

DRB #2008-0005

**Carlyle/Eisenhower East Design Review Board
March 27, 2008**

REQUEST: Approval for design revisions, including materials and treatment.

LOCATION: Carlyle Plaza, 765 John Carlyle Street (Block P)

APPLICANT: JM Zell Partnership, by Elizabeth Wilcox

STAFF: Thomas Canfield, City Architect, Planning & Zoning
Natalie Sun, Urban Planner, Planning & Zoning

BOARD ACTION – MARCH 27, 2008: On a motion by Mr. Quill, seconded by Mr. Lewis, the Carlyle Design Review Board voted to approve the applicant's request with the following conditions:

1. The applicant shall work with staff to identify a precast concrete material with a more significant color contrast from the light grey precast material, as shown in the renderings approved by the DRB at the September 18, 2007 hearing.
2. The applicant shall work with staff to refine the rooftop architectural embellishment at the south end of the building to incorporate horizontal metal fins on the metal panels, as shown in the renderings approved by the DRB at the September 18, 2007 hearing.

The motion carried on a vote of 3-0. Mr. McKinney was absent.

Reason: The Board agreed with the staff analysis related to the revisions to the building top, entry portal, storefront façade, Greenscreen, and glass accents. The Board focused on the contrast between the two precast colors instead of the proposed fluting and approved the fluting revisions as submitted.

Speakers:

Andrew Rollman, project architect, gave an overview of several of the proposed design revisions and presented material samples for the building.

I. REQUEST

JM Zell Partnership has requested DRB approval of the design revisions to the proposed office building at 765 John Carlyle Street (Phase I of Block P) with ground-floor retail and five stories of

above-grade parking. The building design was previously approved at the September 18, 2007 DRB hearing.

II. STAFF ANALYSIS

This project was previously heard by the DRB at the September 18, 2007, July 17, 2007, May 9, 2007, March 14, 2007, and November 30, 2006 meetings. Since the September 2007 DRB approval, the applicant has proposed several design revisions and refinements to the building triggering DRB review. Several stylistic and functional revisions are proposed, including differences in the following areas:

- Precast concrete wall detailing
- Building top
- Entry portal
- Storefront facade
- Extent of Greenscreen related to garage ventilation
- Glass accents throughout the building facade

Staff understands that the proposed changes to the building exterior are a result of the applicant's desire to enhance the elegance and visual interest of the building. Although staff's position is that the building design as approved at the September 18, 2007 hearing does not lack richness, staff acknowledges the applicant's efforts and desire to improve the proposed building. However, staff is concerned that some of the proposed design changes may detract from the simplicity and strength of the approved design. Staff is not conceptually opposed to additional articulation but has concerns that in general, the current proposal crosses the line between articulation and ornamentation, and risks weakening the strong sense of tectonic simplicity inherent in the approved scheme.

Articulation of the precast concrete wall

The most noticeable change to the building is the proposed redesign of the precast concrete module that is replicated throughout the predominant building wall. The previously approved precast panel (See Sheet 19 in current submission package) is simpler, consisting of flush piers and beams with little articulation. The current proposal introduces recessed vertical fluting on the piers, along with additional articulation between the piers and beams. Staff recommends increasing the proportion of the flush precast piers to the adjacent fluting and reducing the amount and width of the flutes. The precast bands have also been articulated, with the introduction of segmentation and a thin horizontal separator located at the top and bottom of the piers that has the effect of negating the structural quality of the wall. Combined with simplification of the pier-beam intersection, the described suggestions could add richness and detail, while preserving the visual strength and tectonic quality of the wall.

Building top

Three modifications are proposed to the tower element at the southeast corner of the building: the removal of the closely spaced horizontal ribs at the crown; modification of the flying buttresses; and the addition of ventilation louvers on the southern face. Staff is not opposed to the latter two revisions because they do not detract from the building expression. The elimination of the accent

ribbing around the crown weakens the dramatic quality of the top. Staff recommends retaining the original design (See Sheet 20 v. Sheet 11).

Entry portal

Five fundamental revisions to the main building entrance at the office lobby are proposed. The effect of all of these proposed revisions – a new door type and simplified glazing, the addition of sconce lighting, centered stone proportions at the top of the entrance, a simplified onyx mullion pattern, and a simplified canopy design with a less articulated metal panel system – is considered by staff to be minor and staff is in support of these revisions.

Storefront facades

Several revisions are proposed to the retail base expression, some of which will improve the streetscape. Staff supports the art deco treatment and asymmetrical placement of the corner light fixtures, which will add character to the retail base. At the north and south retail storefronts, the glass treatment has been revised with a taller expression the introduction of continuous air intake grilles, reducing the height of the precast cap. Staff supports this revision because it increases the visibility and prominence of the retail streetscape.

