Carlyle/Eisenhower East Design Review Board
September 18, 2007

REQUEST: Approval for the parking garage treatment/screening.

LOCATION: Carlyle Plaza, 1800 Eisenhower Avenue (Block P)

APPLICANT: JM Zell Partnership, by Elizabeth Wilcox

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

BOARD ACTION: On a motion by Mr. Lewis, seconded by Mr. McKinney, the Carlyle Design Review Board voted to approve the treatment of the parking garage as depicted on sheets 8-18, the elimination of the metal grilles at the top of the north tower, and the reduction of the sidewalk width along Hooff's Run Dr. to a minimum of six feet unobstructed. The motion carried on a vote of 4-0.

I. REQUEST

JM Zell Partnership has requested DRB approval of the proposed treatment and screening for the five-level above grade parking garage on Carlyle Plaza, Phase I, which is a proposed office building at 1800 Eisenhower Avenue with ground-floor retail. This issue was previously deferred at the last DRB hearing.

II. STAFF ANALYSIS

At the July 17, 2007 meeting, the Board directed the applicant to undertake further study of the treatment and screening of the parking garage levels of the building, in compliance with conditions from both the Board and staff. The Board requested additional studies investigating the use of glass for the parking garage screening. While glass was not required by the Board, the Board did request a study of the use of glass, especially for the Eisenhower Avenue façade. To date, the applicant has not submitted any design studies that use glass for garage openings, even though such studies have been consistently requested by staff and the Board hearings. The Board also recommended the possible incorporation of precast concrete and/or stone in further studies of the ornamental grille concept.

The applicant has presented a number of proposals for screening of the above-grade parking levels on Eisenhower Avenue, John Carlyle Street and South Carlyle Square. The Hooff's Run Drive façade is primarily screened with plantings using a combination of precast concrete planter trays and Green Screen, and was previously approved by the Board.

General screening concept
The current studies show two alternate designs for metal grilles, an "overlap" scheme which

reflects the offset rectangle design parti of the building, and a simpler "diagonal" scheme, which seeks to be more of a background element. Both schemes call out a backup layer consisting of a "perforated solid panel in dark color" to screen views into the garage, and provide a contrasting backdrop for the ornamental grillage. Both are also shown used in combination with perforated precast concrete screen panels, typically for the bottom two floors of the five-story above-grade garage.

In all of the illustrative material for these two schemes, the proposal shows the vertical piers of the building carried straight through from the upper floors to the base. This is a departure from the progressive stepping that was developed and approved through the DRB process, as a way to address the issues of "frame" vs. "punched" façade expression and to create a façade that is "predominantly masonry," as required by the Carlyle SUP. Masonry materials comprise 59 percent of the current building scheme. This change in the current submission appears to be in response to the requirement in the Block P Design Guidelines that garage fenestration be "comparable" to the building. However, staff is also recommending that the new screen design be studied for adaptation to the tapered pier concept that was previously approved. In addition to the tapered precast piers, another design element that was lost in this revision is the row of square openings at the third garage level that created a frieze band effect.

Of the schemes presented, the overlapping grille scheme is much more successful, both in bringing a level of elegance to the detailing of the garage screens, and in repeating design motifs found elsewhere in the building. Overall, the perforated precast screens do not work well, both because they appear heavy and call attention to the blank parking garage facades, and also because they introduce a new and unrelated vocabulary to the building. In the context of bringing the expression of garage and office fenestration closer together, staff also suggests that the applicant investigate introducing elements of glass and stone, as found in the typical office window openings, into the decorative grille design. This would also serve to introduce more color and reflectivity, or "sparkle" into what is a very monochromatic section of the building (see sheet 16 of the submission package).

John Carlyle Street façade

As can be seen on sheets 14 and 21, the garage facade on the John Carlyle Street elevation has less of an impact on the streetscape, simply because the lower two levels of the garage are expressed as an extension of the retail façade (the lower level is screened with glass, the upper with stone.) Staff believes that the overlapping metal grille proposal depicted on Sheet 14 is generally an appropriate treatment for this façade, with further refinement.

Eisenhower Avenue façade

The impact of the parking garage on the Eisenhower Avenue façade is more severe. Sheets 15 and 16 illustrate that nearly 45 feet of vertical garage wall fronts Eisenhower Avenue. In the partial view on sheet 16, there is a sense of the grilles overwhelming the office glazing, which doesn't start until nearly 65 feet above the sidewalk. Staff recommends that the applicant study treating at least two levels of garage facing Eisenhower Avenue with some application involving glass, and also present an option showing the effect of the new grille design if the tapered pier design were retained. Staff notes that along Eisenhower Avenue, there is adequate space in the existing building to accommodate a setback of garage functions from 6 to 11 feet behind a glazed façade (Attachment

A.) Moreover, glass is already used for garage screening in a number of locations (the northeast and southeast glass accent towers, and the entire first garage level along John Carlyle Street), so such an application could not be considered inconsistent with the design of the building.

