% of the N. Main Street façade.*
- *Storefront windows and elements should cover 50% of the side street elevation. Of this 50%, no more than half may be spandrel glass.*

(staff comments)

More information is needed about proposed materials. As noted, a simpler materials palette on N Main would better respond to local context. Maximizing storefront on all commercial/public uses on the first floor will be critical, given how much residential frontage occurs along the street frontages.

Upper floor windows percentages should be greatly increased to better articulate the façade, and all window sections should be designed to provide a substantial recess in the façade to articulate fenestration and provide interest. The A.01 rendering illustrates a consistent rhythm of recesses and projections along the street, a better proportion of fenestration and a simpler materials palette that works well with the massing of the building.

Equipment Placement and Screening (guidelines)

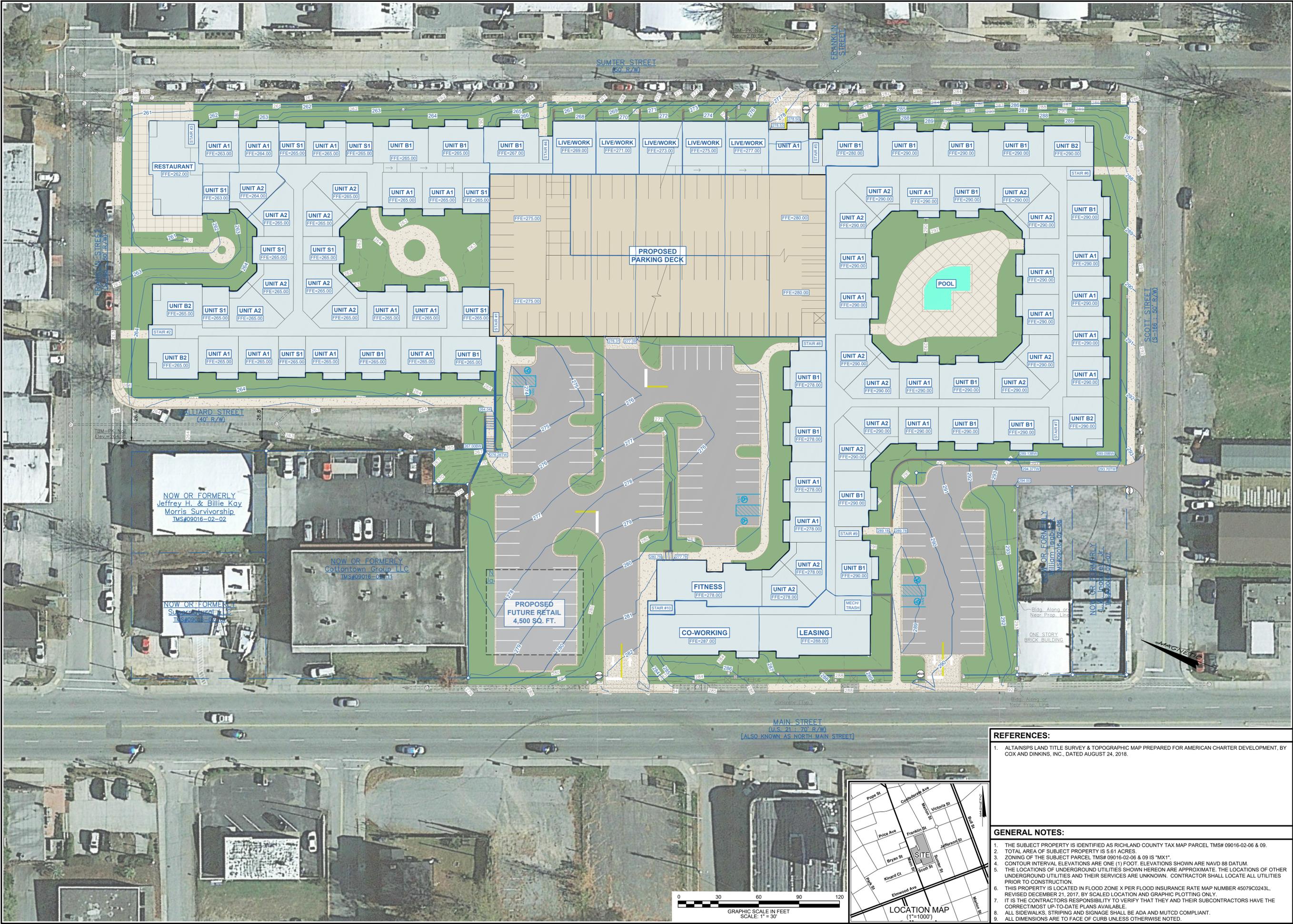
- *Roof mounted mechanical or utility equipment shall be screened. The method of screening should be architecturally integrated with the structure in terms of materials, color, shape, and size. Equipment should be screened by solid building elements (e.g. parapet wall) instead of after-the-fact add-on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

