D/DRC Case

1011 Assembly Street, 1000 & 1016 Park Street

City Center Design Development District

TMS: 08916-09-08, 08916-09-09, & 08916-09-10

DESIGN/DEVELOPMENT REVIEW COMMISSION
DESIGN REVIEW DISTRICT
EVALUATION SHEET
Case # 1

ADDRESS: **1011 Assembly Street 1000 Park Street, and 1016 Park Street**

APPLICANT: Park 7 – Paul Levine

TAX MAP REFERENCE: R08916-09-08, 08916-09-09, and R08916-09-10.

USE OF PROPERTY: Private Student Dormitory.

REVIEW DISTRICT: City Center Design/Development District (-DD)

NATURE OF REQUEST: Request for a Certificate of Design Approval for a Private Student Dormitory.

PROJECT SUMMARY:

Background

The applicant is requesting approval for a Private Student Dormitory. This structure will have frontages on Assembly, Pendleton and Park Street. The main lobby entry will be on Assembly while the Pendleton and Park Street frontages will have ground floor retail. Entire to the parking garage will be along Park and Assembly. The request project consists of 318-Unit, 848-Bed, 4385,000 sq. ft. private dormitory with retail on the first floor. The project will be before the BOZA for a special exception on June 10, 2014.

STAFF COMMENTS:

5.3.1 Building Height
Except for areas where existing structures are predominantly single story, the most fundamental guidance for building heights in City Center is that the minimum height for any new building in the district should typically be two stories, even if the building contains only one functional story (e.g., a Single-story, high-ceilinged commercial building). Low profile office buildings, commercial buildings, and residences will not yield the density, urban scale, and character desired for City Center, and should, therefore, be discouraged.

The building will be 12 stores along Assembly Street and 14 stores along Park Street.

5.3.2 Façade Proportion and Rhythm
The facade is literally the exterior of a building that "faces" the street. It is the architectural front of the building and is typically distinguished from other faces by elaboration of architectural or ornamental details. Building facades are

critical to the pedestrian quality of the street. The width and pattern of facade elements can help pedestrians negotiate a street by providing a standard measure of progress. This is true regardless of the overall width of the building; for example, a building can extend for the full length of a block and still have a facade design that divides the building into smaller, pedestrian scale elements. The following guidelines deal with establishing a pedestrian-friendly rhythm in new buildings, while subsequent sections address facade detail. The characteristic proportion (relationship of height to width) of existing facade elements should be respected in relation to new infill development.

Whenever an infill building is proposed that is much "wider" than the existing characteristic facades on the street, the infill facades should be broken down into a series of appropriately proportioned "structural bays" or components typically segmented by a series of columns or masonry piers that frame window, door, and bulkhead components.

The building is designed to have a base, middle, and a simplified top. First floor levels are designed to have articulation of the faced that relates to the pedestrian realm.

5.3.3 Proportion of Openings

Maintain the predominant difference between upper story openings and street level storefront openings (windows and doors). Usually, there is a much greater window area (70 percent) at the storefront level for pedestrians to have a better view of the merchandise displayed behind as opposed to upper stories which have smaller window openings (40 percent). • Whenever an infill building is proposed between two adjacent commercial structures the characteristic rhythm, proportion and spacing of existing door and window openings should be maintained.

Information pertaining to the amount of window areas has not been provided. Window areas along Park and Pendleton appear to be at or exceed 70% however the elevation of Assembly Street appears to be below the 70% area. Upper floors appear to be at or exceed 40%. A detailed summary of the percentage of glazing shall be required. Staff recommends this detail to be differed to staff.

5.3.5 Wall Articulation

Long, blank, unarticulated street wall facades should not be allowed. Facades should instead be divided into a series of structural bays (e.g., masonry piers which frame window and door Design/Development Guidelines 5-4 City of (Columbia, South Carolina Chapter5: Guidelines for Private Development elements). This subdivision of the wall plane establishes a rhythm similar to many existing older buildings found in City Center. Monolithic street wall facades should be "broken" by vertical and horizontal articulation (e.g., sculpted, carved or penetrated wall surfaces defined by recesses and reveals). These features are characterized by: (a) breaks (reveals, recesses) in the surface of the wall itself; (b) placement of window and door openings; or (c) the placement of balconies, awnings, and/or canopies.

Large unbroken facade surfaces should be avoided, especially at the storefront level. This can be achieved in a number of ways including: (a) dividing the facade into a series of display windows with smaller panes of glass; (b) constructing the facade with small human scale materials such as brick or decorative tile along bulkheads; (c) providing traditional recessed entries; (d) careful sizing, placement and overall design of signage; and (e) providing consistent door and window reveals.

The building does not have larger unbroken façade surfaces when adjacent to public rights of ways. The north elevation and elevations facing the parking area owned by the State of South Carolina do have portions that of walls that are less articulated.

5.3.6 Roofs and Upper Stories

Roofs may be flat or sloped. The visible portion of sloped roofs should be sheathed with a roofing material complementary to the architectural style of the building and other surrounding buildings.

• *Cornice lines of new buildings (horizontal rhythm element) should complement buildings on adjacent properties to maintain continuity.*

> The building a varied building height with heights related to various building elements and massing. No formal cornice is proposed.

• *Roof mounted mechanical or utility equipment should 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).*

> Roof top equipment will be screened by screens. Details have not been submitted. Staff recommends these details be deferred to staff at the time of permitting.

5.4 Site Planning

The manner in which a building and its accessory uses are arranged on a site are critical to how the building contributes to the overall quality of the built environment. This section outlines a series of site planning guidelines that will help establish a human scale, pedestrian-friendly quality in City Center.

5.4.1 Setbacks

The horizontal distance between a lot line and the edge of the nearest building on the lot, including porches or any covered projection thereof, excluding steps, is referred to as the "setback." The most densely-developed areas of central cities typically have uniform setbacks, with building edges very near to or abutting the lot line, and thus the right-of-way (ROW) or sidewalk edge. This development pattern conveys a strong urban feeling by creating a sense of containment along the street edge, which, in turn, adds to a feeling of pedestrian security and comfort. Much of the underlying zoning in Columbia City Center establishes a minimum setback of 25 feet while other areas have no specific setback standards. The overlay Design/Development zone will supersede the zoning underneath and establish new setback standards that will be uniform in their application throughout City Center. This will preserve the urban feel of City Center while allowing flexibility in development depending on the context of the block on which a new development is being built.

In order to preserve the scale of the pedestrian environment and continue to foster the urban character of the City Center, the Design/Development District will have no minimum required front yard setback. The maximum setback for any new structure should be the average of the existing setback in the block and adjacent blocks where the project is to be constructed. In situations where the average is not established, the setback will be ten feet.

Although the criteria for setbacks will be the same throughout the City Center Design/Development District, some areas of the district have a more urban commercial character and others maintain a residential character. Each project still should be evaluated in context with its surroundings in order to properly decide whether a minimum or maximum setback should be used so that the overall character of the street is preserved.

> The proposed building setback along Assembly, Park, and Pendleton will range from 0 to 10 feet.

5.4.2 Street Orientation

The way that a structure is oriented to the street plays a big role in establishing the overall feeling of the street. As a general rule, buildings should be oriented so as to engage and maintain pedestrian interest. Following are specific directions on how this can be accomplished.

The proposed structure, as submitted, is located adjacent to the pedestrian realm, has a clearly defined entry, and has a dining and plaza areas that define the public space.

• *Storefronts should be designed to orient to the major street frontage. While side or rear entries may be desirable, the predominant major building entry should be oriented toward the major street,*

The storefront is designed to be oriented towards both Pendleton and Park Streets.

• *The front building facade should be oriented parallel to the street or toward a major plaza or park.*

The building is located parallel to the street.

• *Buildings on corners should include storefront design features for at least 50 percent of the wall area on the side street elevation.*

The applicant has provided full design features on both street facades.

5.5 Open Space in Private Development

City Center's streets, with their street trees and pedestrian amenities, are the district's primary open space. The narrow setbacks are specifically intended to prevent development of the broad landscaped open spaces typical of suburban campus-like settings. Any unbuilt zones along the setback line (i.e., plazas, entrance courts) should be small, intense areas that are placed and designed so that they will be occupied at various times of the day. To invite public use and ensure user security, plazas or other public open spaces should be visible from streets and sidewalks, and should be surrounded by actively programmed building spaces such as shops, restaurants, residential units or offices. The design of plazas and open spaces in private development should conform to the guidelines for public open spaces, and the landscaping guidelines in the following section.

The applicant has provided terraced areas that adjust with the grade of the site from Assembly Street to Park Street.

5.6 Landscaping

The streetscape, which is installed and maintained by the public sector, is the most important landscape element in City Center, as described in Chapter 4. There will, however, be many opportunities for landscaping in conjunction with private development. Goals and methods for landscaping in an urban setting differ from common suburban practices; the following guidelines emphasize those differences, without attempting to cover all principles of sound site design and horticultural practices. These guidelines supplement the guidelines presented in Chapter 4; they do not replace them. In other words, private development projects incorporating the features addressed in Chapter 4 (e.g., parking structures and lots) will have to comply with the Chapter 4 guidelines related to those features.

• *Maintenance resources should be given first consideration when planning the urban landscape. In most situations, ease of maintenance is of paramount importance. Complex designs should never be attempted unless the required maintenance can be assured. Paved surfaces, benches, trash receptacles and other landscape furnishings should be of the highest quality construction and should be compatible in design with the architecture of adjacent development. Site*

preparation and grading should respect traditional urban forms of development. Berms and other suburban land sculpturing techniques are not appropriate in City Center. Plant materials, particularly canopy trees, should be selected from varieties which are well adapted to the local climate and soils, resistant to pests and diseases, long-lived and strong, and free of excessive litter and other maintenance problems. Canopy trees should have an attractive crown structure; ground cover materials should have a tight, weed-resistant growth habit. Every effort should be made to preserve existing trees over four feet in diameter. Where existing trees can be incorporated in new development, appropriate measures should be taken to protect them during construction.

Street trees and other streetscape improvements are planned for all streets in City Center. Where new development is planned for an area not scheduled for installation of streetscape improvements within the succeeding year, the developer may be required to provide them. The City will provide design specifications on request; these specifications (including dimensions, materials, and planting methods) must be followed and will be subject to inspection.

The applicant has provided landscaping to screen services areas, as well as landscaping for the area between the building and the adjacent state owned parking lot. The applicant has chosen to provide a landscape buffer that consists of turf, then shrubs and trees in this area.

4.3.2 Surface Parking

New surface parking lots should be designed to minimize the negative impact of large paved surfaces on the quality of the visual environment. New surface lots should be designed according to the following guidelines:

• *Street trees should be provided along all street frontage and spaced at 35- to 40-foot intervals. Continuous landscape screening (along 100 percent of the street frontage except at entrances and exits) must be provided by an evergreen or deciduous hedge. Street trees should be installed at a minimum size of 2%-inch caliper and should be 14 to 16 feet high.*

The applicant is not proposing any surface parking. All parking will be internal to the parking garage.

• *Hedges should be installed at a minimum height of 24 inches, with a maximum spacing of 30 inches; hedges should be maintained at a height of 36 to 42 inches. Hedges should be installed in a minimum 5-foot wide continuous landscape lone.*

The applicant is not proposing any surface parking. All parking will be internal to the parking garage.

• *Solid masonry walls 30 to 36 inches high can be substituted for hedges to screen parking areas; Materials should match the site's exterior building materials. Where such walls replace hedges, the 5-foot landscape zone should be maintained.*

The applicant is not proposing any surface parking. All parking will be internal to the parking garage.

• *Interior parking lot landscaping should be provided to divide lots into groups of parking spaces and break large expanses of parking. Parking lots should have one landscaped island and one shade tree per twenty parking spaces. The minimal size of an interior landscaped parking island should be 200 square feet. Landscaped islands at least 5 feet in width shall be introduced in all parking areas at intervals not exceeding 100 feet. A minimum of 10 percent of the total area of the lot shall be dedicated to landscaped areas.*

The applicant is not proposing any surface parking. All parking will be internal to the parking garage.

• *When at least 25 percent of all outdoor vehicular pavement area, or at least 50 percent of all outdoor pedestrian pavement area, consists of decorative or permeable pavement, the required average density of trees required in parking lots shall be decreased by 25 percent.*

The applicant is not proposing any surface parking. All parking will be internal to the parking garage

• *The required average density of trees in parking lots shall be decreased by 25 percent when stone, unit masonry, or other decorative curb is provided in lieu of concrete curb.*

The applicant is not proposing any surface parking. All parking will be internal to the parking garage.

4.4 Service and Loading Areas

Service and loading areas should be located to minimize their visibility from public streets. On blocks with multiple sides facing gateway streets, individual determinations of the more visually significant frontages will be required. Refuse *containers and actively-used service and loading areas must be screened from view by the buildings they serve or by solid masonry walls which are designed as an integral part of the building, finished with compatible materials and with a minimum height of six feet. If screening walls are located adjacent to public use areas, they must be buffered from view with a landscaped strip at least eight feet wide. Wherever possible, ground-mounted mechanical equipment should be located within a screened service area. Where this is not feasible, mechanical equipment should be located where it is not visible from streets, sidewalks and adjacent properties. Areas used for occasional service or loading (less than one day per week, or less than one hour per day) may be treated according to the guidelines for surface parking lots.*

Service areas will be located along Park Street and will be behind overhead doors and within the structure.

5.7 The Storefront

5.7.1 Storefront Composition, Accessories, and Details

Entries and Doorways

• *The main entry to a building, leading to a lobby, stair or central corridor, should be emphasized at the street to announce a point of arrival in one or more of the following ways: flanked columns, decorative fixtures or other details ; recessed within a larger arched or cased decorative opening; covered by means of a portico (formal porch) projecting from or set into the building face (refer to zoning guidelines for allowable projections); punctuated by means of a change in roofline, a tower, or a break in the surface of the subject wall.*

The main entry to the building is located along Assembly Street. It is defined by a glass entry with covered canopy ramp and stair element.

• *Buildings situated at the corner of a public street should provide a prominent corner entrance to street level shops or lobby space, in a manner consistent with Main Entries, as described above.*

The building sits at the corner of Park and Pendleton the building has simple architectural features. The main defining element at the corner is the corner window element. The first floor has multiple stores and store entries blend into the storefront window system. Awnings, lighting, and awning tie rods define some of the architectural elements of the storefronts.

• *Commercial storefront entries are typically recessed and/or sheltered by a covered arcade structure, canopy or awning. This provides more area for display space, a sheltered transition area to the interior of the store and emphasizes the entrance. Recessed entries should be retained and are strongly encouraged in new storefront construction, although overly-deep entries (over 5-feet) should be avoided, as they may attract transients.*

The entire building adjacent to the street has been set back creating and semi-private plaza area that modulates the grade changes of the building.

Door and Window Design

• *Doors to retail shops should contain a high percentage of glass in order to view the retail contents.*

The applicant has provided a high percentage of glass at the entry areas.

• *Use of clear glass (at least 88 percent light transmission) on the first floor is recommended.*

The applicant has not provided information as to the clarity of the glass or the percentage of light transmission. This item can be a detail to be deferred to staff at the time of permitting.

• *Storefront windows should be as large as possible and no closer than 18 inches from the ground (bulkhead height). By limiting the bulkhead height, the visibility to the storefront displays and retail interior is maximized. Maximum bulkhead heights for new construction should be 36 inches.*

The storefront is are rather larger, have transoms and minimal solid surfaces.

Awnings and Canopies

Awnings and canopies provide the opportunity to add color and visual relief to buildings as well as serving a functional purpose by protecting windows from intense direct sunlight. The following guidelines describe the qualities that will ensure that awnings and canopies if used contribute positively to City Center's overall design quality.

• *Where the facade is divided into distinct structural bays (sections defined by vertical architectural elements, such as masonry piers), awnings should be placed within the vertical elements rather than overlapping them. The awning design should respond to the scale, proportion and rhythm created by these structural bay elements and "nestle" into the space created by the structural bay.*

The applicant has provided awnings in the correct location and within structural bays.

• *Awnings, if used, should be of a durable, commercial grade fabric/canvas or similar material having a matte finish.*

Awnings have been identified as metal canopies.

• *Awning frames and supports should be of painted or coated metal or other no corroding material.*

This is an item that can be deferred to staff.

• *Glossy or shiny plastic or similar awning material is not recommended.*

The finish of the awning structure is not shiny or plastic.

• *Awning shape should relate to the window or door opening. Barrel shaped awnings should be used to complement arched windows while square awnings should be used on rectangular windows.*

The shape of the proposed awnings compliments the window and door openings.

• *Awnings should have a single color or two-color stripes. Utilizing more colors is permitted but will be considered as sign area.*

The specific color of the canopies has not been indicated.

5.7.2 Exterior Walls/Materials

Awnings should be well-maintained, washed regularly and replaced when faded or torn. Awnings should have a single color or two-color stripes. Utilizing more colors is permitted but will be considered as sign area.

Grillework/Metalwork and Other Details

There are a number of details, often thought of as mundane, that may be incorporated into building design to add a degree of visual richness and interest while meeting functional needs. Such details include the following items:

• *Light fixtures, wall mounted or hung with decorative metal brackets.*

Light fixtures have not been indicated on the building design. This is an item that can be deferred to staff.

• *Metal grillwork, at vent openings or as decorative features at windows, doorways or gates.*

Railings and other common features have been indicated. Specifics have not been provided at this time. This is an item that can be deferred to staff.

Recommended Materials

Storefront materials should be consistent with the materials used on significant (historically correct) adjacent buildings. The following materials are considered appropriate for buildings within City Center. The number of different wall materials used on anyone building should, however, be kept to a minimum (ideally, two or less).

The applicant is proposing

1 CONCRETE SLAB PROJECTION
2 ALUMINUM WINDOW SYSTEM

3 BRICK MASONARY 1
4 BRICK MASONARY 2
5 METAL SCREEN AT GARAGE
6 FIBER CEMENT PANEL
7 METAL CANOPY
8 STOREFRONT WINDOW SYSTEM
9 METAL PANEL
CLEAR GLAZING IN WINDOW WALL SYSTEM

Recommended Materials include:

Building Walls:

- *clear glass, glass block (storefront only)*
- *glass block (transom)*
- *stucco/exterior plaster (smooth trawled)*
- *new or used face-brick*
- *cut stone, rusticated block (cast stone)*
- *clapboard*
- *ceramic tiles (bulkhead)*

Roofs (where visible):

- *standing seam metal roofs*
- *class "A" composition shingles (limited to refurbishment of residential structures)*
- *tile of neutral color*

Discouraged Materials
The following building materials are considered inappropriate in City Center and are discouraged.

Building Walls:

- *imitation masonry (e.g. imitation, rusticated block) of any kind*
- *reflective or opaque glass (at the street level) vinyl , aluminum or other metal siding imitation stone or flagstone parquet*
- *rough sawn or "natural" (unfinished) wood*
- *"pecky" cedar*
- *used brick with no fired face (salvaged from interior walls)*
- *imitation wood siding*
- *coarsely finished "rough-sawn" on rustic materials (e.g. wood*
- *shakes, barn wood, board and batten or T-ll1 siding)*
- *plastic panels*
- *vertical siding*
- *walls painted with bright and/or contrasting colors*
- *Roofs (where visible):*

- *crushed stone*
- *shake*
- *brightly colored tile (orange, blue, etc.)*
- *corrugated fiberglass*

The applicant has not indicated any materials that are discouraged. More specifics regarding the materials should be provided at the time of permitting. This is an item that can be deferred to staff.