South Carlyle Square façade
The treatment of the parking garage along South Carlyle Square needs little refinement. Most of the screening along the façade has been resolved and approved by the DRB, consisting of vegetative wall cover and precast concrete planter trays extending from Hooff's Run Drive east along the south side of the building. Only two bays of full-height garage openings remain, and staff believes that the overlapping metal grille proposal is generally an appropriate treatment for this façade, with further refinement.

III. STAFF RECOMMENDATION

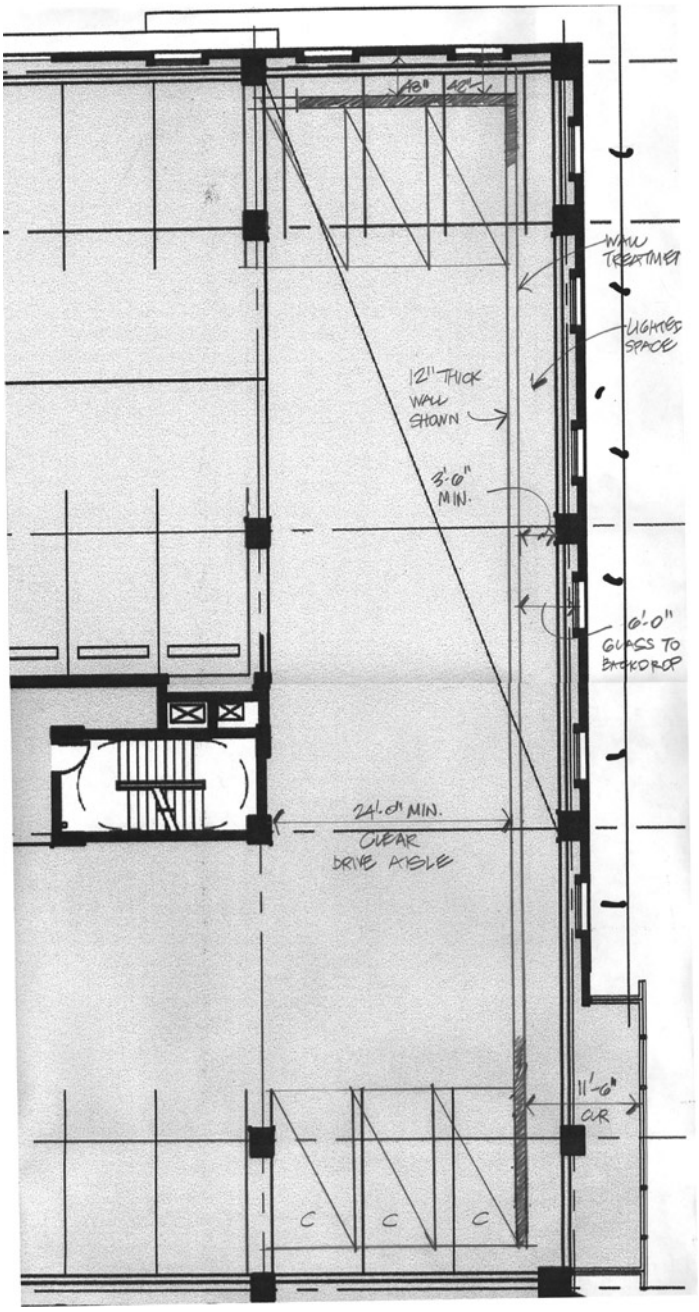
Staff is recommending deferral of the proposed screening of the parking garage contingent on the applicant responding to the request of the Board and staff to prepare at least one alternative depicting glass for some elements of the proposed parking garage screening, especially for the Eisenhower Avenue façade. Staff acknowledges that the applicant has refined the screening of the garage and the base of the building, all of which have been positive refinements to the proposal. However, the current design, especially on Eisenhower Avenue, does not in staff's opinion comply with the intent of the Design Guidelines which require that the parking structure *"…shall be treated with high quality materials to appear as an extension of the building(s) and that openings - fenestration shall be comparable to the building."* Staff is also recommending that a color perspective be prepared for the Eisenhower Avenue elevation prior to approval by the Board. Staff recommends deferral of the garage screening for additional restudy, subject to the following:

1. 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.

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

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

ATTACHMENT A



ATTACHMENT B

Table 1 details consistencies and conflicts with the applicable guidelines and conditions. Staff notes that there are a few outstanding inconsistencies, many of which have been previously approved by the DRB.