The remaining revisions – narrower corner retail stone piers, enlarged metal panels with ventilation grilles above the glass storefronts, and a corrected canopy height at the north retail storefront – are relatively minor and staff has no opposition to these new changes.

Green screen

As a result of the need for improved garage air exhaust, the applicant is proposing to replacement several Greenscreen panels on the west façade of the building with the previously approved garage screening louvers. The Hooff's Run Drive façade is primarily screened with plantings using a combination of precast concrete planter trays and Greenscreen and was previously approved by the DRB. In the northern section of the building, the glass retail storefront has been extended one bay deeper, which staff believes is a positive gesture, increasing the active frontage at the ground level. Staff recommends extending the glass garage screening south to align with the storefront below.

Glass accents

The final revision to the building exterior is the simplification of the glass bays at the northeast and southwest corners, in which the projecting glass fins have been eliminated to reduce costs. Although staff prefers fins over glass volumes for these two areas, staff recognizes that the current proposal will not compromise the integrity of the building design. The glass fin expression will be maintained at the southeast corner, an important design element in the tower above.

III. STAFF RECOMMENDATION*

Staff recommends that the Board **approve** the request for design revisions subject to staff's design recommendations discussed above.

*Previous DRB conditions that have been addressed are included in Attachment B.

	Block P Design Guidelines/ SUP Conditions	Development Proposal	Consistent
Parking above grade	<p><u>West of John Carlyle St:</u></p> <p><i>Below 20 Ft. Street Wall Line:</i> Located within area bounded within 90 ft from the Eisenhower Ave property line, 70 ft from centerline of JCS, 60 ft from the S property line and 16 ft from Hooff's Run Dr property line.</p> <p><i>Above 20 Ft. Street Wall Line:</i> Located within area bounded within</p> <ul style="list-style-type: none"> ▪ 33 ft from Eisenhower Ave property line ▪ 33 ft from centerline of John Carlyle St ▪ 30 ft from the south property line, and ▪ 16 ft from Hooff's Run Dr property line. 	<p>Parking level begins at approx. 20 ft above average finish grade</p> <ul style="list-style-type: none"> ▪ 33 ft ▪ Approx. 50 ft from centerline of John Carlyle St. ▪ 30 ft ▪ Approx. 14 ft from property line 	<p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p>
Bulk			
Streetwalls	<p><u>John Carlyle St:</u> 20 ft</p> <p><u>Eisenhower Ave:</u> 60 ft (West of John Carlyle St)</p>	<p>Approx. 35 ft</p> <p>Approx 18 ft</p>	<p>No³</p> <p>No³</p>
Heights	<p><u>West of John Carlyle St:</u> 175 ft at north end (Eisenhower Ave) & 200 ft max at the south end</p>	<p>North tower: 148 ft (top of roof)</p> <p>South tower : 183 ft (top of roof)</p>	<p>Yes</p>
Ground floor setbacks	<p><u>Eisenhower Ave (West of John Carlyle St):</u> 22 to 25 ft from property line</p> <p><u>John Carlyle St:</u> 14 ft from curb</p>	<ul style="list-style-type: none"> ▪ 33 ft from property line ▪ 22 ft from curb 	<p>Yes</p> <p>Yes</p>
Upper floor setbacks	<p><u>West of John Carlyle St:</u></p> <ul style="list-style-type: none"> ▪ 3-7 ft max setbacks at a building height of 50-60 ft ▪ Additional 5-7 ft min setback at bldg height of 150-175 ft along Eisenhower Ave 	<ul style="list-style-type: none"> ▪ Approx. 4 ft setback at approx. 33 ft above AFG ▪ Buildings are 148 ft/183 ft (to top of roof) 	<p>No³</p> <p>Yes</p>