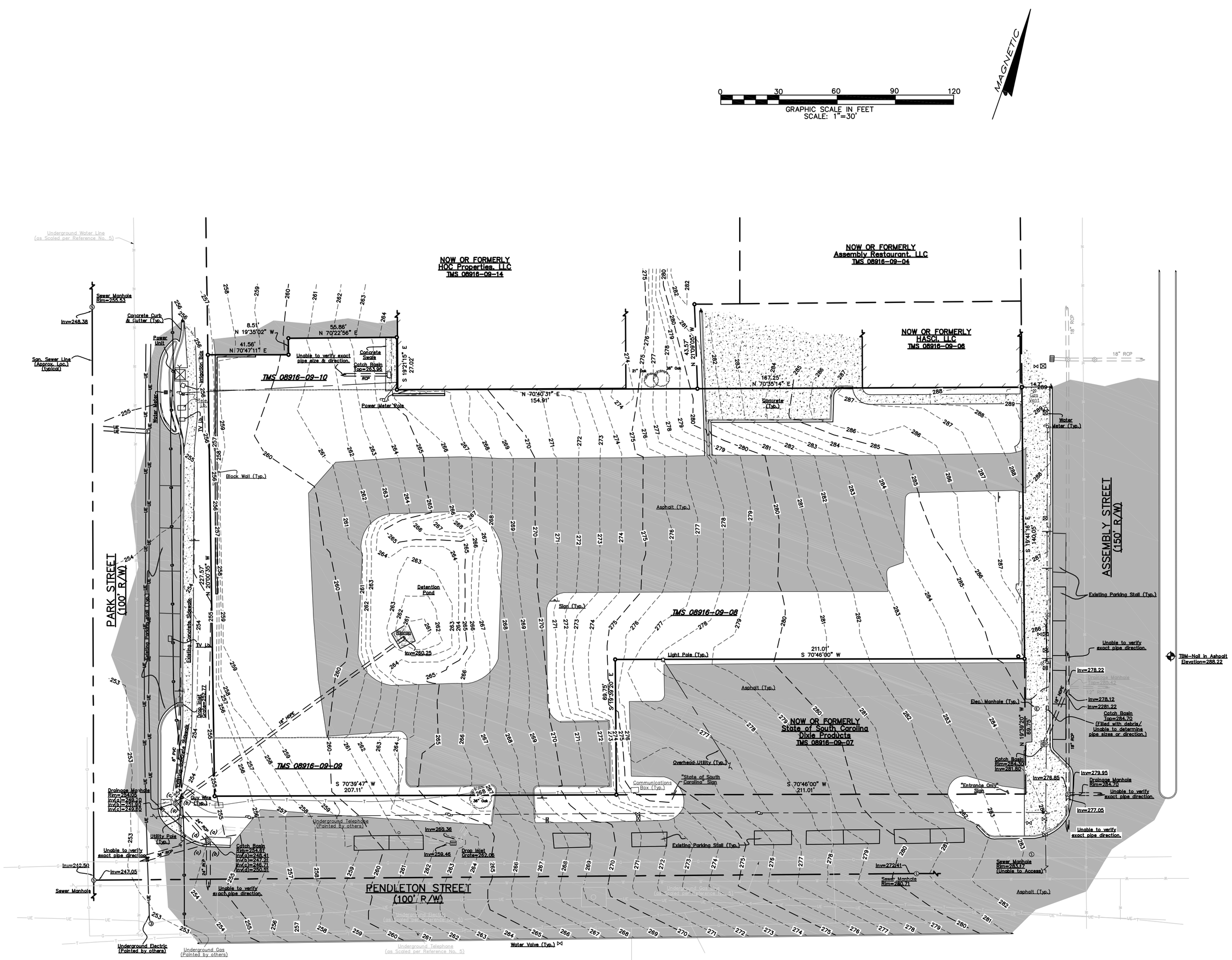
STAFF RECOMMENDATIONS:

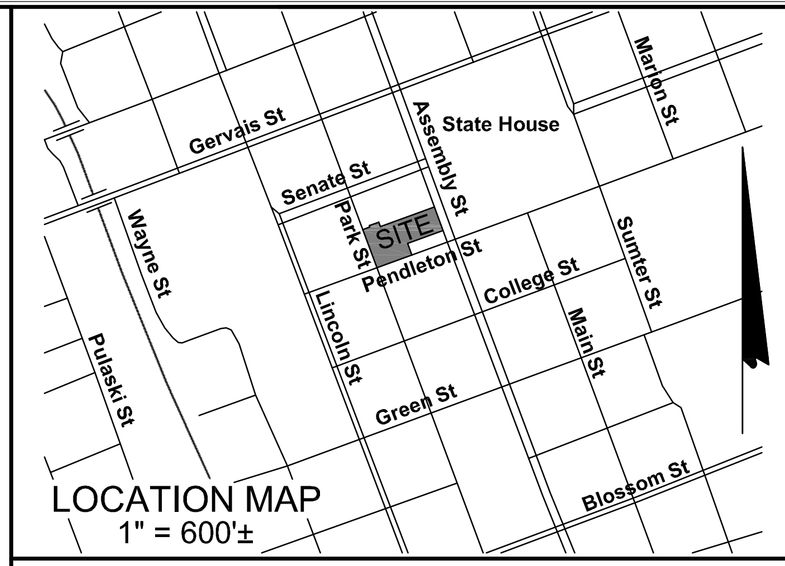
Staff recommends the commission consider granting a certificate of design approval with conditions. A recommended motion is as follows:

Motion:
To: Granting a Certificate of Design Approval for **1011 Assembly Street, 1000 Park Street, and 1016 Park Street** based upon the following items:

The project shall comply with the following conditions:

1. All signage to be approved under a separate Certificate of Design Approval;
2. All details pertaining to streetscape improvements are deferred to staff to provide guidance through various governmental approval processes. All details must be provided to staff prior to the issuance of the Certificate of Design Approval. Streetscape improvements shall coordinate with the Innovista Plan as this area is located within the Innovista Planning area.
3. Street trees within the right-of-way shall be approved by the Forestry Department. Irrigation within the right-of-ways shall be privately maintained;
4. The details for window glazing shall be deferred to staff.
5. Specifications for exterior and interior bike parking shall be deferred to staff. Bike Parking shall comply with Bicycle Parking Guidelines, 2nd Edition (2010), Association of Pedestrian and Bicycle Professionals
6. All drive ways shall be designed to have an approach with a continuous sidewalk. Streetscape designs shall provide priority for pedestrians.
7. Specifics related to building materials shall be deferred to staff.
8. Lighting, Grillwork, railings, canopies and other similar features shall be deferred to staff.
9. Store front windows shall be clear glass. Samples shall be provided to staff. Details to be deferred to staff.
10. Roof top mechanical screening shall be provided at the time of permitting with details to be deferred to staff.
11. The percentage of glazing for the structure shall be substantially compliant with the 70% and 40% requirements. Details to be deferred to staff.
12. All remaining details are deferred to staff.





LOCATION MAP
1" = 600'±

GENERAL NOTES

1) THE PROJECT SITE CONSISTS OF TAX PARCELS 08916–09–08, 08916–09–09 & 08916–09–10.
2) THE TOTAL AREA OF THE PROJECT SITE IS APPROXIMATELY 1.73 ACRES SUBJECT TO SURVEY.
3) THE SUBJECT PROPERTY IS CURRENTLY ZONED C–4 (MIXED USE URBAN DISTRICT) AND IS SUBJECT TO THE CITY CENTER DESIGN/DEVELOPMENT REGULATIONS.
4) TOPOGRAPHIC REFERENCE MARK IS CGS MONUMENT DESIGNATED "O 2", ELEV.=262.37' NGVD 29 DATUM, AS TAKEN FROM NGS DATA SHEET RETRIEVED FROM HTTP://WWW.NGS.NOAA.GOV. THE CONTOUR INTERVAL = ONE (1) FOOT.
5) ALL DIMENSIONS REFERENCED TO THE CURB INCLUDING RADII ARE TO THE FACE OF CURB (PARKING LOT SIDE) UNLESS NOTED AS BACK OF CURB (BOC).

REFERENCES

1) PRESENT PROPERTY LINES; PROJECT AREA "B", COLUMBIA, SO. CAR., ON FILE WITH THE RICHLAND COUNTY ASSESSOR'S OFFICE IN FOLDER 8916.
2) PLAT OF PROPERTY OF MAMIE H. HUGHES & PEARLSTINE H. CAUGHMAN, BY TOMLINSON ENGINEERING COMPANY, DATED JUNE 27, 1941 AND RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS FOR RICHLAND COUNTY IN PLAT BOOK "I", PAGE 173.
3) RICHLAND COUNTY DEED BOOK NO. F.D, PAGE 3.
4) RICHLAND COUNTY DEED BOOK NO. D807, PAGE 680.
5) CITY DRAWINGS: 222–11, 29–128, W830 & SS888 PHIII, AND PROJ. 923–B, FILED AT CITY OF COLUMBIA DEPARTMENT OF UTILITIES AND ENGINEERING OFFICE.
6) A BOUNDARY AND TOPOGRAPHIC MAP PREPARED FOR SH4, BY COX AND DINKINS, INC., DATED NOVEMBER 2, 2005.

EXISTING PAVEMENT LEGEND

EXISTING ASPHALT SURFACE PAVEMENT

EXISTING CONCRETE HARDSCAPE

PROPERTY BOUNDARIES SHOWN ON THIS PLAN WERE TAKEN FROM ARCHIVES AND SURVEY WORK IN VARYING STAGES OF COMPLETION AND IS THEREFORE A COMPILATION. THIS PLAN IS FOR USE IN INITIAL PLAN REVIEW ONLY AND IS NOT INTENDED FOR USE AS A CONSTSRUCTION DOCUMENT OR FOR CONVEYANCE OF TITLE.

COX and DINKINS, INC. HAS ATTEMPTED TO LOCATE UNDERGROUND PIPES & UTILITIES OF WHICH WE HAVE KNOWLEDGE. HOWEVER, THERE ARE SOME UNDERGROUND PIPES LOCATED ON THE PROPERTY WHICH WE CANNOT FIND THE ORIGIN OR TERMINUS OF AT THIS TIME. THERE ALSO MAY EXIST BURIED UNDERGROUND UTILITIES OF WHICH WE HAVE NO KNOWLEDGE OF AND WERE NOT OBSERVED DURING THE SURVEY. IF SUCH INFORMATION IS DEEMED NECESSARY WE SUGGEST THE OWNER CONTRACT WITH AN INDEPENDENT THIRD PARTY UTILITY LOCATER.

The Palmetto Utility Protection Service, Inc.
810 Dutch Square Blvd, Suite 320 Columbia, South Carolina 29210 (803) 939-2117

South Carolina 811 — Call 811 Before you Dig

3 DAYS BEFORE DIGGING IN SOUTH CAROLINA

CALL 811

CONTRACTOR SHALL CONTACT THE UNDERGROUND LOCATORS EVERY 10 DAYS FOR AN UPDATE TO UTILITY LOCATIONS.

COX AND DINKINS
ENGINEERS – SURVEYORS

COX AND DINKINS, INC.
724 BELTLINE BLVD.
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SOUTH CAROLINA REGISTERED PROFESSIONAL ENGINEER No. 12542 ROBERT T. BLACKWELL

5/26/14

LICENSED PROFESSIONAL ENGINEER
NO. 12542

SOUTH CAROLINA CERTIFICATE OF AUTHORIZATION COX AND DINKINS, INC. No. C00294

CERTIFICATE OF AUTHORIZATION SEAL

REVISIONS

No.	DATE	DESCRIPTION
1	5/26/2014	REISSUE ONLY; NO REVISIONS THIS SHEET

PREPARED FOR:

PARK7 GROUP
461 PARK AVENUE S
FLOOR 4
NEW YORK, NY 10016
Tel: (203) 246-7474

PROJECT:

PARK7 GROUP TOWER
ASSEMBLY STREET @ & PENDLETON & PARK STREETS
RICHLAND COUNTY, COLUMBIA, S.C.

EXISTING CONDITIONS PLAN

TMS 08916-09-08 & -09 & -10

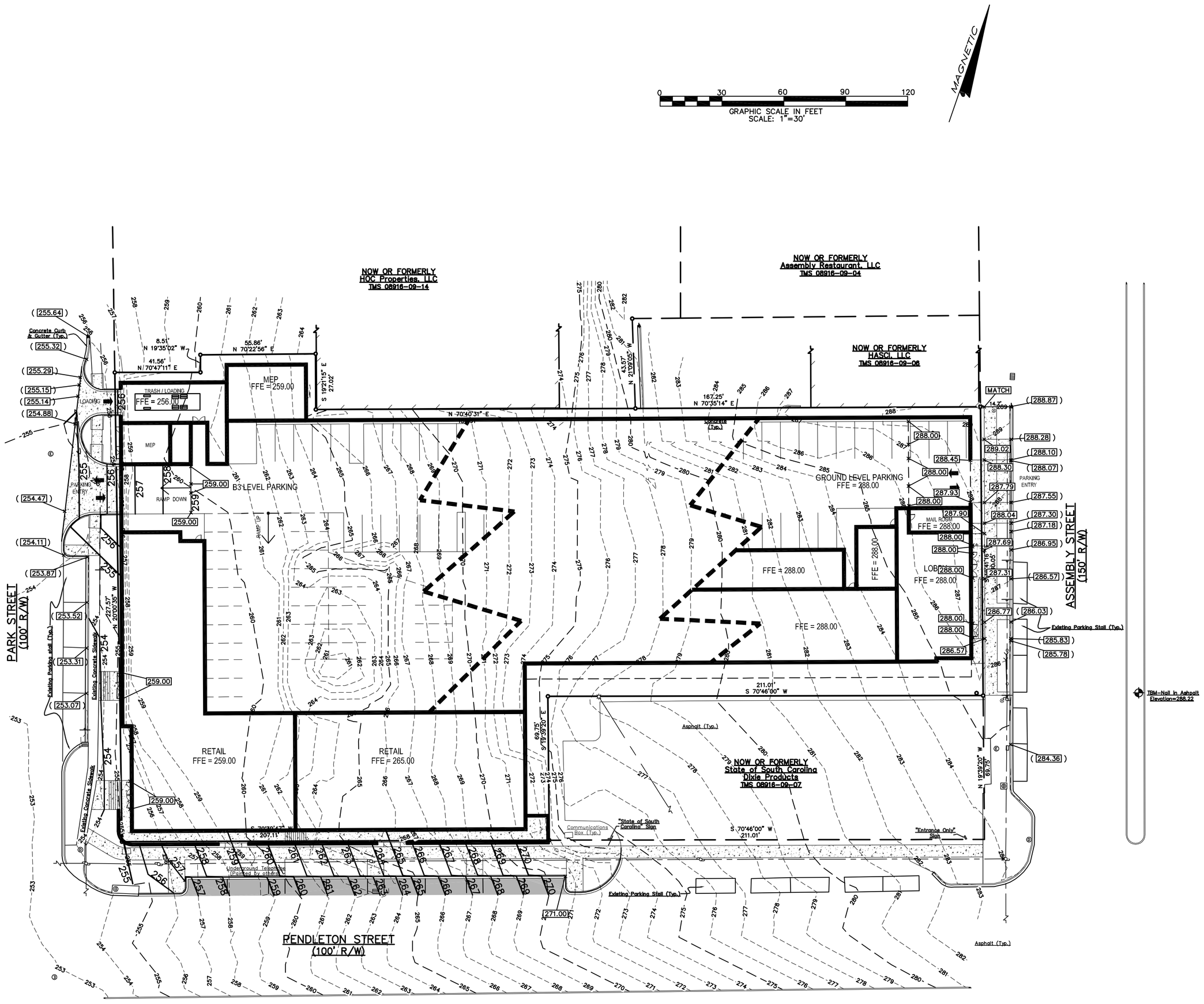
BOOK 14A-28
Q64-1; Z10-76

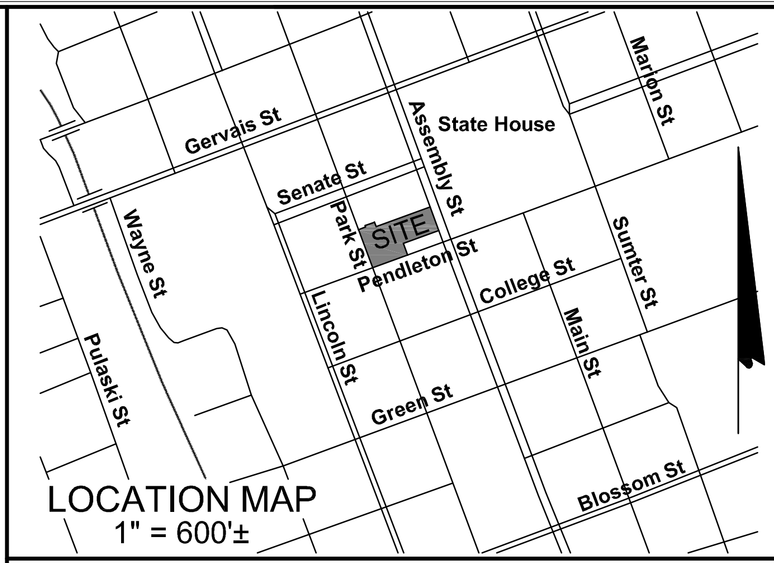
SF NO.
326 2

PROJECT NO.
TBD

DATE
05/07/2014

SHEET NO.
EC1





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4) RICHLAND COUNTY DEED BOOK NO. D807, PAGE 680.
5) CITY DRAWINGS: 222-11, 29-128, W830 & S5888 PHIII, AND PROJ. 923-B, FILED AT CITY OF COLUMBIA DEPARTMENT OF UTILITIES AND ENGINEERING OFFICE.
6) A BOUNDARY AND TOPOGRAPHIC MAP PREPARED FOR SH4, BY COX AND DINKINS, INC., DATED NOVEMBER 2, 2005.

TOPOGRAPHIC LEGEND

286 / 285	EXISTING CONTOURS
(288.87)	EXISTING SPOT ELEVATION
284 / 285	PROPOSED CONTOURS
288.00	PROPOSED SPOT ELEVATION

PROPERTY BOUNDARIES SHOWN ON THIS PLAN WERE TAKEN FROM ARCHIVES AND SURVEY WORK IN VARYING STAGES OF COMPLETION AND IS THEREFORE A COMPILATION. THIS PLAN IS FOR USE IN INITIAL PLAN REVIEW ONLY AND IS NOT INTENDED FOR USE AS A CONSTSRUCTION DOCUMENT OR FOR CONVEYANCE OF TITLE.

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The Palmetto Utility Protection Service, Inc.
630 Dutch Square Blvd, Suite 320 Columbia, South Carolina 29210 (803) 936-1117

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CONTRACTOR SHALL CONTACT THE UNDERGROUND LOCATORS EVERY 10 DAYS FOR AN UPDATE TO UTILITY LOCATIONS.

