D/DRC Case

1221-1301 Huger Street & 401-433 Gervais Street

City Center Design/Development District

TMS: 08912-13-02

DESIGN/DEVELOPMENT REVIEW COMMISSION
DESIGN REVIEW DISTRICT
EVALUATION SHEET
Case #3

ADDRESS: **1221-1301 Huger Street; 401-433 Gervais Street**

APPLICANT: J. Russ Davis, Jr., Developer with Homes Urban, LLC

TAX MAP REFERENCE: **08912-13-02**

USE OF PROPERTY: **vacant**

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

NATURE OF REQUEST: Request for Certificate of Design Approval for Building One and Building Two

PROJECT SUMMARY:

This site is the 6.5 acre parcel at the corner of Huger and Gervais, formerly Kline Iron and Steel. This proposal is for the first two mixed-use buildings, associated structured parking, and site/infrastructure work for an overall development plan which will include two additional buildings in the future. Building One is at the corner of Huger and Washington Streets and includes 4-5 levels of residential over restaurant/retail on the first floor along the street edge. The parking garage is located to the west of the building, adjacent to the SCE&G sub-station.

Building Two is on Gervais Street, along the western edge of the property, with the two future developable parcels at the corner of Gervais and Huger. Building two is 5-6 levels of residential units wrapped around structured parking, with one retail space on the first level, facing Gervais Street.

Background/zoning

A Planned Unit Development (PUD) was written for this property in 2006. The applicant's proposal, while similar in many ways, received a recommendation for approval from the Planning Commission on August 3. The PUD is scheduled to go to City Council for Zoning Public Hearing on September 15, and for second reading on October 6.

One notable piece that will be discussed partly in the Design Review but more extensively in the Site Plan Review is the pedestrian connection from the terminus of Lady Street to the State Museum parking lot. This connection will be built on the square parcel owned by SCANA; the applicant is working on an agreement to this effect. This feature is an essential part of this development, as it is the primary public benefit being proposed in the PUD.

STAFF COMMENTS:

5.2 Architectural Style or Theme & 5.3 Building Mass and Organization

- *No predetermined architectural style or design theme is required in Columbia's City Center; however, the design of a building should be compatible with its function and with its surroundings (context)… The height and scale of new buildings within City Center should complement existing structures while providing a sense of human scale and proportion.*

The buildings are a “transitional urban” style, appropriate for the mix of uses and not incompatible with the limited surrounding context, which includes most notably the Publix, the State Museum, and EdVenture, as well as several small flat-roofed buildings across Huger Street, and the four-story Spring Hill Suites. As a general comment, many of the buildings ground-floor features could be further designed to better provide a sense of human scale and proportion.

- *While these guidelines do not address the regulation of uses within the buildings, the City strongly encourages that- in retail and commercial areas of City Center- the ground level of buildings be developed with retail uses. Such uses will draw activity to the street, thereby enlivening the area.*

The ground floor of Building One has retail/restaurant space along Huger Street. Building Two has a retail space at the corner of Gervais and the new road/angled parking area.

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 heights are appropriate, ranging from approximately 50-feet for the parking structures to 57-77-feet (5-6 stories) for the mixed-use structures.

5.3.2 Façade Proportion and Rhythm

- *The characteristic proportion (relationship of height to width) of existing façade elements should be respected in relation to new development.*

The proportions of the overall building are compatible with the surrounding context. The building is broken up into structural bays that help to articulate the mass. The applicant has increased the brick on the lower floors since the previous submittal to improve the horizontal proportions and avoid bifurcating the building.

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).*

The architect has calculated the openings in two ways (see attached Sheet, “fenestration calculations”) the column labeled B/A is the typical way that applicants calculate percentage of openings: windows and doors. The last column labeled C/A measures the balcony as one opening, and then remaining windows and doors to get larger percentages. While the balconies provide articulation to the façade, staff’s customary approach is to measure individual windows and doors.

Based on the numbers provided, Building One is averaging 30% for the residential and 61% for the commercial. Building Two is averages 32% for residential and 62% for the commercial. The architects have increased the ratios from Bldg One 30/60 and Bldg Two 31/54 since the last submittal.

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 elements). This subdivision of the wall plane establishes a rhythm similar to many existing older buildings found in City Center.*

Throughout the project, the building elevations are divided into bays which are projecting and recessed. The plans indicate that these recesses and projections are substantial enough to provide relief and create strong shadow lines to articulate the façade. Another layer of articulation, i.e. smaller recesses and projections such as pilasters, brick detailing, window recesses, will also be important as discussed in the following section.

- *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.*

Generally, staff has concerns about the flatness of the façade, particularly at the street-level. The residential spaces (esp. on building one) tend to be more interesting, with stoops that add variety and address the sidewalk. The commercial frontages suffer from a lack of detail. Without the vegetative screening and patio tables and chairs, the architecture is largely flat and unarticulated. The upper façades benefit from projecting and recessed balconies and some punched window openings. The horizontal change in material from brick to stucco or cement-fiberboard panel is an opportunity to set back the upper façade material slightly in order to articulate the top of the building.