	Block P Design Guidelines/ SUP Conditions	Development Proposal	Consistent
Architectural expression & lines	<ul style="list-style-type: none"> ▪ Expression line at the top of the required street walls ▪ Exposed portions of above grade parking structure on Hooffs Run shall be consistent with EESAP Design Guidelines for “C” streets ▪ Parking structure shall be treated with high quality materials to appear as an extension of the building(s); openings/fenestration shall be comparable to the building 	<ul style="list-style-type: none"> ▪ Expression line provided ▪ Landscape screening provided ▪ Metal louvers & metal screen on John Carlyle St & park facades; glazing screening on Eisenhower Ave; metal louvers & climbers on Hooff’s Run Dr 	<p>Yes</p> <p>Yes</p> <p>Yes</p>
Minimum distance between buildings	Multiple towers above 80 ft tall must be placed 45 ft apart	Two towers, with three-story occupied link, approx 48 ft apart	Yes
SUP CONDITIONS (DESIGN-RELATED)			
Condition #42	All parking garages shall have clearances on the 1st parking level to accommodate full-size vans	Height of 1 st parking level: 8.5 ft	Yes
Condition #70A	<p>b. - Applicant is responsible for “temporary” EVE along southern portion of the east & west blocks</p> <p>e.i - Min. interior retail height shall 15 ft clear;</p> <p>e.ii - Min retail depth: 40 ft on John Carlyle St, 60 ft on Eisenhower Ave</p> <p>e.iii - A portion of the retail space shall incorporate venting systems required for food preparation, exhaust vent shafts & grease traps, service corridors/areas</p> <p>f. - Above grade garage shall be setback a min of 30 ft on Eisenhower Ave & 22 ft on John Carlyle St from the exterior walls of the 1st & 2nd floor of the street frontage</p> <p>g. - Above grade garage on Hooff’s Run Dr shall be treated architecturally to be in harmony with the overall building design</p>	<ul style="list-style-type: none"> ▪ EVE provided south of west block ▪ Min 15 ft clear ▪ 40 ft depth to be accommodated w/a portion of retail-leasable office lobby; 60 ft depth on Eisenhower excl. stairs ▪ Provided ▪ Because of 20 ft high retail, parking is considered to begin at 3rd level ▪ Landscape screening provided 	<p>Yes for west block</p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p>
Condition #73A	Buildings shall be predominantly masonry and predominantly with punched windows	59% masonry provided; punched windows on all sides	Yes

	Block P Design Guidelines/ SUP Conditions	Development Proposal	Consistent
Condition #77	Max. uninterrupted streetwall length w/o recesses or ground-floor setbacks shall be 150 ft	Adequate recesses provided on John Carlyle St & Hooffs Run Dr	Yes
Condition #97	a. - One penthouse per building b. - Penthouse 22 ft tall (DRB approved)	<ul style="list-style-type: none"> ▪ One penthouse provided ▪ 22 ft high penthouse, including tower 	Yes Yes
Condition #101	Above-grade parking shall be set back min 30 ft (Eisenhower Ave) & 22 ft (John Carlyle St) from the exterior building walls of the 1st & 2nd floor	Because of 20 ft high retail, parking is considered to begin at 3 rd level	Yes

¹Table 1 primarily reflects compliance items related to the west block of Block P.

²Request to transfer floor area from Block P east block to West block approved per DSP2007-0094. Future floor area transfer proposals for the east block will require subsequent SUP or applicable approval.

³Proposal approved by the DRB.

ATTACHMENT B

The following are previous DRB conditions that have been addressed by the applicant:

1. The Applicant shall study further refinements of the building top concept that was presented at the CDRB hearing for review at a subsequent hearing.
2. The Applicant shall prepare an exhibit presenting approaches to address the SUP requirement for a minimum retail depth of 40'-0" along John Carlyle St subject to review at a subsequent hearing.
3. The Applicant shall study further refinements of the green garage screen concept that was presented at the CDRB hearing for review at a subsequent hearing.
4. In order to comply with Condition #70A of the Carlyle SUP, applicant shall increase the retail level such that the minimum clear height (slab-slab) shall be 18'-0", while limiting the height of the top of parking (1st office floor) to not more than 64'-0". In view of providing a ground level that is equivalent in height to two floors, the SUP requirement for parking setbacks along Eisenhower Ave and John Carlyle St will be deemed not to apply.
5. The Applicant shall shift the building 3'-0" to the west, to provide a minimum 20 foot wide sidewalk along John Carlyle St, adjacent to on-street parallel parking, and provide street trees on Hooff's Run Dr as depicted at the CDRB hearing.
6. The Applicant shall demonstrate that the retail space incorporates venting systems required for food preparation, exhaust vent shafts and grease traps, service corridors/areas, in compliance with SUP Condition #70A.
7. The successful treatment of the north tower, where the solid wall is carried up past the roof to create open frames, should be explored for the top of the south tower.
8. The corner accent towers should be restudied to be stronger, more prominent and more vertical.
9. The stone base should be refined to be more tectonic in expression, more refined in detail and surface, and more clearly articulated from the building wall, as with a reveal. Even though the retail base successfully reads as a veil, its tone is too similar to the rest of the building and needs to be differentiated.
10. The west façade should be redesigned to provide a stronger break between buildings and to make the towers appear more vertical.
11. Property lines shall be provided on future plans to ensure compliance with the *Block P Design Guidelines* for sidewalks and ground floor setbacks.
12. The planter on the south elevation shall wrap past the vertical glass accent.
13. The applicant shall submit a study for screening of the parking garage with glass or glass elements integrated with the proposed metal screening, with particular emphasis on the Eisenhower façade. In addition, as part of the parking garage screening, the applicant shall submit color street level perspectives showing the project as seen from northeast and

northwest along Eisenhower Avenue. The treatment of the parking garage shall be restudied to consider the previously approved tapered precast piers option and the northernmost three bays along Hooff's Run Dr.

14. The decorative grilles in the façade openings at the roof level of the north building shall be eliminated, per previous staff and DRB recommendations.