COX AND DINKINS
ENGINEERS – SURVEYORS
COX AND DINKINS, INC.
724 BELTLINE BLVD.
COLUMBIA, SC 29205
803-254-0518
Fax: 803-765-0993
Email: cdinc@coxanddinkins.com

NOT FOR CONSTRUCTION

LICENSED PROFESSIONAL ENGINEER
NO. 12542

SOUTH CAROLINA
COX AND DINKINS, INC.
No. C00294
CERTIFICATE OF AUTHORIZATION

CERTIFICATE OF AUTHORIZATION SEAL

REVISIONS

No.	DATE	DESCRIPTION
1	5/26/2014	REISSUE ONLY; NO REVISIONS THIS SHEET

PREPARED FOR:

PARK7 GROUP
461 PARK AVENUE S
FLOOR 4
NEW YORK, NY 10016
Tel: (203) 246-7474

PROJECT:
PARK7 GROUP TOWER
ASSEMBLY STREET @ & PENDLETON & PARK STREETS
RICHLAND COUNTY, COLUMBIA, S.C.

DDRC GRADING PLAN

TMS 08916-09-08 & -09 & -10

BOOK 14A-28 Q64-1; Z10-76	SF NO. 326 2
PROJECT NO. TBD	SHEET NO. C3
DATE 05/07/2014	

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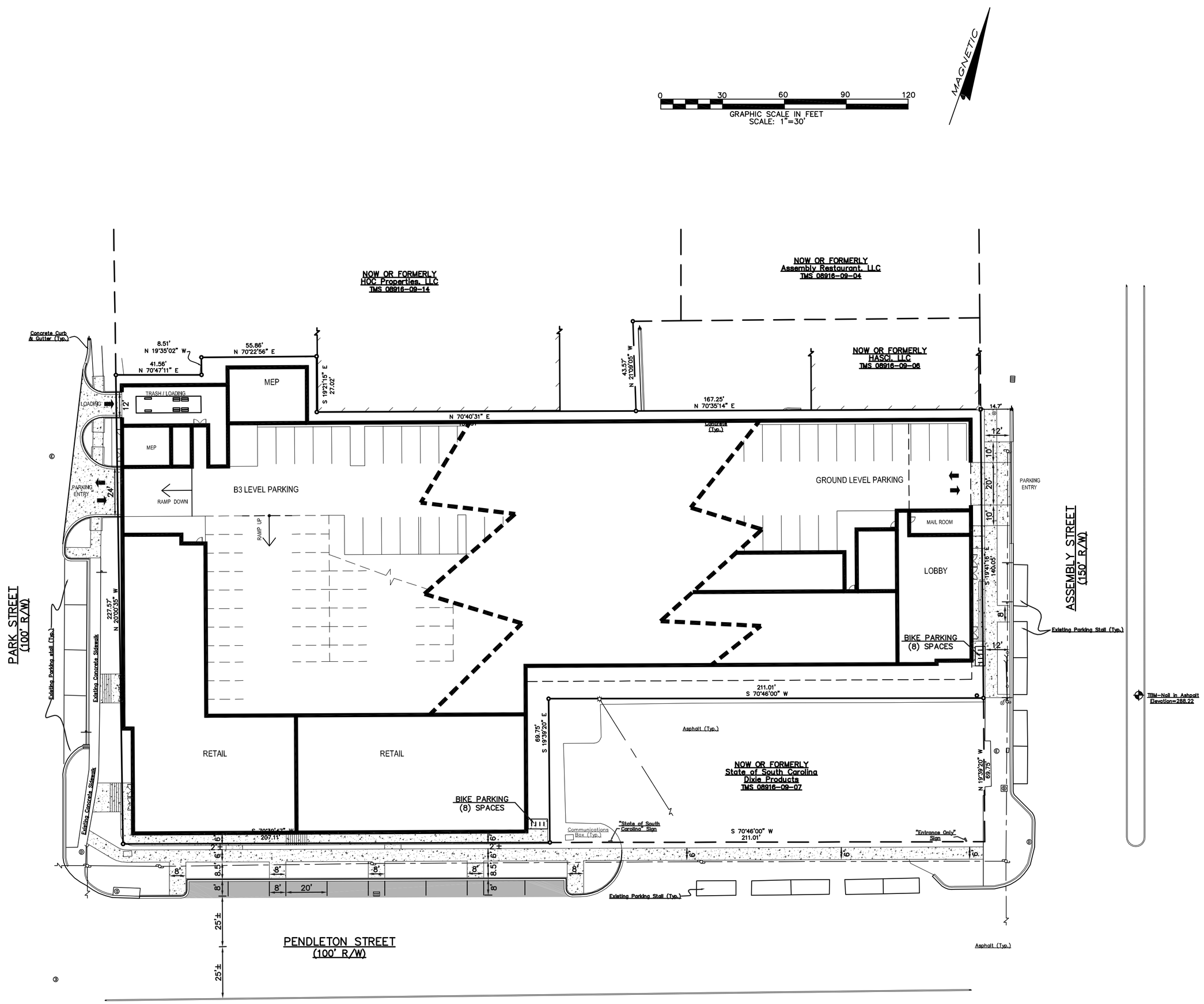

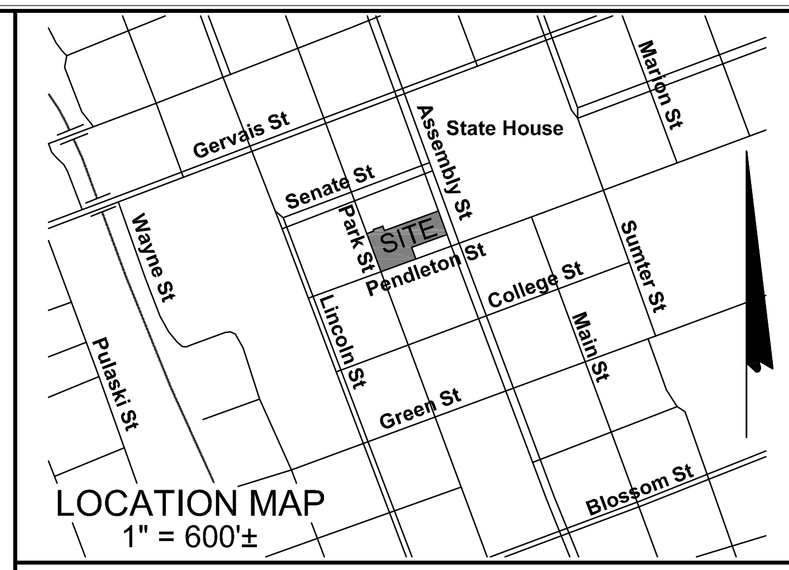

LOCATION MAP
1" = 600'±

GENERAL NOTES

1) THE PROJECT SITE CONSISTS OF TAX PARCELS 08916-09-08, 08916-09-09 & 08916-09-10.
2) THE TOTAL AREA OF THE PROJECT SITE IS APPROXIMATELY 1.73 ACRES SUBJECT TO SURVEY.
3) THE SUBJECT PROPERTY IS CURRENTLY ZONED C-4 (MIXED USE URBAN DISTRICT) AND IS SUBJECT TO THE CITY CENTER DESIGN/DEVELOPMENT REGULATIONS.
4) TOPOGRAPHIC REFERENCE MARK IS CGS MONUMENT DESIGNATED "O 2", ELEV.=262.37' NGVD 29 DATUM, AS TAKEN FROM NGS DATA SHEET RETRIEVED FROM HTTP://WWW.NGS.NOAA.GOV. THE CONTOUR INTERVAL = ONE (1) FOOT.
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PAVEMENT LEGEND

NEW ASPHALT SURFACE PAVEMENT

NEW CONCRETE HARDSCAPE

BUILDING & PARKING SUMMARY

BUILDING SUMMARY (RESIDENTIAL):

(1) BEDROOM	75 UNITS	75 BEDS
(2) BEDROOM	95 UNITS	190 BEDS
(3) BEDROOM	42 UNITS	126 BEDS
(4) BEDROOM	73 UNITS	292 BEDS
(5) BEDROOM	33 UNITS	165 BEDS
TOTAL		848 BEDS

PARKING REQUIREMENTS (RESIDENTIAL):
0.75 SPACES PER BED x 848 BEDS = 636 SPACES
HANDICAP PARKING @ 5% x 636 = 32 SPACES

BUILDING SUMMARY (RETAIL):
14,282 SQUARE FEET

PARKING REQUIREMENTS (RETAIL):
(4) SPACES PER 1,000 SQ FT = 52 SPACES

VEHICLE PARKING SUMMARY (ON-SITE VIA STRUCTURE):
9' x 18' PARKING PROVIDED = 669 SPACES
8' x 16' PARKING PROVIDED = 39 SPACES
TOTAL PARKING PROVIDED = 708 SAPCES

BICYCLE PARKING SUMMARY:
EXTERIOR SPACES PROVIDED = 16 SPACES
COVERED & SECURED SPACES PROVIDED = 196 SPACES
TOTAL BICYCLE PARKING PROVIDED = 212 SAPCES

SEE ARCHITECTURAL PLANS FOR FULL PARKING SUMMARY

PROPERTY BOUNDARIES SHOWN ON THIS PLAN WERE TAKEN FROM ARCHIVES AND SURVEY WORK IN VARYING STAGES OF COMPLETION AND IS THEREFORE A COMPILATION. THIS PLAN IS FOR USE IN INITIAL PLAN REVIEW ONLY AND IS NOT INTENDED FOR USE AS A CONSTSRUCTION DOCUMENT OR FOR CONVEYANCE OF TITLE.

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SOUTH CAROLINA REGISTERED PROFESSIONAL ENGINEER No. 12542 ROBERT T. BLACKWELL
5/26/14
LICENSED PROFESSIONAL ENGINEER NO. 12542

SOUTH CAROLINA COX AND DINKINS, INC. No. C00294 CERTIFICATE OF AUTHORIZATION
CERTIFICATE OF AUTHORIZATION SEAL

REVISIONS

No.	DATE	DESCRIPTION
1	5/26/2014	SHOW EXTERIOR STAIRS, ADD BIKE PARKING SUMMARY, EXTEND PEDESTRIAN SIDEWALK TO ASSEMBLY STREET SIDEWALK

PREPARED FOR:
PARK7 GROUP
461 PARK AVENUE S
FLOOR 4
NEW YORK, NY 10016
Tel: (203) 246-7474

PROJECT:
PARK7 GROUP TOWER
ASSEMBLY STREET @ & PENDLETON & PARK STREETS
RICHLAND COUNTY, COLUMBIA, S.C.

DDRC SITE PLAN

TMS 08916-09-08 & -09 & -10

BOOK 14A-28
Q64-1; Z10-76

SF NO.
326 23

PROJECT NO.
TBD

SHEET NO.
C1

DATE
05/07/2014

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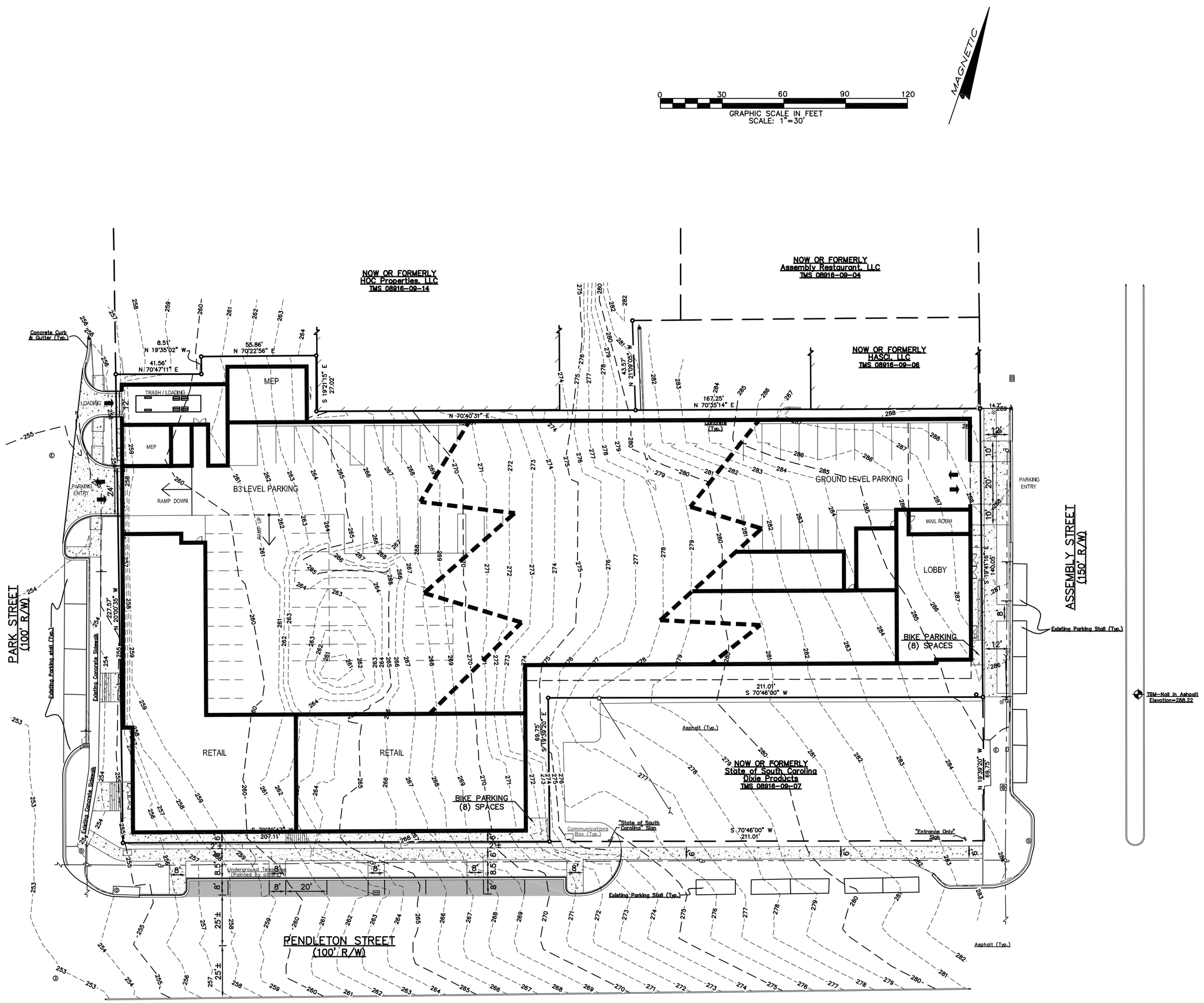

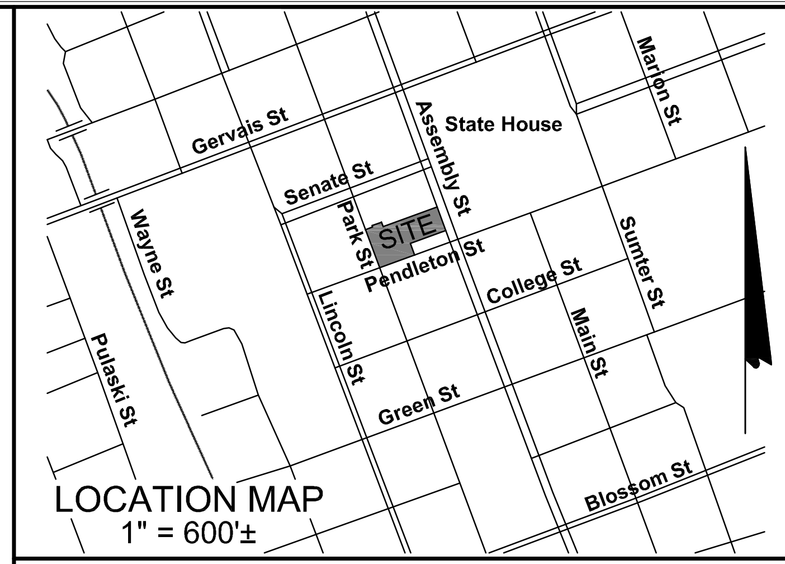

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NEW ASPHALT SURFACE PAVEMENT

NEW CONCRETE HARDSCAPE

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14,282 SQUARE FEET

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CERTIFICATE OF AUTHORIZATION SEAL

REVISIONS

No.	DATE	DESCRIPTION
1	5/26/2014	SHOW EXTERIOR BIKE PARKING; ADD PENDLETON STREET SIDEWALK TO ASSEMBLY STREET

PREPARED FOR:
PARK7 GROUP
461 PARK AVENUE S
FLOOR 4
NEW YORK, NY 10016
Tel: (203) 246-7474

PROJECT:
PARK7 GROUP TOWER
ASSEMBLY STREET @ & PENDLETON & PARK STREETS
RICHLAND COUNTY, COLUMBIA, S.C.
DDRC SITE PLAN

TMS 08916-09-08 & -09 & -10

BOOK 14A-28 Q64-1; Z10-76	SF NO. 326 23
PROJECT NO. TBD	SHEET NO. C2
DATE 05/07/2014	

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LANDSCAPE PLAN NOTES 5.7.2014

PROJECT AREA
1.73 ACRE @ 30 UNITS/ACRE **REQUIRED DENSITY FACTOR: 51.9**

PROTECTED TREES REMOVED (UNITS) 21.3

TREE #	DBH	SPECIES	CONDITION	UNITS
1	36"	OAK	POOR	42.6

NOTE: TREE HAS BEEN CUT FOR OVERHEAD LINES. OVERALL TREE VALUE HAS BEEN REDUCED 50%

EXISTING TREES TO REMAIN (UNITS) 0.0

NONE

TOTAL REQUIRED TREE (UNITS) 73.2

PROPOSED TREES (UNITS) 58.0

QUANTITY	DBH	SPECIES	DFU	UNITS
16	4"	TRIDENT MAPLE	2.0	32.0
1	4"	NATCHEZ CRAPE MYRTLE	2.0	2.0
7	4"	WILLOW OAK	2.0	14.0
4	4"	SHUMARD OAK	2.0	8.0
2	4"	SABAL PALMETTO	1.0	2.0