(staff comments)

More information will be needed about any roof-mounted equipment and screening, if applicable.

STAFF RECOMMENDATIONS:

Staff does not make recommendations for informational presentations, as no action will be taken.



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 ENGINEERS - SURVEYORS - LANDSCAPE ARCHITECTS
 724 BELTLINE BLVD.
 COLUMBIA, SC 29205
 803.254.0518
 COXANDINKINS.COM



CERTIFICATE OF AUTHORIZATION SEAL

NO.	DATE	DESCRIPTION

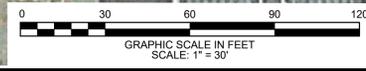
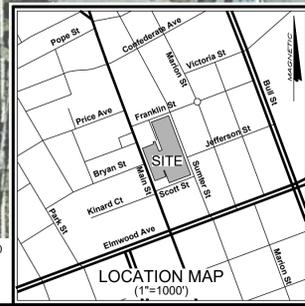
PRIMARY PERMITTEE:
 STEVE MIDDLETON
 COMMONWEALTH PROPERTIES, LLC
 9030 STONY POINT PKWY., SUITE 350
 RICHMOND, VA 23235-1941
 804-327-9500
 email: samiddleton@cwprop.com

2222 MAIN VIEW APARTMENTS
 PROJECT
 LOCATED IN COLUMBIA
 RICHLAND COUNTY, SOUTH CAROLINA
GRADING EXHIBIT

TMS 09-016-02-06 & 09
 BOOK 47D-40
 DATE MARCH 31, 2021
 SHEET NO. **2 of 2**

- REFERENCES:**
1. ALTAINSPS LAND TITLE SURVEY & TOPOGRAPHIC MAP PREPARED FOR AMERICAN CHARTER DEVELOPMENT, BY COX AND DINKINS, INC., DATED AUGUST 24, 2018.

- GENERAL NOTES:**
1. THE SUBJECT PROPERTY IS IDENTIFIED AS RICHLAND COUNTY TAX MAP PARCEL TMS# 09016-02-06 & 09.
 2. TOTAL AREA OF SUBJECT PROPERTY IS 5.61 ACRES.
 3. ZONING OF THE SUBJECT PARCEL TMS# 09016-02-06 & 09 IS "MX1".
 4. CONTOUR INTERVAL ELEVATIONS ARE ONE (1) FOOT. ELEVATIONS SHOWN ARE NAVD 88 DATUM.
 5. THE LOCATIONS OF UNDERGROUND UTILITIES SHOWN HEREON ARE APPROXIMATE. THE LOCATIONS OF OTHER UNDERGROUND UTILITIES AND THEIR SERVICES ARE UNKNOWN. CONTRACTOR SHALL LOCATE ALL UTILITIES PRIOR TO CONSTRUCTION.
 6. THIS PROPERTY IS LOCATED IN FLOOD ZONE X PER FLOOD INSURANCE RATE MAP NUMBER 45079C0243L, REVISED DECEMBER 21, 2017, BY SCALED LOCATION AND GRAPHIC PLOTTING ONLY.
 7. IT IS THE CONTRACTORS RESPONSIBILITY TO VERIFY THAT THEY AND THEIR SUBCONTRACTORS HAVE THE CORRECT/MOST UP-TO-DATE PLANS AVAILABLE.
 8. ALL SIDEWALKS, STRIPING AND SIGNAGE SHALL BE ADA AND MUTCD COMPLIANT.
 9. ALL DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.