Table 1. Compliance with Block P Design Guidelines and Carlyle SUP Conditions[1]

	Block P Design Guidelines/ SUP Conditions	**Development Proposal**	**Consistent**
	DESIGN GUIDELINES		
Land Use	342,191 sf Office 53,991 sf Retail	Approx. 363,000 sf Office 23,843 sf Retail	**No[2]**
Location of Easements	66 ft ROW on John Carlyle St	66 ft ROW on John Carlyle St	Yes
Sidewalk	<u>Eisenhower Ave:</u> W of John Carlyle St: ▪ 22-25 ft from property line <u>Hooff's Run Dr:</u> ▪ 14-ft wide sidewalk, consisting of 10 ft wide unobstructed sidewalk w/4 ft wide tree wells <u>John Carlyle St:</u> ▪ 14 ft from curb line	▪ Approx 33 ft from property line ▪ 18.75 ft sidewalks; 4 ft wide tree wells shown ▪ 22 ft from curb	Yes Yes Yes
Ground floor summary Office Retail	▪ Primary entries on John Carlyle St ▪ Storefront retail entries on Eisenhower, portions of John Carlyle St, open space frontage ▪ Min 60 ft depth on Eisenhower Ave ▪ Min 40 ft depth on John Carlyle St	▪ Office lobby on John Carlyle St ▪ Retail entrances on all the required frontages ▪ 60 ft depth along Eisenhower exclusive of stair ▪ 40 ft depth to be accommodated w/a portion of retail-leasable office lobby	Yes Yes Yes Yes
Parking and/or Service Access Zones	<u>West property line:</u> 2 zones from Hooff's Run Dr at the N and S ends of the street shall be a max of 60' wide and 60' from the perpendicular property line	▪ 3 curb cuts provided ▪ North curb cut approximately 98 ft from perpendicular property line ▪ South curb cut approximately 110 ft from perpendicular property line	**No[3]**

	Block P Design Guidelines/ SUP Conditions	Development Proposal	Consistent
On-street parking	Parallel parking on both sides of John Carlyle St & Hooffs Run Dr	Parallel parking provided on both sides of John Carlyle St; no parking provided on Hooff's Run Dr (need to show parking on west side)	**No**[3]
Parking above grade	West of John Carlyle St: *Below 20 Ft. Street Wall Line:* 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. *Above 20 Ft. Street Wall Line:* Located within area bounded within ▪ 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.	Parking level begins at approx. 20 ft above average finish grade ▪ 33 ft ▪ Approx. 50 ft from centerline of John Carlyle St. ▪ 30 ft ▪ Approx. 14 ft from property line	Yes Yes Yes Yes
Bulk Streetwalls	 John Carlyle St: 20 ft Eisenhower Ave: 60 ft (West of John Carlyle St)	 Approx. 35 ft Approx 18 ft	 **No**[3] **No**[3]
Heights	West of John Carlyle St: 175 ft at north end (Eisenhower Ave) & 200 ft max at the south end	North tower: 148 ft (top of roof) South tower : 183 ft (top of roof)	Yes
Ground floor setbacks	Eisenhower Ave (West of John Carlyle St): 22 to 25 ft from property line John Carlyle St: 14 ft from curb	▪ 33 ft from property line ▪ 22 ft from curb	Yes Yes
Upper floor setbacks	West of John Carlyle St: ▪ 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	▪ Approx. 4 ft setback at approx. 33 ft above AFG ▪ Buildings are 148 ft/183 ft (to top of roof)	**No**[3] Yes

	Block P Design Guidelines/ SUP Conditions	Development Proposal	Consistent
Architectural expression & lines	▪ 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	▪ Expression line provided ▪ Landscape screening provided ▪ Metal louvers & metal screen on John Carlyle St, Eisenhower Ave, Park facades; metal louvers & climbers on Hooffs Run facade	Yes Yes **No**
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 1st parking level: 8.5 ft	Yes
Condition #70A	b. - Applicant is responsible for "temporary" EVE along southern portion of the east & west blocks e.i - Min. interior retail height shall 15 ft clear; e.ii - Min retail depth: 40 ft on John Carlyle St, 60 ft on Eisenhower Ave e.iii - A portion of the retail space shall incorporate venting systems required for food preparation, exhaust vent shafts & grease traps, service corridors/areas 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 g. - Above grade garage on Hooff's Run Dr shall be treated architecturally to be in harmony with the overall building design	▪ 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	Yes for west block Yes Yes Yes Yes Yes
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)	▪ 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 3rd level	Yes

[1]Table 1 primarily reflects compliance items related to the west block of Block P.
[2]The floor area for this building will need to be reduced to comply with the maximum floor area approval for Block P. Subsequent transfers of floor area for the east block will require subsequent SUP or applicable approval.
[3]Proposal approved by the DRB.

ATTACHMENT C

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.