SUMMARY

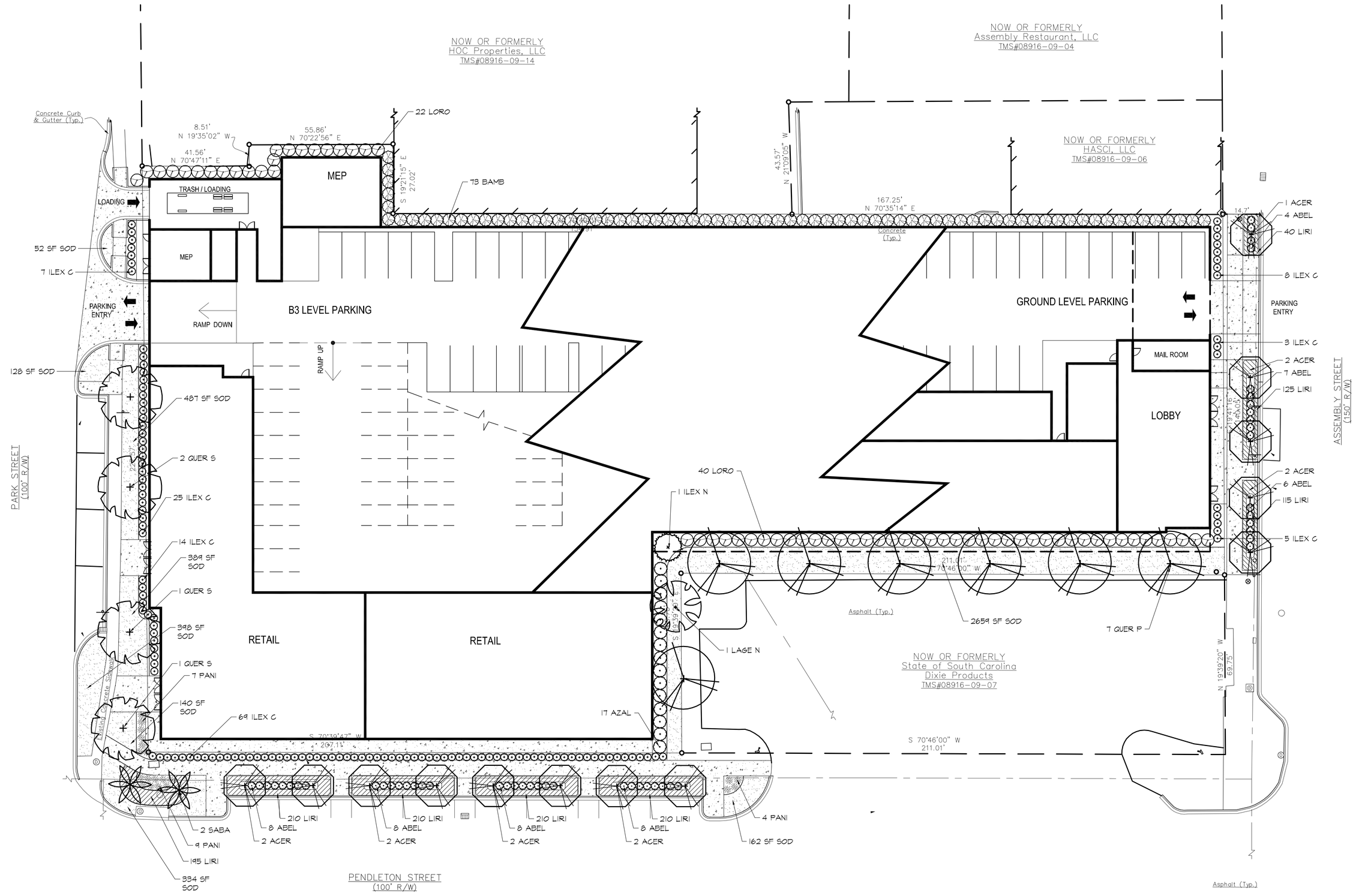
TOTAL REQUIRED TREE (UNITS) **73.2**
TOTAL TREES PROVIDED (UNITS) **58.0**
SITE DEFICIT(UNITS) **-15.2**

TOTAL REQUIRED TREE (UNITS) **15.2**
TOTAL REQUIRED TREES **8**

QUANTITY	DBH	SPECIES	DFU	UNITS
8	4"	N/A	2.0	**16.0**

8 TREES AT $525.00 EA. x 125% ± **$5,250.00**

NOTE: 3 LANDSCAPE CONTRACTORS WERE CONTATCED FOR PRICE OF 4" CALIPER TREE: PONYHILL LANDSCAPING ($600), APPLETREE LANDSCAPING ($450) AND GREEN VIEW LANDSCAPING (NO PRICE GIVEN AT THIS TIME). AN AVERAGE PRICE IS $525.00 AND IS USED FOR THE ABOVE PRICING. THE AVERAGE ($525.00) IS THEN TAKEN AND MULTIPLIED BY 125% IN ACCORDINANCE WITH THE CITY ORDINANCE FOR THE FINAL PRICE



PLANT LIST

ABBR.	BOTANICAL NAME	COMMON NAME	MINIMUM CALIPER	MINIMUM SPREAD	MINIMUM HEIGHT	MINIMUM BALL DIA.	MINIMUM NO. CANES	COMMENTS	QTY.
ACER	ACER BUERGERIANUM	TRIDENT MAPLE	4"	4'-6'	12'-14'	28"	1	MATCHING, SPECIMEN	16
ILEX N	ILEX X 'NELLIE R. STEVENS'	'NELLIE STEVENS' HOLLY		4'-6'	8'	27"	1	MATCHING, SPECIMEN	1
LAGE N	LAGERSTROEMIA 'NATCHEZ'	'NATCHEZ' CRAPEMYRTLE	4 "	6'	10'-12'	24"	3 MIN	MATCHING, SPECIMEN	1
QUER P	QUERCUS PHELLOS	'WILLOW OAK	4"	6'	14'-16	32"	1	MATCHING, SPECIMEN	7
QUER S	QUERCUS SHUMARDII	SHUMARD OAK	4"	6'	14'-16'	32"	1	MATCHING, SPECIMEN	4
SABA	SABAL PALMETTO	PALMETTO			10'-12'		1	SPECIMEN	2
ABEL	ABELIA X 'KALEIDOSCOPE'	'KALEIDOSCOPE' ABELIA		15"	12"	3 GAL.	3-5	PLANT 3' O.C.	49
AZAL	AZALEA INDICA	INDICA AZALEA		24"	24"	3 GAL.	3-5	PLANT 4' O.C.	15
BAMB	BAMBOO GLAUCESCENS	HEDGE BAMBOO		18"	24"	3 GAL.	3-5	PLANT 5' O.C.	73
ILEX C	ILEX CORNUTA 'CARISSA'	CARISSA HOLLY		15"-18"	12"	3 GAL.	3-5	PLANT 3' O.C.	131
LORO	LOROPETALUM CHINENSE	LOROPETALUM		24"	24"	3 GAL.	3-5	PLANT 5' O.C.	64
PANI	PANICUM VIRGATUM	SWITCH GRASS		18"	18"	3 GAL.		PLANT 3' O.C.	20
LIRI	LIRIOPE MUSCARII 'BIG BLUE'	'BIG BLUE' LIRIOPE				PINT		PLANT 12" O.C.	1315
SOD	EREMOCHLOA OPHIUROIDES	CENTIPEDE GRASS						WELL ROOTED	4749 SF

Revisions	
Date	

PARK 7 GROUP TOWER
Planting Plan

GRIMBALL & ASSOCIATES COTTERILL
LANDSCAPE ARCHITECTS & LAND PLANNERS
600 BELTLINE BOULEVARD COLUMBIA, SC 29205 (803)738-9525

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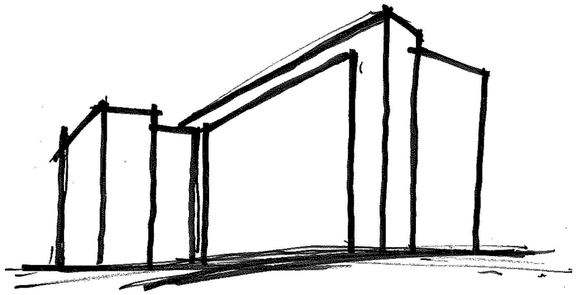
GRAPHIC SCALE 1" = 20'-0"
0' 10' 20' 40' 60'

PRELIMINARY
NOT FOR CONSTRUCTION

Drawn by:	SKC
Checked by:	MDG
Date:	5/7/14
Drawing No.	L-1
Sheet No.	

May 07, 2014 - 3:39pm \\Palmetto\grimcott\Active Projects on Maple\N-S Projects\SC Tower\CD BASE.dwg



UNIVERSITY SC TOWER

05.27.2014

HUMPHREYS & PARTNERS URBAN ARCHITECTURE

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SAN RAMON • SCOTTSDALE • EDMONTON • TORONTO • CHENNAI • DUBAI • HANOI • MONTEVIDEO

N

ARCHITECTURE SITE PLAN

TABULATIONS

SITE AREA:	74,885 SF	1.72 ACRES	
BUILDING FOOTPRINT:	65,911 SF		
DENSITY:	88.0 %		

UNIT TABULATIONS

	318	UNITS	100 %	1101,2 SF AVE	
UNIT S 1BD	38	UNITS	11.9%		23.6%
UNIT A 1BD	37	UNITS	11.6%		
UNIT B 2BD	95	UNITS	29.9%		
UNIT C 3BD	42	UNITS	13.2%		
UNIT D 4BD	73	UNITS	23.0%		
UNIT E 5BD	33	UNITS	10.4%		
	848	BEDS			

PARKING

RESIDENTIAL PARKING REQUIRED:	636 SPACES	0.75 PER BED
RETAIL PARKING REQUIRED:	52 SPACES	4 PER 1000 SF
TOTAL PARKING REQUIRED:	688 SPACES	
9'X18' PARKING PROVIDED	669 SPACES	
8X16' PARKING PROVIDED	39 SPACES	
TOTAL PARKING PROVIDED:	708 SPACES	
BICYCLE PARKING REQUIRED :	212 SPACES	
BICYCLE PARKING PROVIDED:	212 SPACES	

TOTAL BUILDING AREA

GROSS RESIDENTIAL AREA:	401,951 SF	NRSF: 350,168 SF EFF: 87.12%
LOBBY:	2,573 SF	
AMENITIES:	15841 SF	
RETAIL:	14,282 SF	
TOTAL BUILDING AREA:	434,647 SF	

PARKING AND SERVICES:

PARKING	219,732 SF	310.4 SF PER SPACE
MEP	11,375 SF	
STORAGE:	32,675 SF	
TRASH&LOADING	1,102 SF	
TOTAL PARKING AND SERVICES:	264,884 SF	

UNIVERSITY SC TOWER

COLUMBIA, S.C

05.27.2014

PARK 7

HPA#14155

HUMPHREYS & PARTNERS URBAN ARCHITECTURE
5339 Alpha Road, Suite 300 Dallas, TX 75240 T:(972) 701-9636 F:(972) 701-9639
www.humphreys.com marketing@humphreys.com
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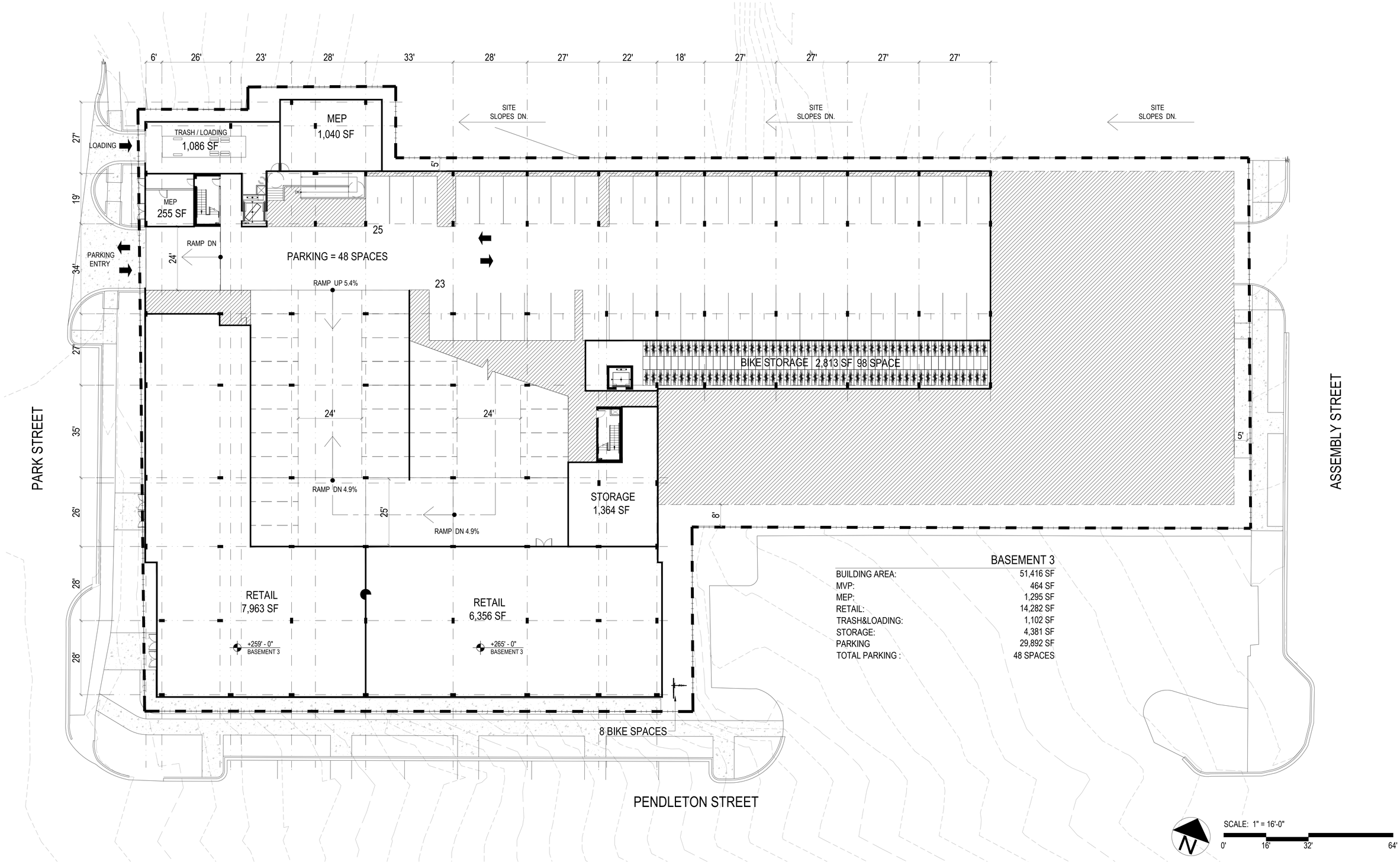

BASEMENT 3

BUILDING AREA:	51,416 SF
MVP:	464 SF
MEP:	1,295 SF
RETAIL:	14,282 SF
TRASH&LOADING:	1,102 SF
STORAGE:	4,381 SF
PARKING	29,892 SF
TOTAL PARKING :	48 SPACES

UNIVERSITY SC TOWER

COLUMBIA, S.C

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PARK 7

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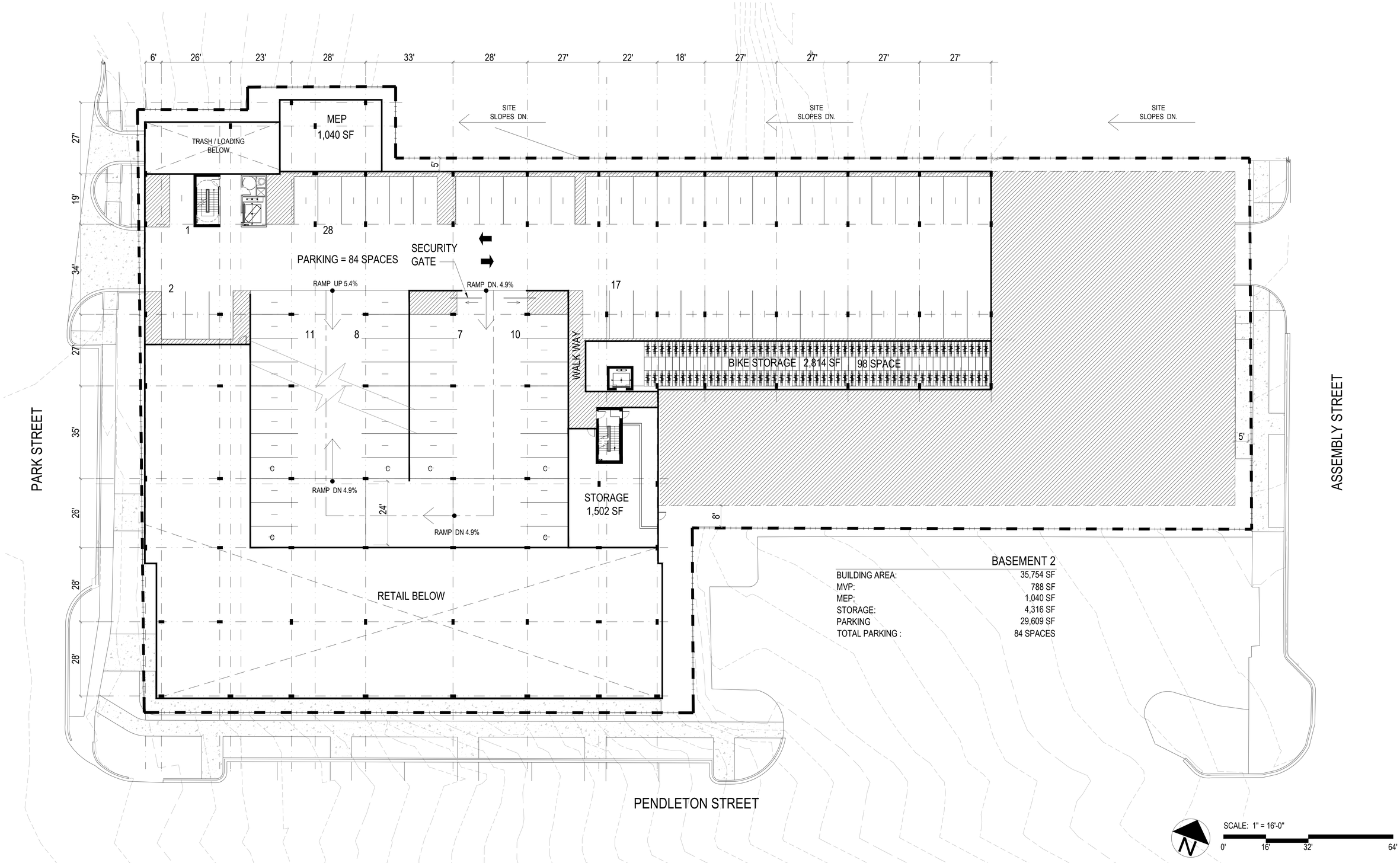