G:\Proj\21009_2222 Main View Apartments\Drawings\21009_Grading.dwg, Plotted By: Lee, Plotted: Mar 31, 2021 - 8:04am
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BUILDING DATA:

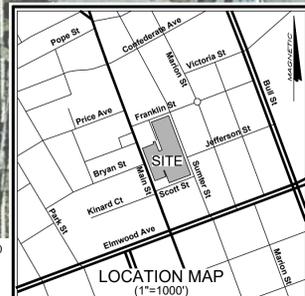
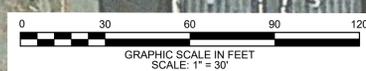
UNIT COUNT	
<750 SF UNITS	= 21
>750 SF UNITS	= 227
TOTAL UNITS	= 248
RESTAURANT SPACE	= 2,500 SF

PARKING DATA

VEHICULAR PARKING REQUIRED		
<750 SF UNIT	1.75 space x 21 units	= 37
>750 SF UNIT	2 spaces x 227 units	= 454
2,500 SF RESTAURANT	8 spaces per 1,000 SF	= 20
	Total before reduction	= 511
	North Main overlay corridor 20% reduction:	511 x 20% = 102 space reduction
	TOTAL VEHICULAR PARKING REQUIRED	= 409 spaces

VEHICULAR PARKING PROVIDED

PARKING DECK STD. SPACES=305	
PARKING DECK HC SPACES = 7	
SURFACE STD. SPACES = 91	
SURFACE HC SPACES = 6	
TOTAL	= 409 spaces provided



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**PRELIMINARY
 NOT FOR
 CONSTRUCTION**



CERTIFICATE OF AUTHORIZATION SEAL

NO.	DATE	DESCRIPTION

PRIMARY PERMITTEE:
 STEVE MIDDLETON
 COMMONWEALTH PROPERTIES, LLC
 9030 STONY POINT PKWY., SUITE 350
 RICHMOND, VA 23235-1941
 804-327-9500
 email: samiddleton@cwprop.com

2222 MAIN VIEW APARTMENTS
 LOCATED IN COLUMBIA
 RICHLAND COUNTY, SOUTH CAROLINA
SITE EXHIBIT

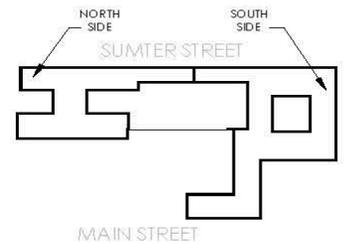
PROJECT NO. 21009
 TMS 09-016-02-06 & 09
 BOOK 47D-40
 DATE MARCH 31, 2021
 SHEET NO. 1 of 2

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1 Leasing
N.T.S.

Perspective



Preliminary Concept Drawing

Columbia, South Carolina

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March 31, 2021

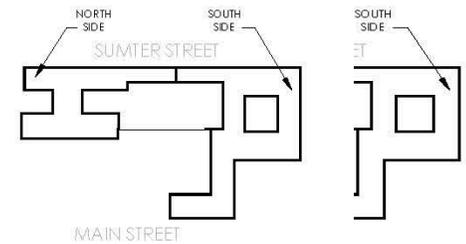
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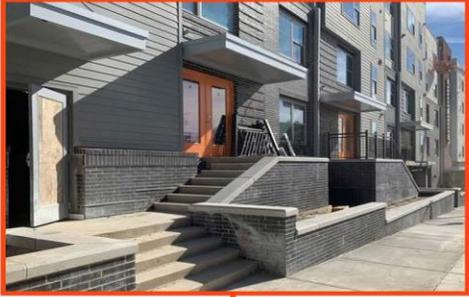
1 Restaurant
N.T.S.

Perspective



Preliminary Concept Drawing

CONCEPTUAL ELEVATION



A MORE CONTEMPORARY LANGUAGE AT SOUTHEAST CORNER FACING DOWNTOWN. UTILIZE FORECOURTS TO TRANSITION TO THE STREET LEVEL WHICH ADDS TO THE PEDESTRIAN EXPERIENCE OF THE ARCHITECTURE.



TRADITIONAL CRAFTSMAN STYLE ELEMENTS AT THE NORTH END OF THE SITE. AGAIN, UTILIZING DETAILS AND FORECOURTS AT THE PEDESTRIAN LEVEL FOR AN ENRICHED STREET AND NEIGHBORHOOD EXPERIENCE.