BASEMENT 2

BUILDING AREA:	35,754 SF
MVP:	788 SF
MEP:	1,040 SF
STORAGE:	4,316 SF
PARKING	29,609 SF
TOTAL PARKING :	84 SPACES

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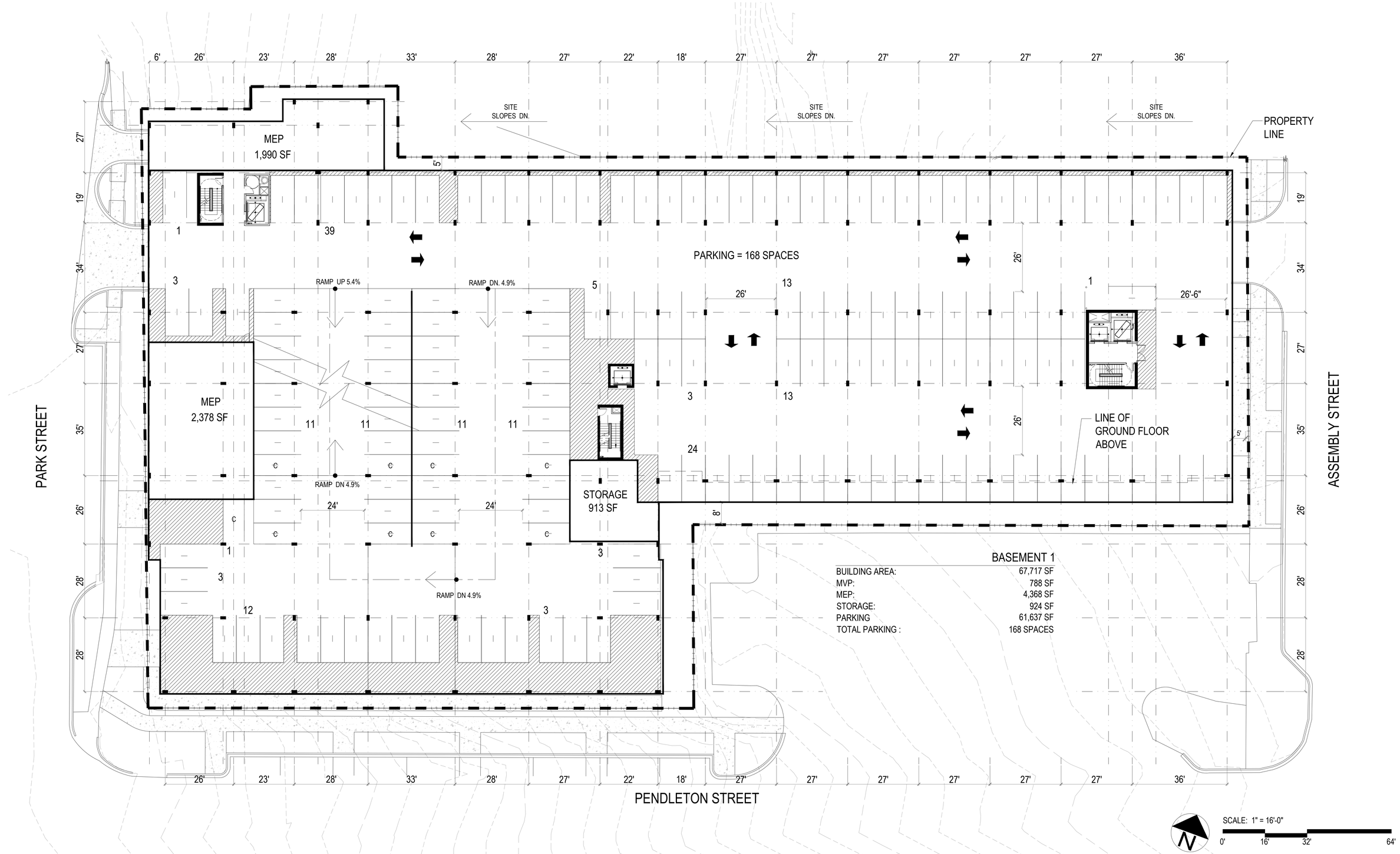

BASEMENT 1

BUILDING AREA:	67,717 SF
MVP:	788 SF
MEP:	4,368 SF
STORAGE:	924 SF
PARKING	61,637 SF
TOTAL PARKING :	168 SPACES

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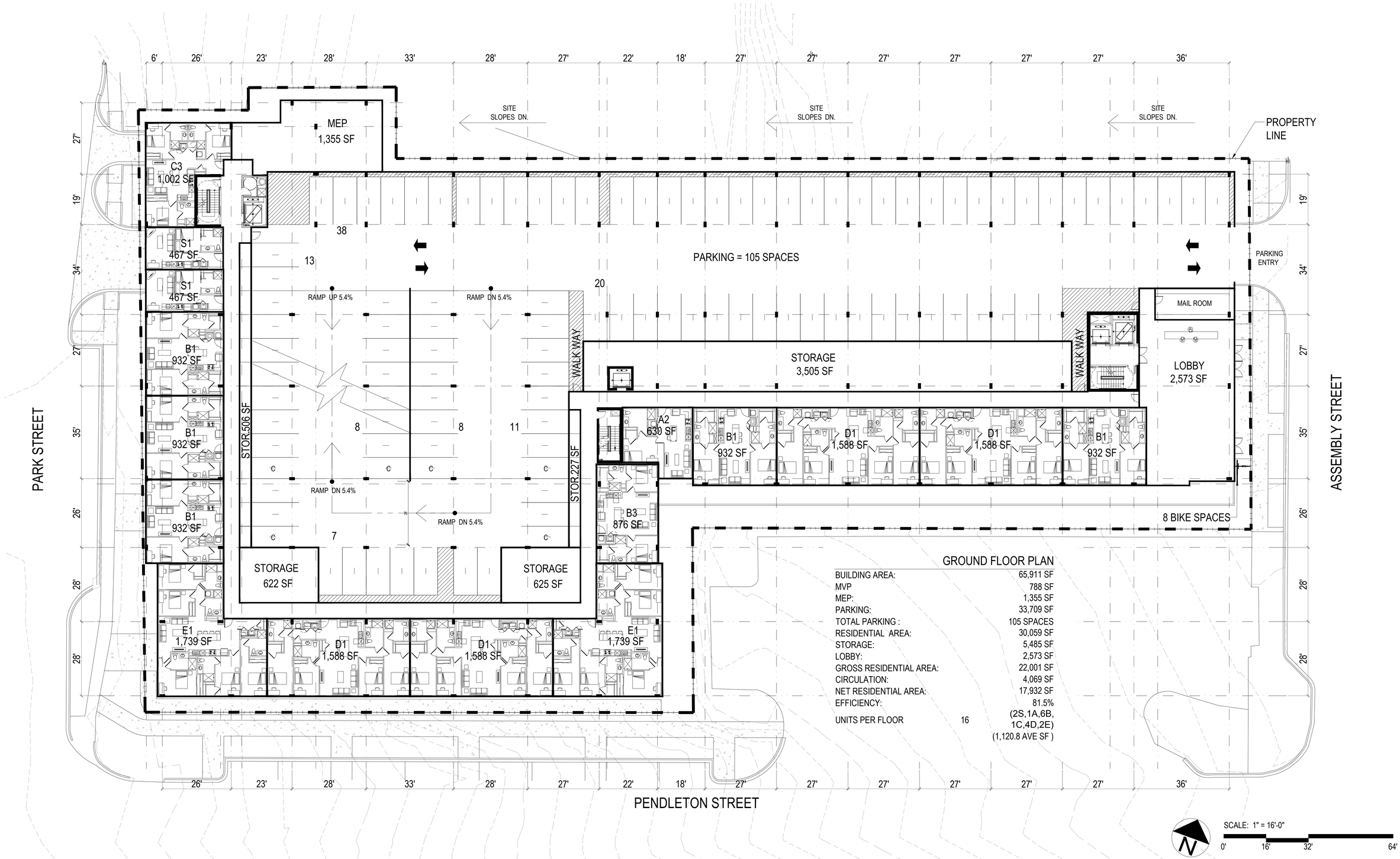

GROUND FLOOR PLAN

BUILDING AREA:		65,911 SF
MVP		788 SF
MEP:		1,355 SF
PARKING:		33,709 SF
TOTAL PARKING :		105 SPACES
RESIDENTIAL AREA:		30,059 SF
STORAGE:		5,485 SF
LOBBY:		2,573 SF
GROSS RESIDENTIAL AREA:		22,001 SF
CIRCULATION:		4,069 SF
NET RESIDENTIAL AREA:		17,932 SF
EFFICIENCY:		81.5%
UNITS PER FLOOR	16	(2S,1A,6B, 1C,4D,2E) (1,120.8 AVE SF)

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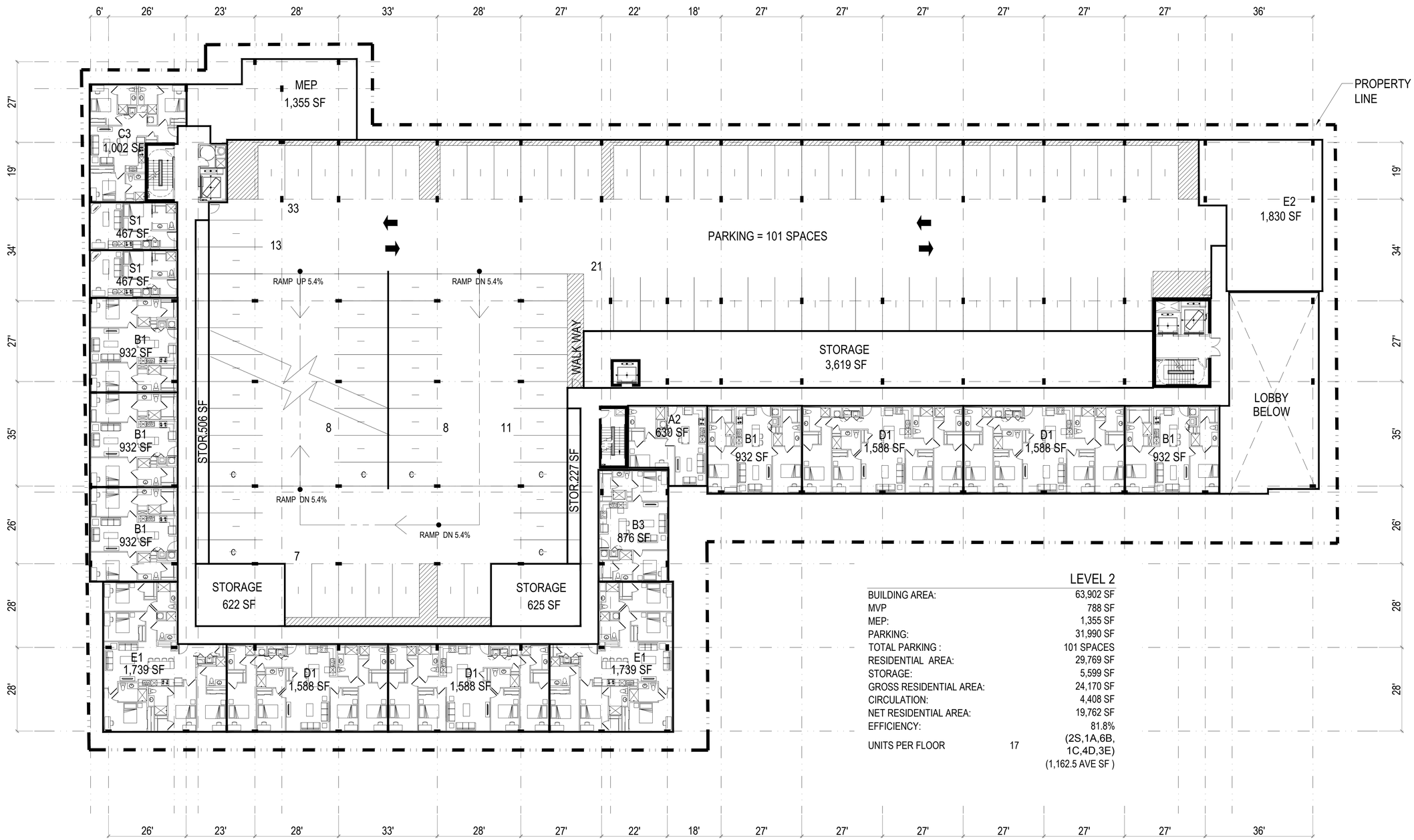

LEVEL 2		
BUILDING AREA:		63,902 SF
MVP		788 SF
MEP:		1,355 SF
PARKING:		31,990 SF
TOTAL PARKING :		101 SPACES
RESIDENTIAL AREA:		29,769 SF
STORAGE:		5,599 SF
GROSS RESIDENTIAL AREA:		24,170 SF
CIRCULATION:		4,408 SF
NET RESIDENTIAL AREA:		19,762 SF
EFFICIENCY:		81.8%
UNITS PER FLOOR	17	(2S,1A,6B, 1C,4D,3E) (1,162.5 AVE SF)

SCALE: 1" = 16'-0"

0' 16' 32' 64'

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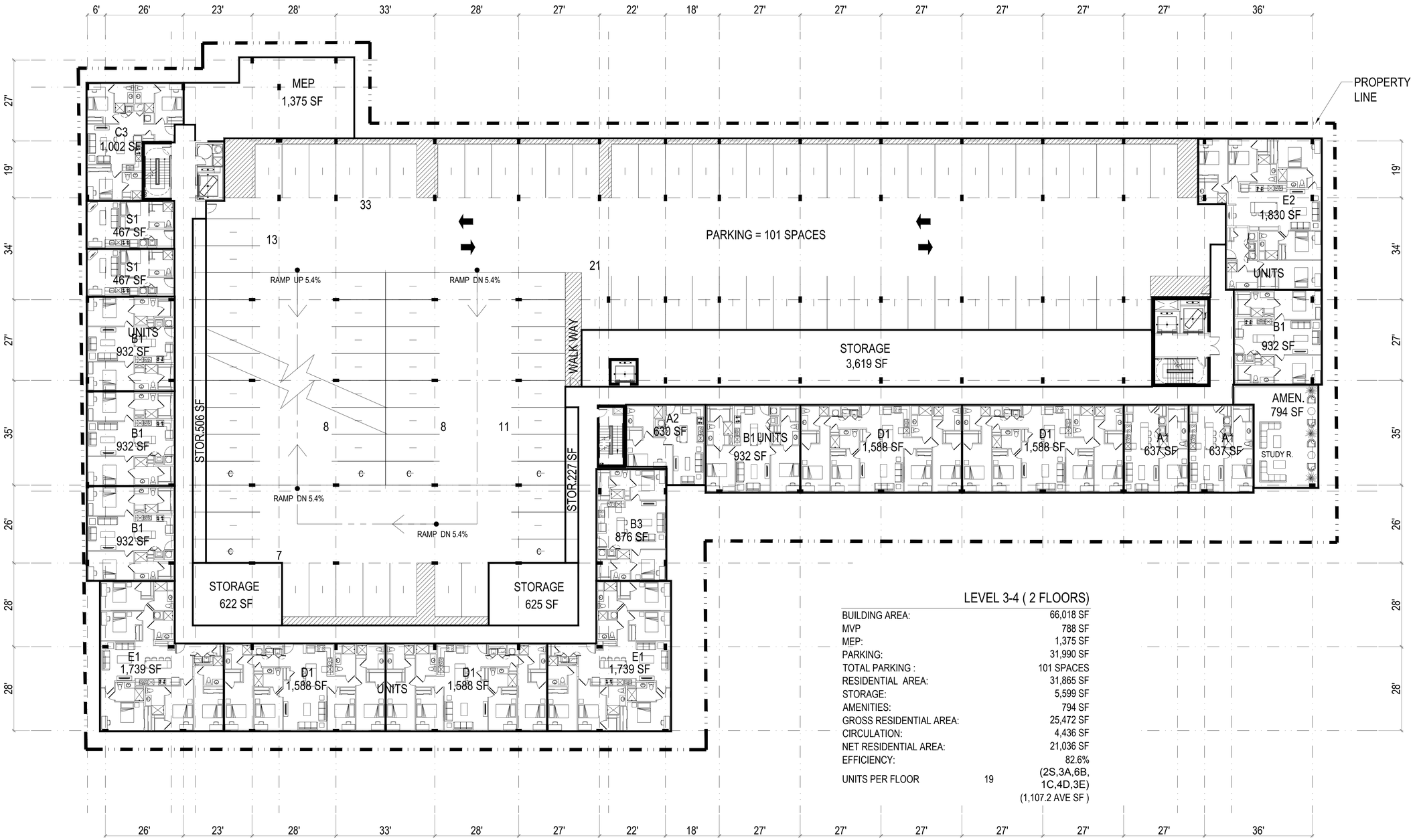

LEVEL 3-4 (2 FLOORS)

BUILDING AREA:		66,018 SF
MVP		788 SF
MEP:		1,375 SF
PARKING:		31,990 SF
TOTAL PARKING :		101 SPACES
RESIDENTIAL AREA:		31,865 SF
STORAGE:		5,599 SF
AMENITIES:		794 SF
GROSS RESIDENTIAL AREA:		25,472 SF
CIRCULATION:		4,436 SF
NET RESIDENTIAL AREA:		21,036 SF
EFFICIENCY:		82.6%
UNITS PER FLOOR	19	(2S,3A,6B, 1C,4D,3E) (1,107.2 AVE SF)

SCALE: 1" = 16'-0"

0' 16' 32' 64'

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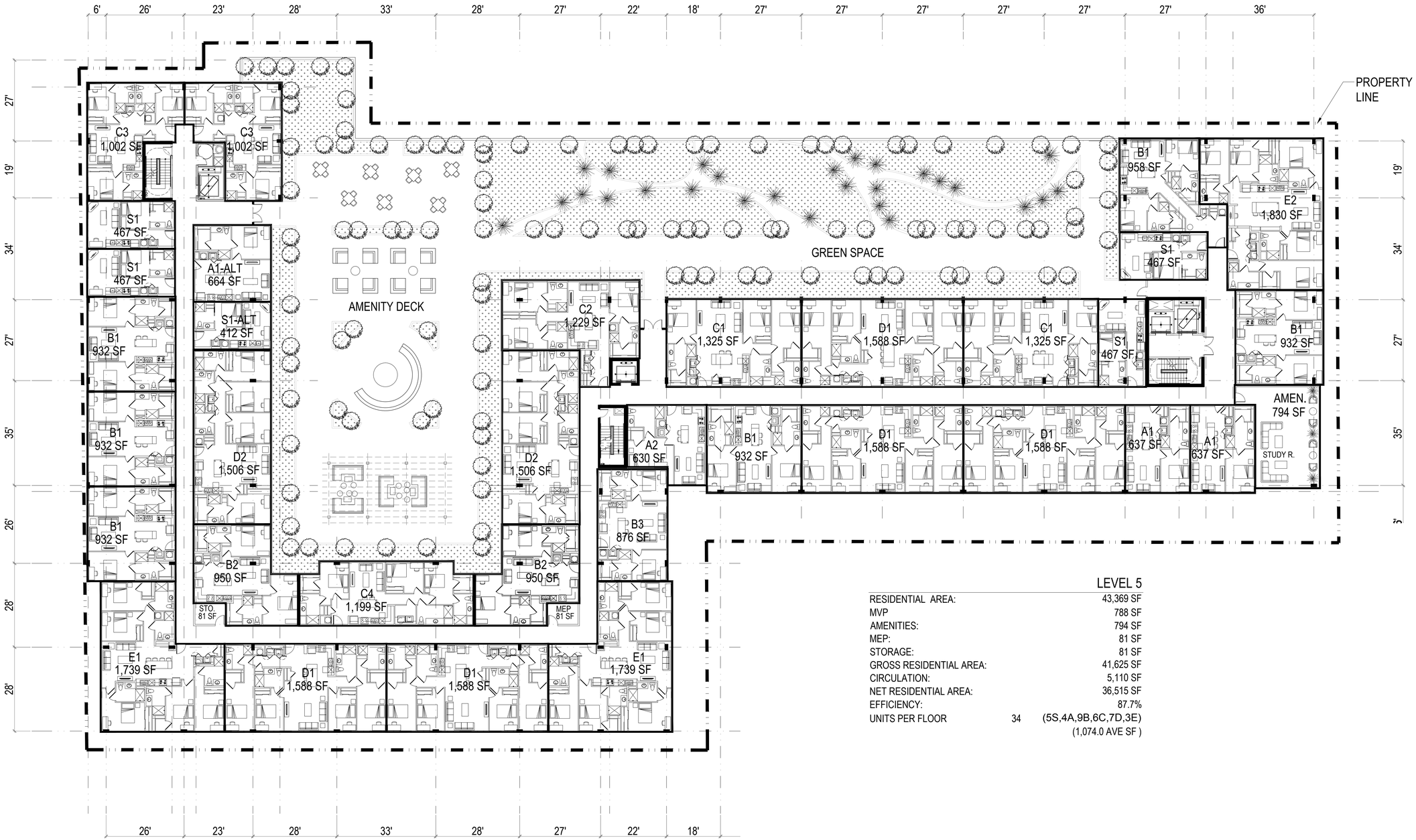

LEVEL 5		
RESIDENTIAL AREA:		43,369 SF
MVP		788 SF
AMENITIES:		794 SF
MEP:		81 SF
STORAGE:		81 SF
GROSS RESIDENTIAL AREA:		41,625 SF
CIRCULATION:		5,110 SF
NET RESIDENTIAL AREA:		36,515 SF
EFFICIENCY:		87.7%
UNITS PER FLOOR	34	(5S,4A,9B,6C,7D,3E)
		(1,074.0 AVE SF)

SCALE: 1" = 16'-0"

0' 16' 32' 64'

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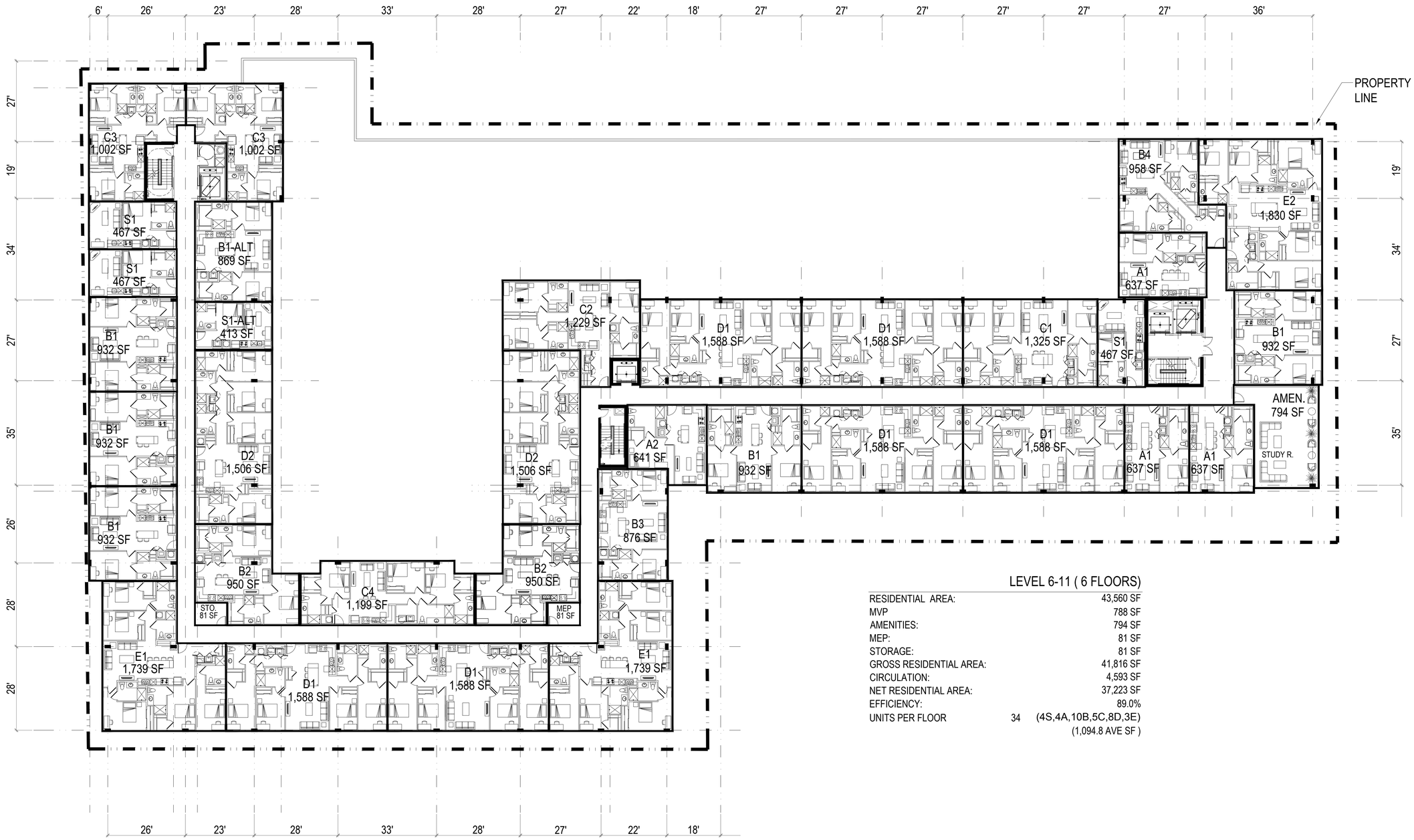

LEVEL 6-11 (6 FLOORS)

RESIDENTIAL AREA:		43,560 SF
MVP		788 SF
AMENITIES:		794 SF
MEP:		81 SF
STORAGE:		81 SF
GROSS RESIDENTIAL AREA:		41,816 SF
CIRCULATION:		4,593 SF
NET RESIDENTIAL AREA:		37,223 SF
EFFICIENCY:		89.0%
UNITS PER FLOOR	34	(4S,4A,10B,5C,8D,3E)
		(1,094.8 AVE SF)

SCALE: 1" = 16'-0"

0' 16' 32' 64'

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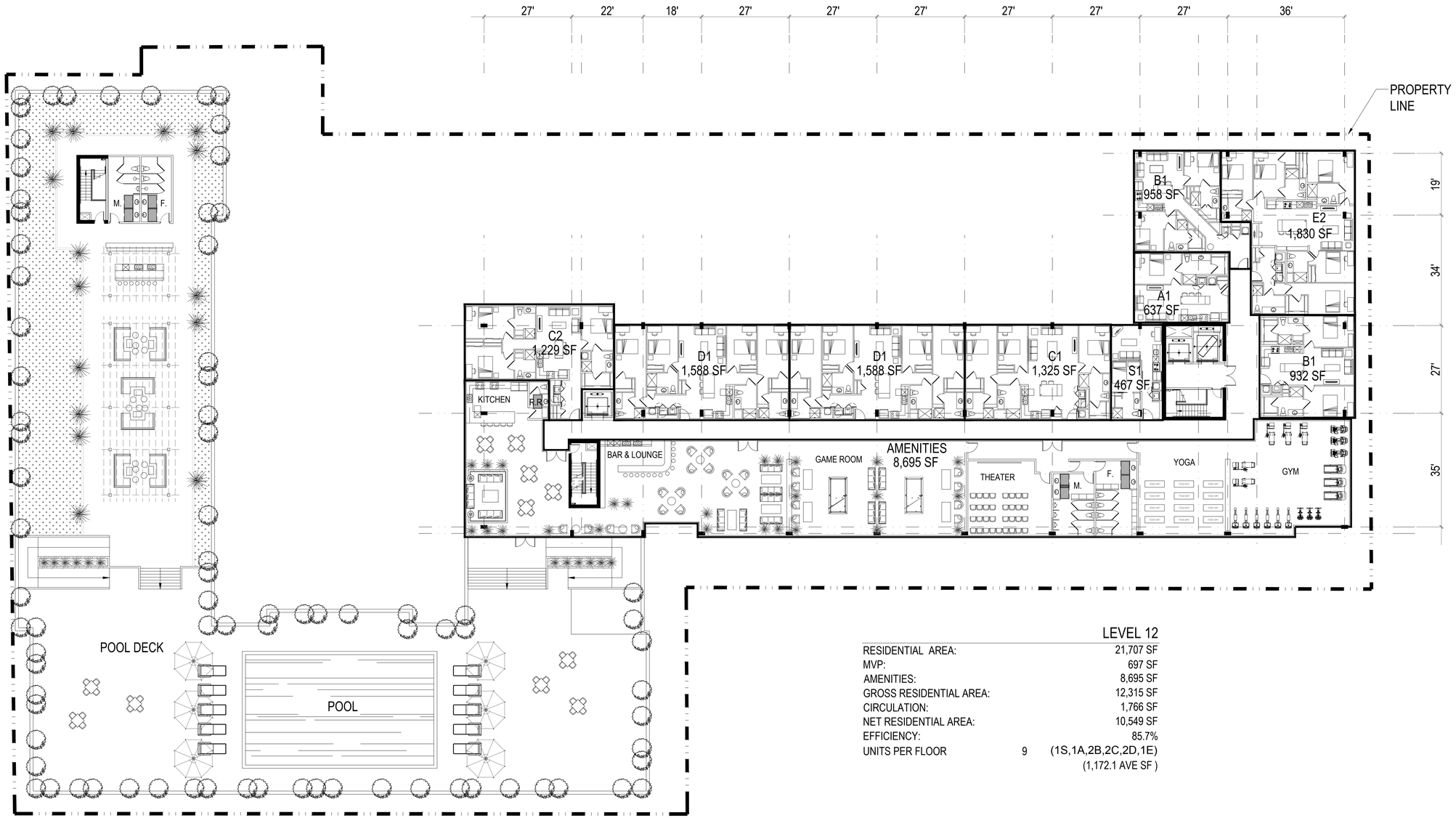

LEVEL 12

RESIDENTIAL AREA:		21,707 SF
MVP:		697 SF
AMENITIES:		8,695 SF
GROSS RESIDENTIAL AREA:		12,315 SF
CIRCULATION:		1,766 SF
NET RESIDENTIAL AREA:		10,549 SF
EFFICIENCY:		85.7%
UNITS PER FLOOR	9	(1S,1A,2B,2C,2D,1E)
		(1,172.1 AVE SF)

SCALE: 1" = 16'-0"

0' 16' 32' 64'

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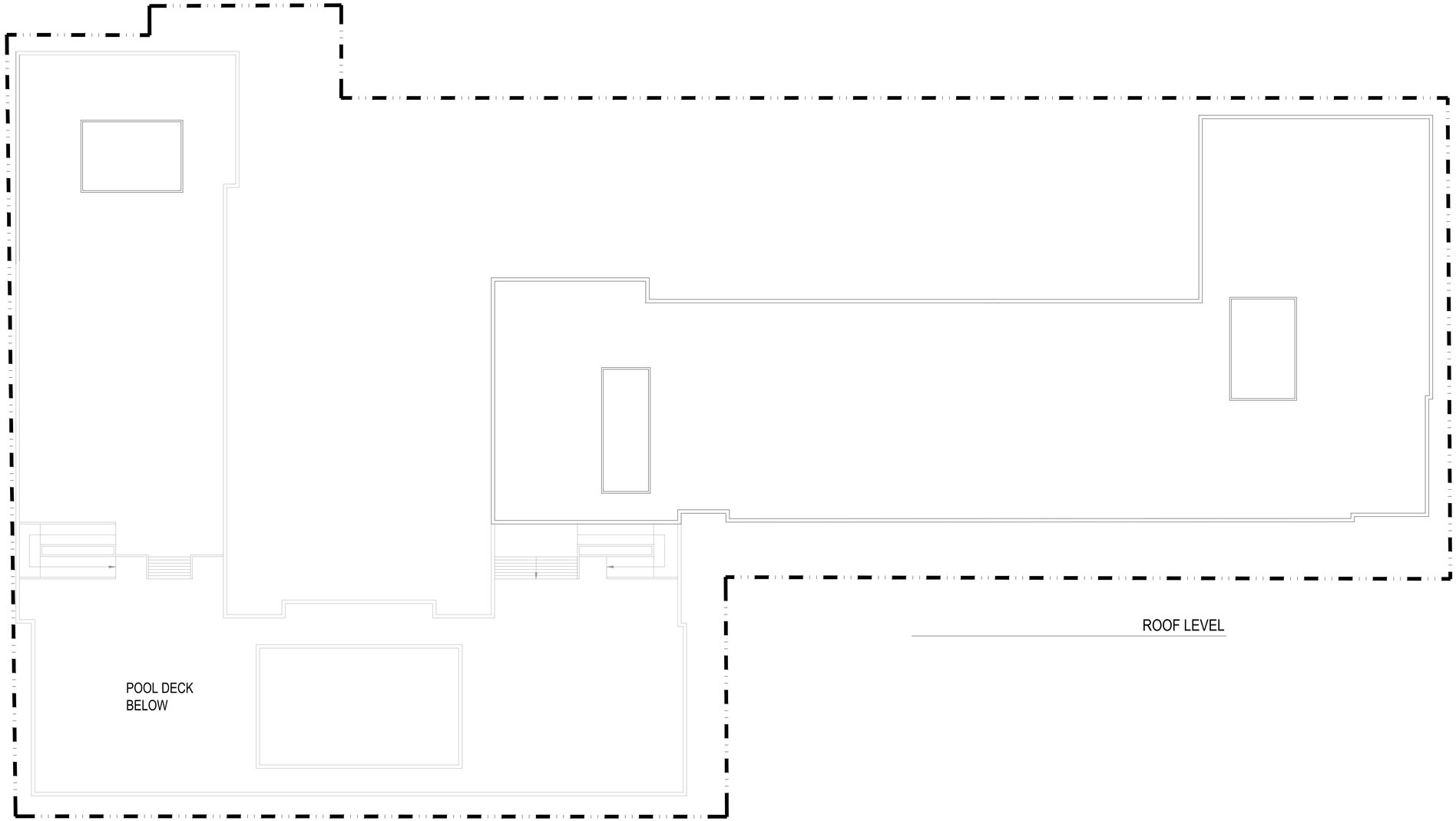

SCALE: 1" = 16'-0"

0' 16' 32' 64'

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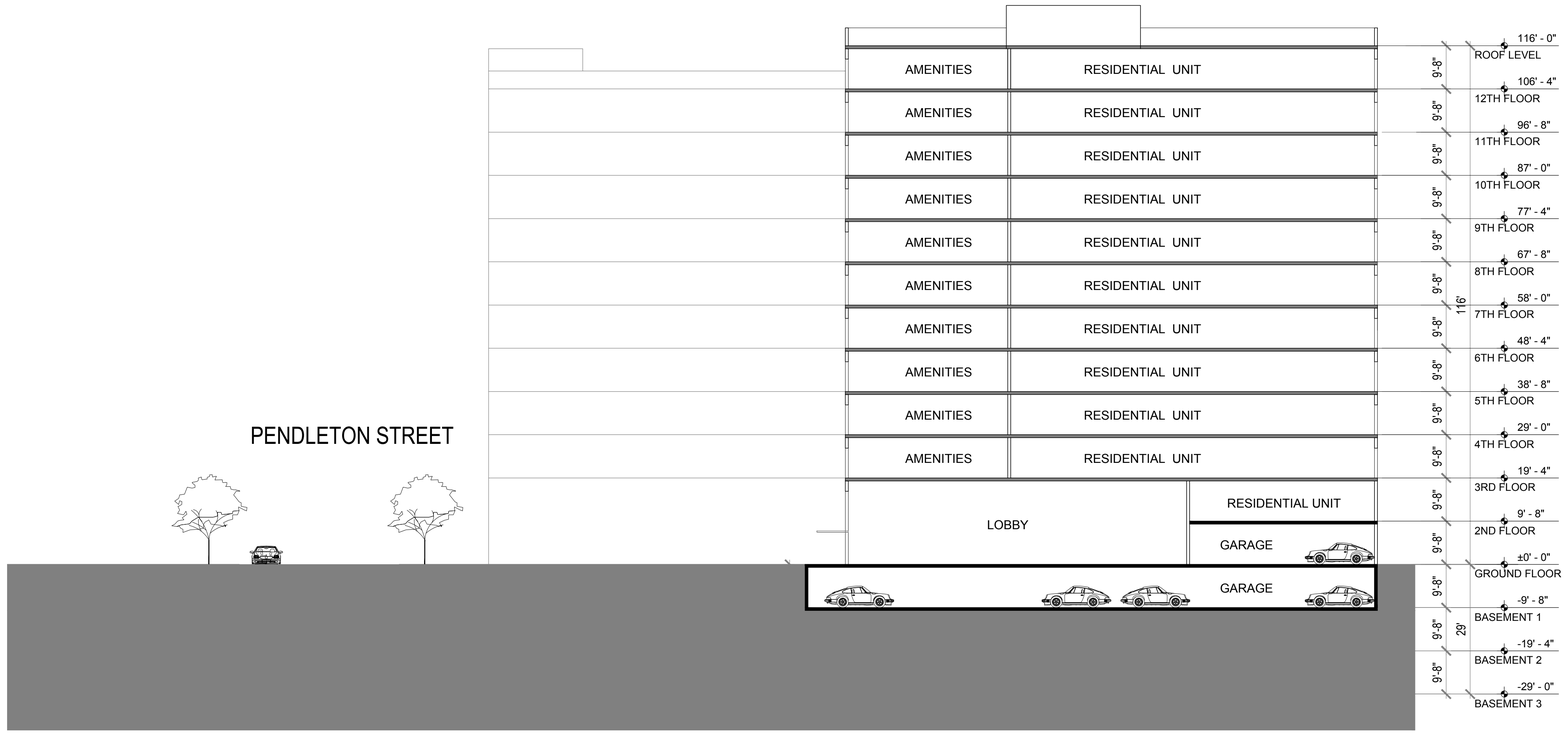

SECTION 1

SCALE: 1" = 16'-0"

0' 16' 32' 64'

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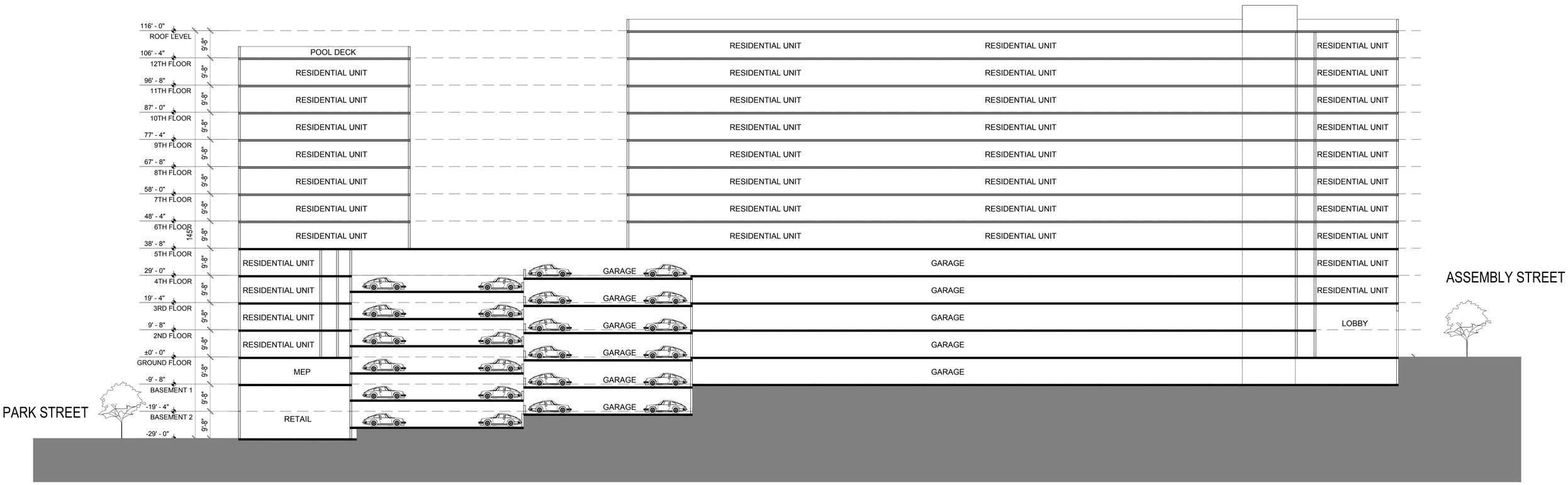