THE LIVE/WORK UNITS TAKE ON A MORE OLD DOWNTOWN FEEL WITH CONTEMPORARY DETAILS. INCORPORATING ROOF TOP TERRACES WOULD MAKE FOR A MORE DYNAMIC STREET PRESENCE AND MORE IN KEEPING WITH THE OVERALL SCALE OF THE ARCHITECTURE.

THE CONCEPT FOR MAIN VIEW IN COLUMBIA, SOUTH CAROLINA IS TO USE A SIMPLE BUT DIVERSE SET OF ARCHITECTURAL LANGUAGES TO HELP BREAK DOWN A RATHER LONG NEIGHBORHOOD BLOCK. THIS ALLOWS FOR A MORE DYNAMIC AND INTERESTING EXPERIENCE AS ONE WALKS BY TO ARRIVE HOME, VISIT A SHOP OR MAYBE JUST TRAVELING THROUGH TO ANOTHER DESTINATION.



PROJECT DATA

Units: 243 Units

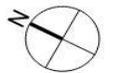
Live/Work: 5 Units

Parking:

Garage: 355 Spaces
Surface: 75 Spaces

Total Parking: 430 Spaces

- CORRIDORS
- MULTIFAMILY
- LIVE/WORK
- AMENITY
- RESTAURANT



1 Site Plan - North Side - Ground Level
 Scale: 1" = 100'-0"

Plan





PROJECT DATA

Units: 243 Units

Live/Work: 5 Units

Parking:

Garage: 355 Spaces

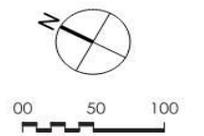
Surface: 75 Spaces

Total Parking: 430 Spaces

-  CORRIDORS
-  MULTIFAMILY
-  LIVE/WORK
-  AMENITY
-  RESTAURANT

1 Site Plan - North Side - Second Level
Scale: 1" = 100'-0"

Plan





PROJECT DATA

Units: 243 Units

Live/Work: 5 Units

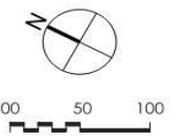
Parking:

Garage: 355 Spaces

Surface: 75 Spaces

Total Parking: 430 Spaces

- CORRIDORS
- MULTIFAMILY
- LIVE/WORK
- AMENITY
- RESTAURANT



1 Site Plan - North Side - Third Level / South Side - Baement
Scale: 1" = 100'-0"

Plan





PROJECT DATA

Units: 243 Units

Live/Work: 5 Units

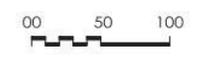
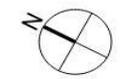
Parking:

Garage: 355 Spaces

Surface: 75 Spaces

Total Parking: 430 Spaces

- CORRIDORS
- MULTIFAMILY
- LIVE/WORK
- AMENITY
- RESTAURANT



1 Site Plan - South Side - First Level
Scale: 1" = 100'-0"

Plan





PROJECT DATA

Units: 243 Units

Live/Work: 5 Units

Parking:

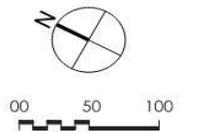
Garage: 355 Spaces
Surface: 75 Spaces

Total Parking: 430 Spaces

- CORRIDORS
- MULTIFAMILY
- LIVE/WORK
- AMENITY
- RESTAURANT

1 Site Plan - South Side - Second Level
Scale: 1" = 100'-0"

Plan

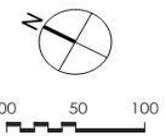




PROJECT DATA

Units:	243 Units
Live/Work:	5 Units
Parking:	
Garage:	355 Spaces
Surface:	75 Spaces
Total Parking:	430 Spaces

-  CORRIDORS
-  MULTIFAMILY
-  LIVE/WORK
-  AMENITY
-  RESTAURANT



1 Site Plan - South Side - Third Level
Scale: 1" = 100'-0"

Plan





PROJECT DATA

Units:	243 Units
Live/Work:	5 Units
Parking:	
Garage:	355 Spaces
Surface:	75 Spaces
Total Parking: 430 Spaces	

- CORRIDORS
- MULTIFAMILY
- LIVE/WORK
- AMENITY
- RESTAURANT

1 Site Plan - South Side - Roof
Scale: 1" = 100'-0"

Plan