SECTION 2

SCALE: 1" = 16'-0"

0' 16' 32' 64'

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PERSPECTIVE

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SOUTH ELEVATION

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NORTH ELEVATION

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EAST ELEVATION

WEST ELEVATION

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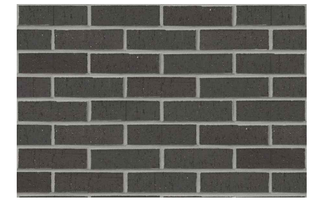
1. CONCRETE SLAB PROJECTION
2. ALUMINUM WINDOW SYSTEM
3. BRICK MASONARY 1
4. BRICK MASONARY 2
5. METAL SCREEN AT GARAGE
6. FIBER CEMENT PANEL
7. METAL CANOPY
8. STOREFRONT WINDOW SYSTEM
9. METAL PANEL
10. CLEAR GLAZING IN WINDOW WALL SYSTEM

3 BRICK MASONARY 1



8 BRICK MASONARY 2

6 FIBER CEMENT PANEL

6 METAL CANOPY

10 CLEAR GLAZING IN WINDOW WALL SYSTEM

9 METAL PANELS

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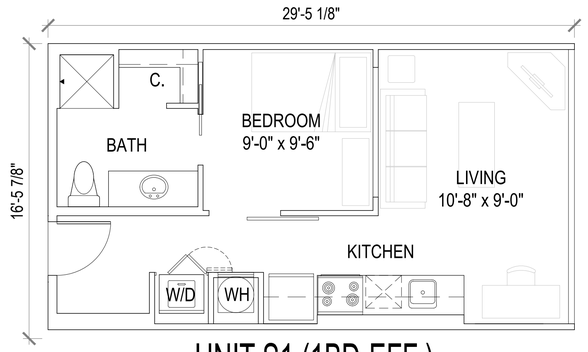
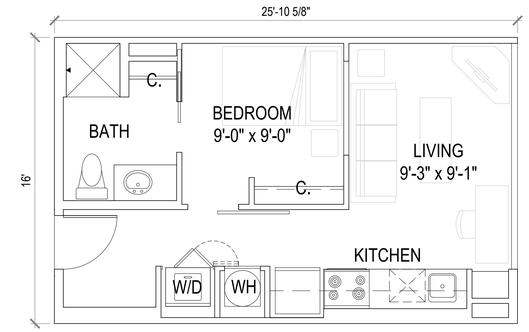


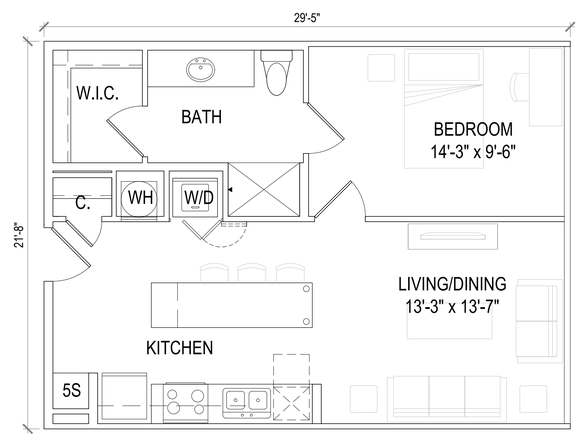
UNIT S1 (1BD-EFF.)

471 NET AC.SF
430 HUD NET.SF



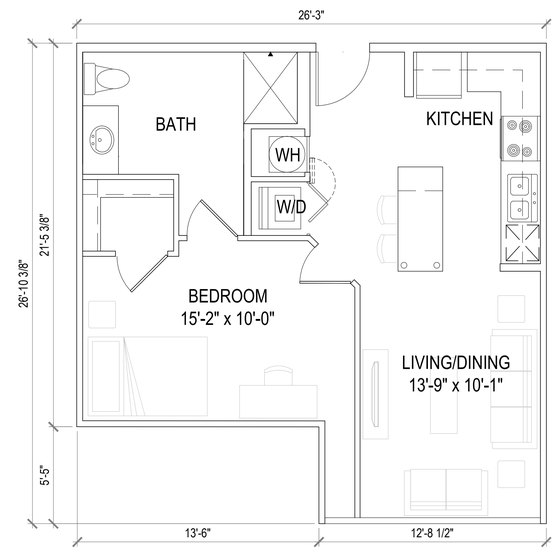
UNIT S1-ALT (1BD-EFF.)

414 NET AC.SF
373 HUD NET.SF



UNIT A1 (1BD)

471 NET AC.SF
430 HUD NET.SF



UNIT A2 (1BD)

632 NET AC.SF
593 HUD NET.SF

SCALE: 1" = 4'-0"

0' 4' 8' 16'

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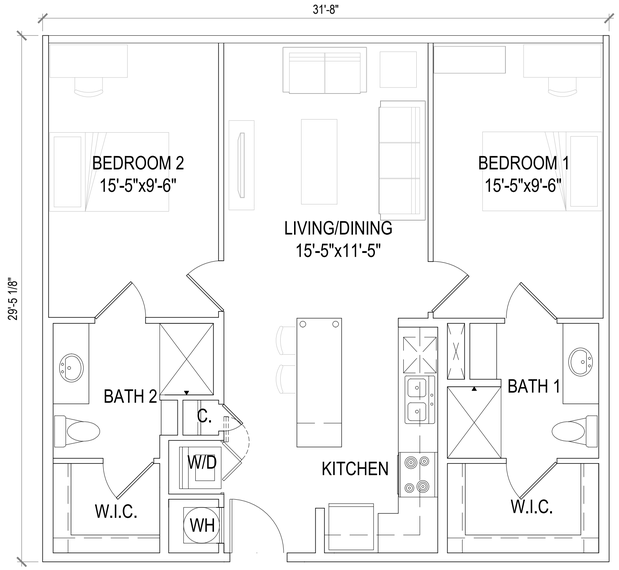
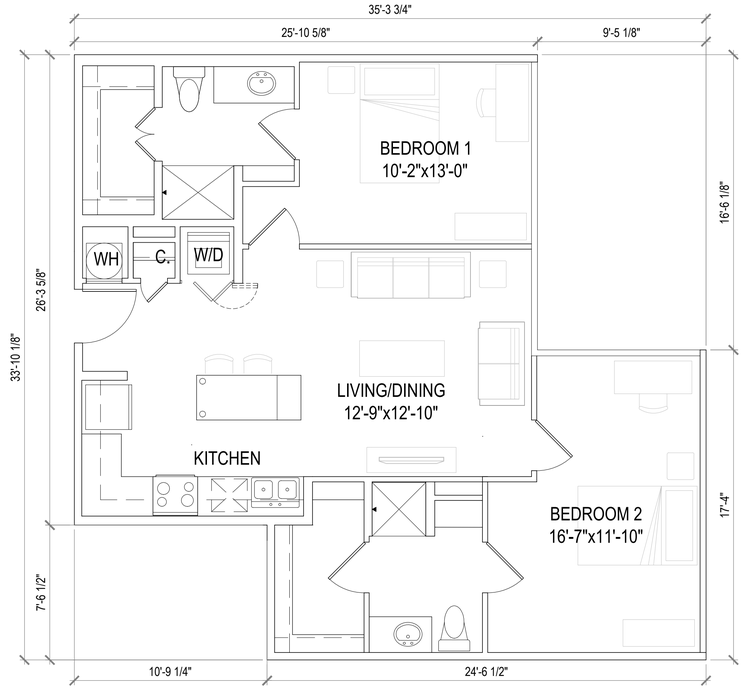


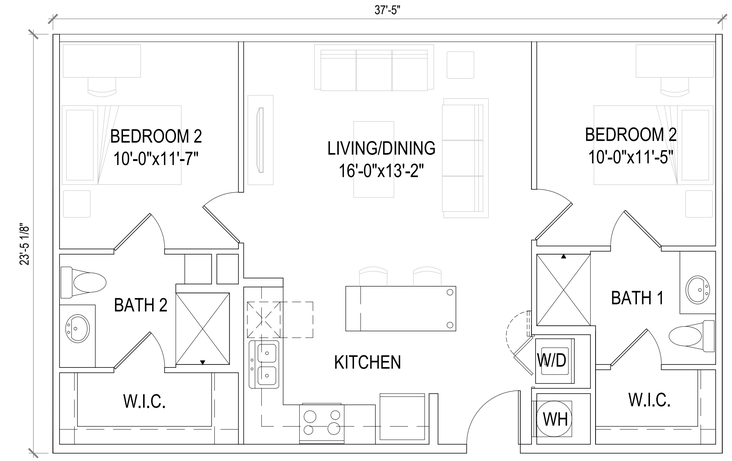
UNIT B1 (2BD)

932 NET AC.SF
877 HUD NET.SF



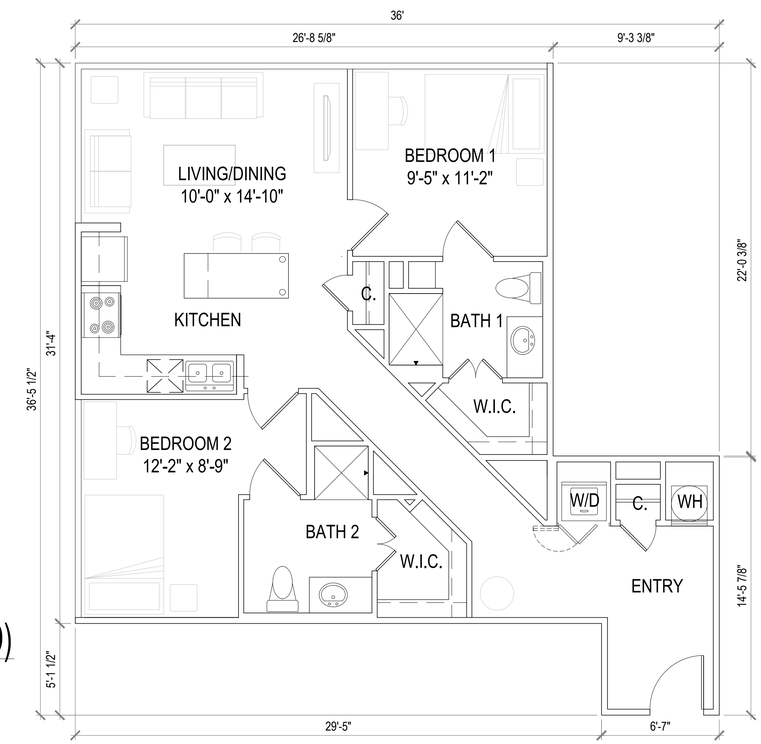
UNIT B2 (2BD)

958 NET AC.SF
900 HUD NET.SF



UNIT B3 (2BD)

876 NET AC.SF
825 HUD NET.SF



UNIT B4 (2BD)

958 NET AC.SF
906 HUD NET.SF

SCALE: 1" = 4'-0"

0' 4' 8' 16'

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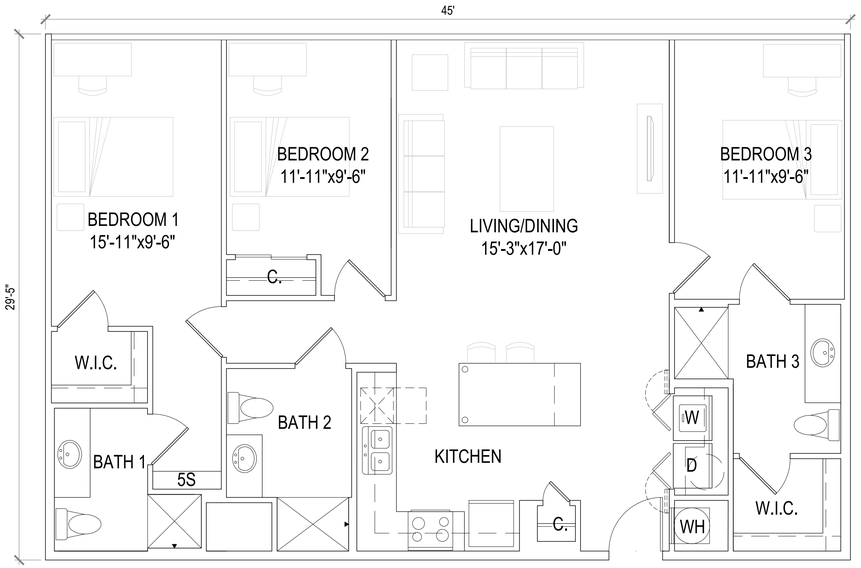
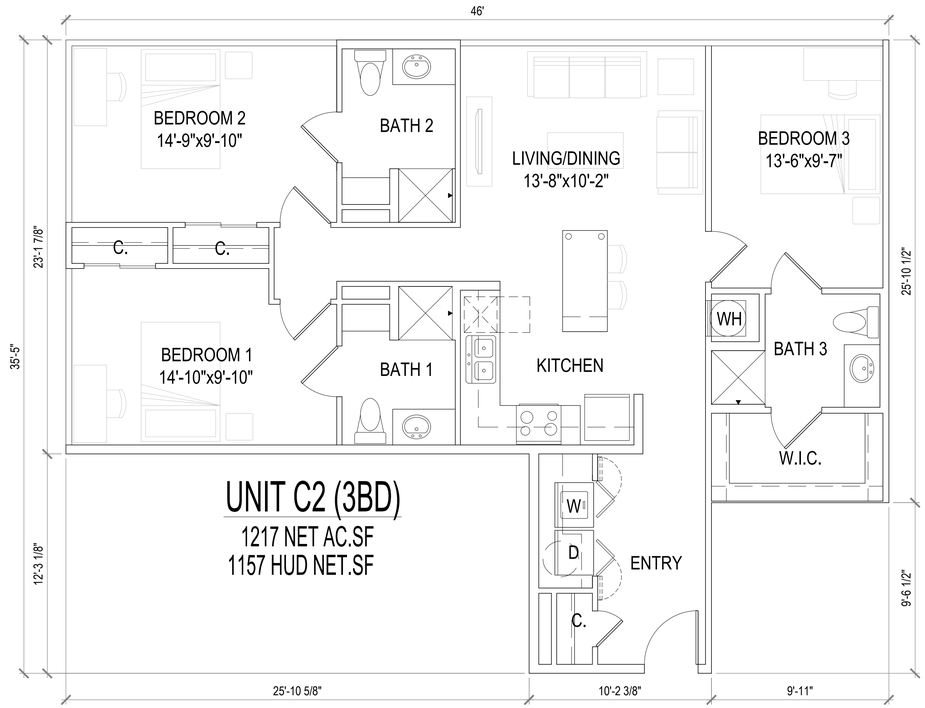


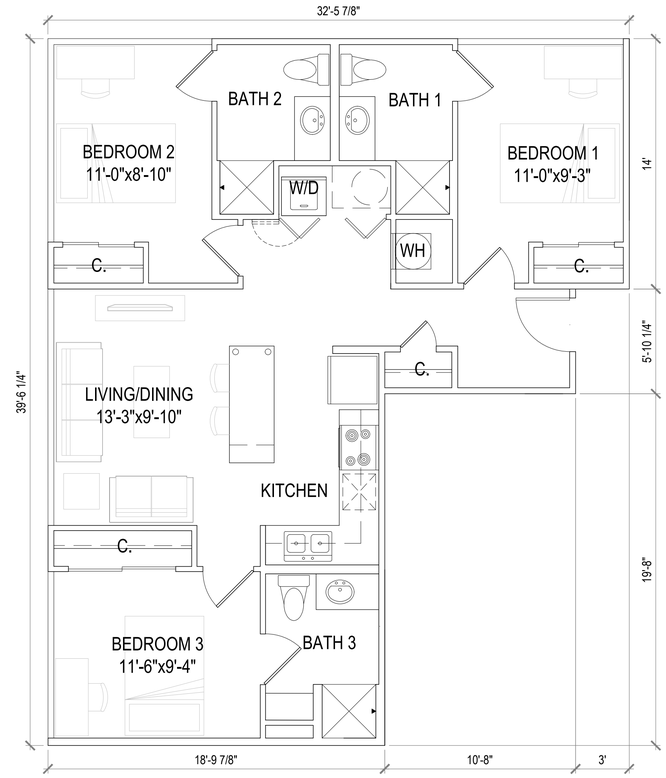
UNIT C1 (3BD)

1324 NET AC.SF
1265 HUD NET.SF



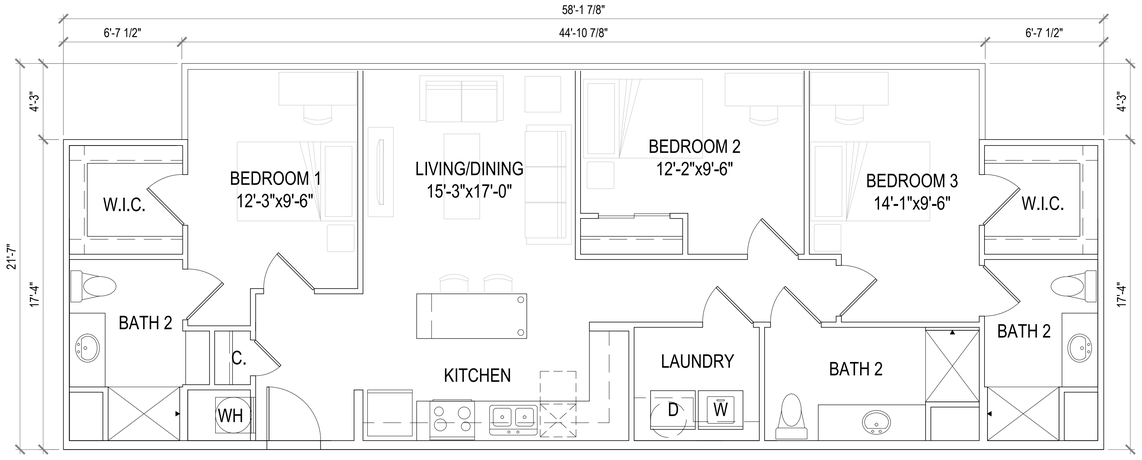
UNIT C2 (3BD)

1217 NET AC.SF
1157 HUD NET.SF



UNIT C3 (3BD)

998 NET AC.SF
948 HUD NET.SF



UNIT C4 (3BD)

1199 NET AC.SF
1137 HUD NET.SF

SCALE: 1" = 4'-0"

0' 4' 8' 16'

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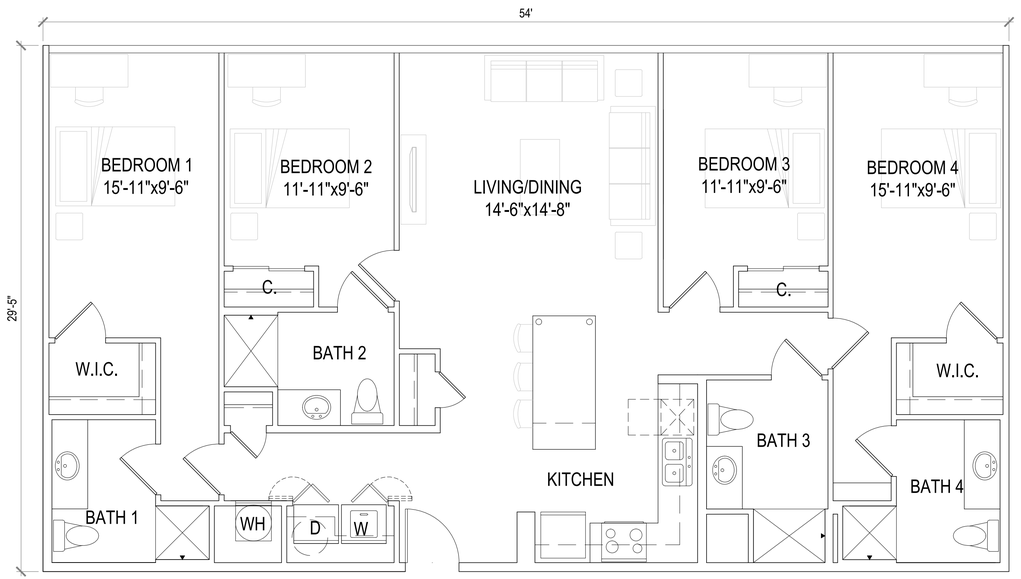
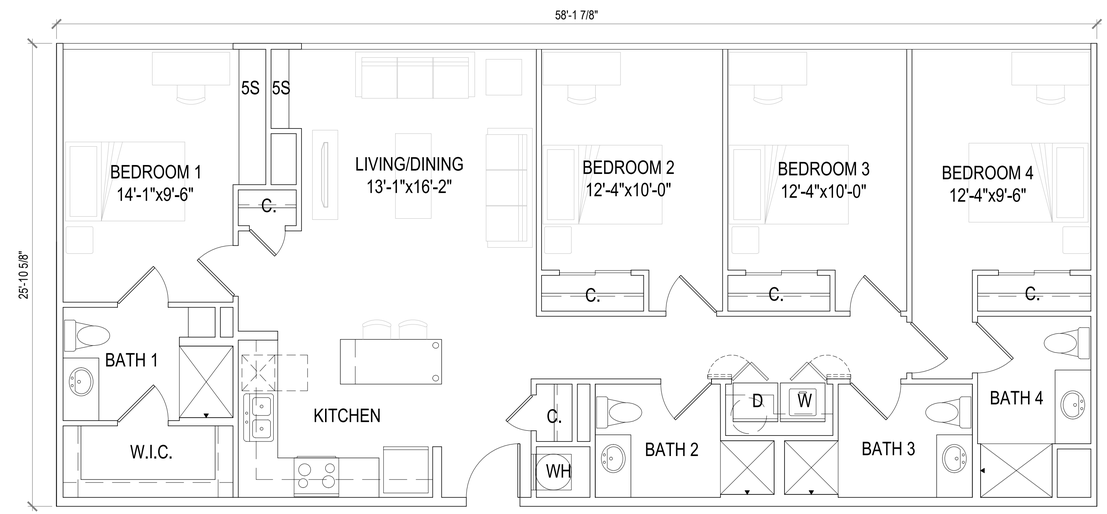


UNIT D1 (4BD)

1589 NET AC.SF
1517 HUD NET.SF



UNIT D2 (4BD)

1506 NET AC.SF
1438 HUD NET.SF

SCALE: 1" = 4'-0"

0' 4' 8' 16'

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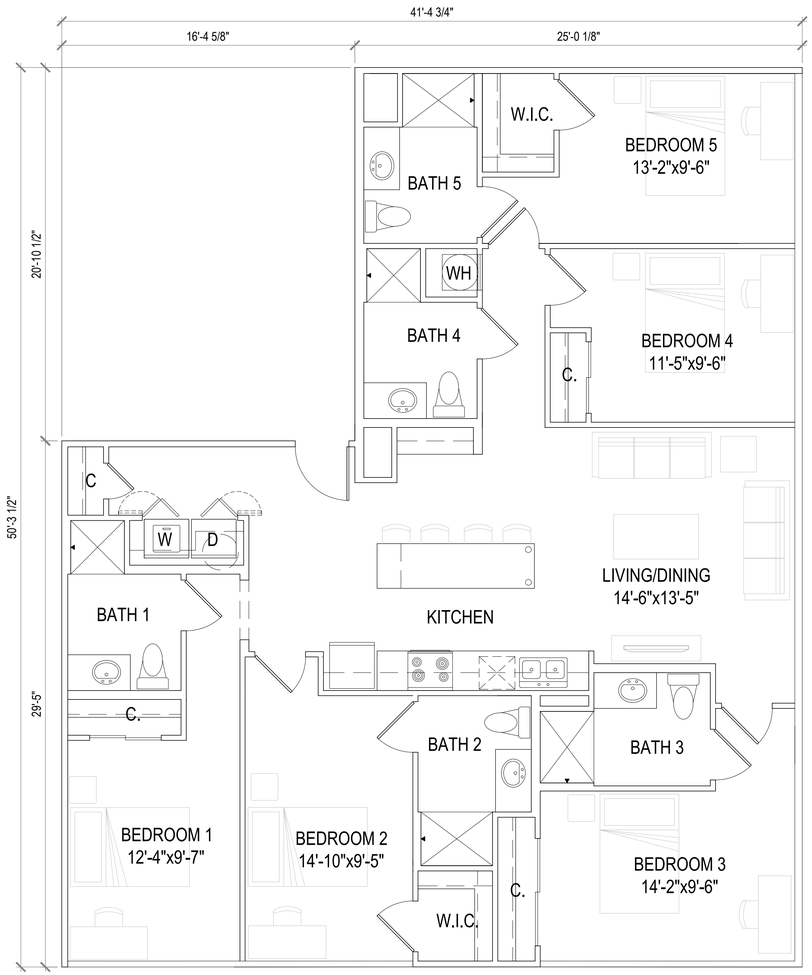
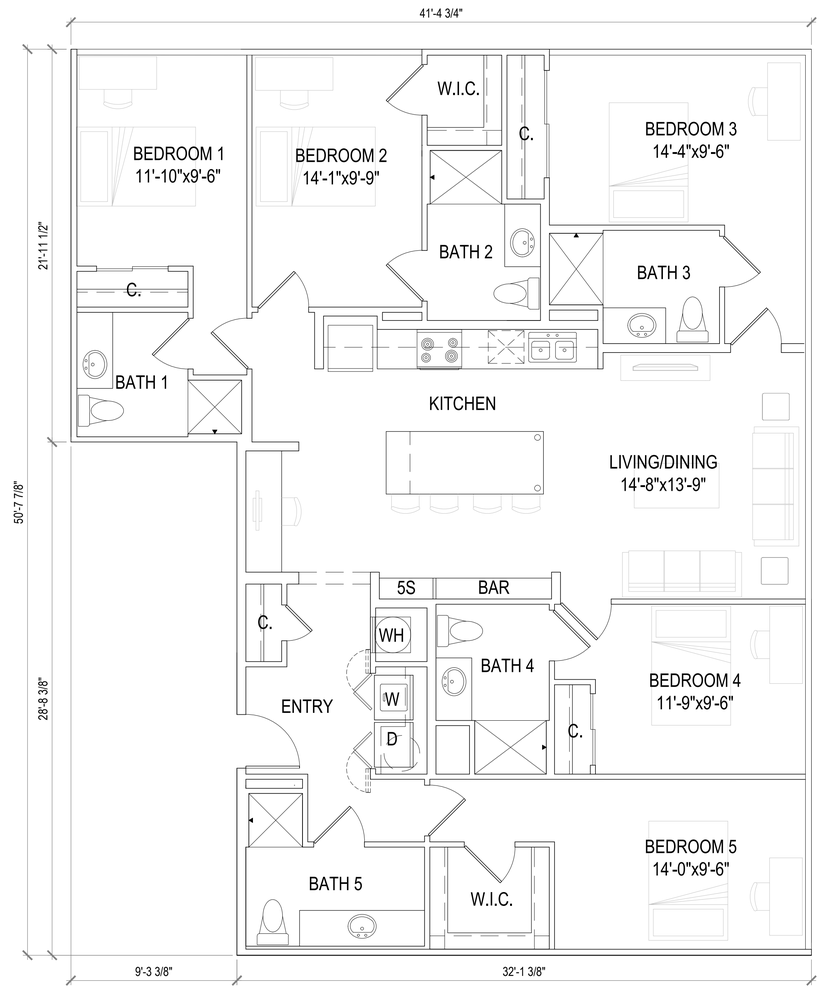


UNIT E1 (5BD)

1740 NET AC.SF
1670 HUD NET.SF



UNIT E2 (5BD)

1831 NET AC.SF
1763 HUD NET.SF

SCALE: 1" = 4'-0"

0' 4' 8' 16'

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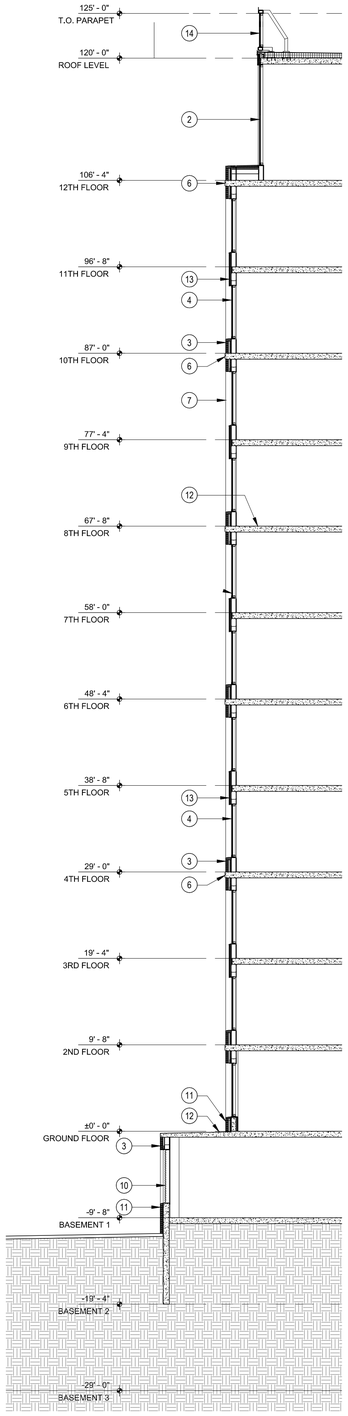

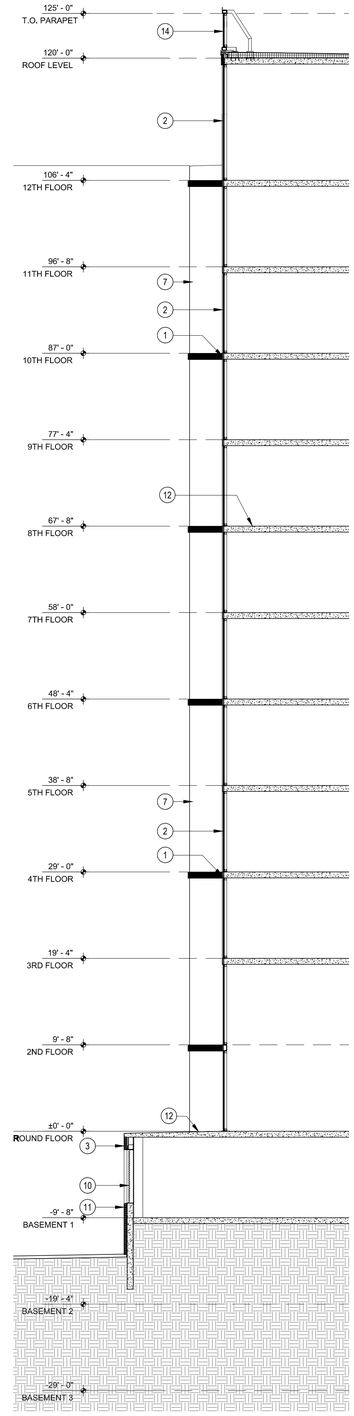

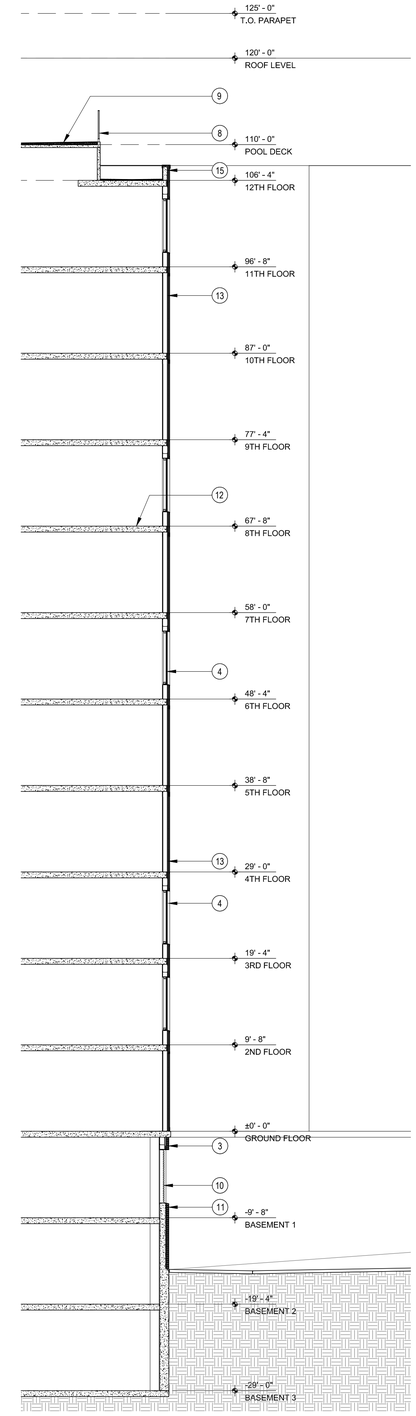

1. METAL CAP OVER CONCRETE SLAB
2. WINDOW WALL SYSTEM
3. BRICK VENEER OVER METAL STUD
4. ALUMINUM WINDOW SYSTEM
5. CONCRETE SILL
6. EXPOSED SLAB EVERY OTHER FLOOR
7. BRICK WALL BEYOND
8. 42" GUARDRAIL
9. POOL DECK
10. METAL SCREEN AT GARAGE
11. BRICK VENEER OVER CONCRETE
12. FIBERGLASS REINFORCED CONCRETE SLAB
13. FIBER CEMENT PANEL OVER METAL STUD
14. SPANDREL GLAZING AT PARAPET
15. FIBER CEMENT PANEL OVER CONCRETE
16. METAL CAP OVER STRUCTURAL STEEL

SCALE: 1" = 8'-0"

0' 8' 16' 23'

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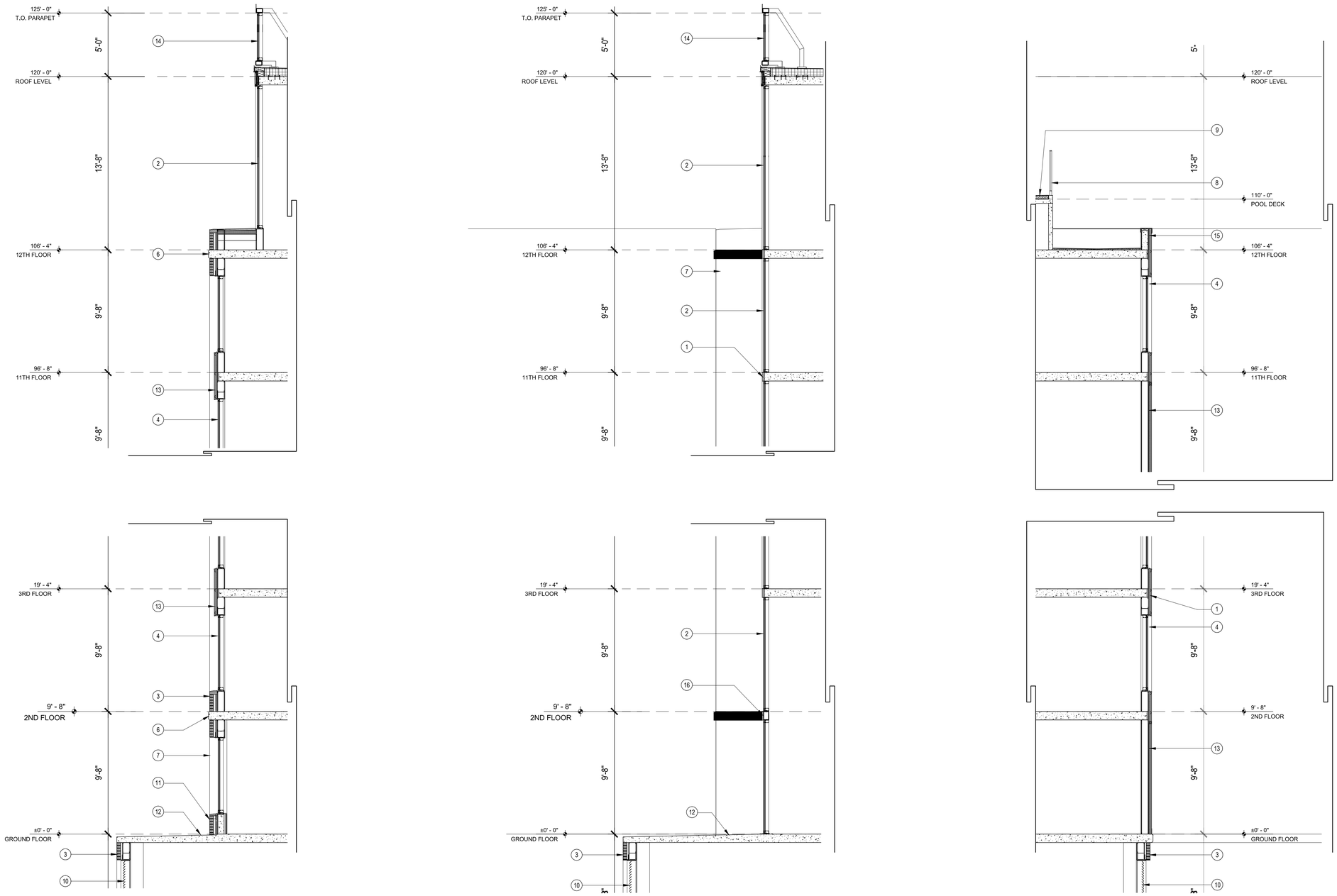

1. METAL CAP OVER CONCRETE SLAB
2. WINDOW WALL SYSTEM
3. BRICK VENEER OVER METAL STUD
4. ALUMINUM WINDOW SYSTEM
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6. EXPOSED SLAB EVERY OTHER FLOOR
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13. FIBER CEMENT PANEL OVER METAL STUD
14. SPANDREL GLAZING AT PARAPET
15. FIBER CEMENT PANEL OVER CONCRETE
16. METAL CAP OVER STRUCTURAL STEEL

SCALE: 1" = 4'-0"

0' 4' 8' 16'

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