Building One has a good amount of storefront. The southern end of the Huger Street façade could use some more detailing at the street level. The north section of this Huger Street elevation is more successful with the loggia, railing, and brick detailing on the piers, etc. which provide additional detailing and interest. As the restaurant balcony turns the corner onto Washington Street, however, the blank wall below the patio starts at about five feet above the sidewalk and increases to eight along Washington Street. A slight adjustment has been made since earlier discussions with staff (it was formerly 7-11 feet above the sidewalk). However this is still not an acceptable condition along this façade.

The Lady Street (south) elevation of Building One transitions from commercial frontage to residential. While it is appropriate for the residential to be elevated above street level, as one travels toward the State Museum on Lady Street, the units get to be nearly ten feet above the sidewalk. Vegetative screening is shown, and works well for the first couple of units that are only a few feet above street level. The higher units need some additional articulation at street level. Perhaps a terraced planter, or some other method (more than just ground-level planting) could reduce the effect of having a 10’ blank wall adjacent to the sidewalk. This extension of Lady Street is intended to be the main pedestrian connection from the heart of the historic Vista to the riverfront and should be treated as such.

Building Two generally needs more street-level detailing, and architectural elements to add interest to the façade. The Gervais Street elevation has blank walls for nearly 100 feet, with windows and courtyard about nine feet above the street level. A terraced planter has been added in front of the residential courtyard, which helps mitigate the height of the wall, but overall more detailing is needed. The canopies on this end are 25 feet above the sidewalk. Similarly, on the retail end the storefront is largely flat and unarticulated, and the western-most canopy of the retail section is nearly 20 feet above the sidewalk, which seems too high to create a sense of human scale.

The residential portion of Building Two, on the eastern elevation, with recessed entries slightly above grade and steps to the sidewalk is well articulated. The retail portion on the Gervais Street end is relatively flat. The north elevation is all residential; a better understanding of how the courtyard/grade change from Lady Street is treated would be helpful. Again, this will ultimately be very visible and travelled by pedestrians as a primary east/west connection.

- *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.*

More architectural detailing is needed at the street level. The canopies and signage are a good start. While landscaping can be a beautiful addition to any development, there are many instances where the landscaping is being used to screen walls and blank areas that could be designed to a higher level of detail. The portions of Building One that have features where the building meets the ground, such as the railing around the loggia on Huger Street, or the knee wall on Washington Street, add human-scaled elements that anchor the building to the ground.

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.*

The roofs are all flat, and appropriate to the style of the buildings and to the surrounding context.

- *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).*

More information should be submitted that details how roof-mounted utility equipment is screened.

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.*

If all four of the buildings get built, the overall arrangement of the proposed buildings is an appropriate layout, with primary facades facing the streets, largely concealed structured parking, corner entrances, and narrow setbacks. Staff has some concerns about the phasing, in that if buildings 3&4 do not get built, there are two large empty parcels on the prominent corner of Gervais and Huger. This issue will be addressed in the Site Plan Review process and the PUD.

5.4.1 Setbacks

- *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 setbacks are all within the recommended range. Building Two on Gervais has various setbacks from one foot to ten feet. The public sidewalk is about 12 feet wide to the curb, so the retail space to the east of the courtyard is closer to the street than the residential units on the west, which benefit from a larger setback and a planted buffer.

Building One on Huger is set back about six feet. This pus the face of the building about 14 feet from the curb, with a section that includes a three foot planting strip between the building and the sidewalk, a six foot sidewalk, and a five foot planting strip for trees between the sidewalk and the curb. This tree planting strip is essential in creating a buffer between the sidewalk and Huger Street. Having a wider sidewalk and a wider buffer would improve this section for pedestrian comfort.

Building One is set back from Washington about one foot, with the stoops encroaching into the right-of-way. The plan indicates a ten foot sidewalk, and a 10-12 foot semi-private sidewalk that accesses the units, separated by a knee wall. This puts the building face about 22' from the face of curb, which creates a nice separation for residential privacy that is appropriately urban in form.

Lady Street is on private property so does not have setback lines. Building One's retail space is 18' from the curb, allowing for a generous sidewalk and a five foot tree zone. The residential portion of Building One varies from 25' at the main lobby to 13'. As mentioned earlier, staff's concerns are primarily with the height of the residential units above the sidewalk at this western end of the building. Perhaps this wide planting area can be used to create more of an urban condition such as on some of the other residential units (stoops, knee-wall, etc.).

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.

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

Both buildings have retail frontage on the street, as well as residential entries, whether lobbies or individual stoops, facing the street. They are properly oriented parallel to the street. The concerns regarding engaging and maintaining pedestrian interest have been discussed in more detail in Section *5.3.5 Wall Articulation.*

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

Building One includes storefront on both corners, then transitions to residential development along both Washington Street and Lady Street. The residential units which have stoops to the sidewalk are more successful in engaging the pedestrian interest.

Building Two has a retail space on the Gervais Street corner. The Gervais Street façade, which is the primary façade, is about 40% retail frontage, 35% courtyard, and 25% yoga studio. However the finished floor elevation of the yoga studio is 6-8 feet above the sidewalk, creating a pedestrian experience of a blank wall. The grade change on this site is dramatic, making the street frontage requirements more difficult to achieve, however creative architectural solutions need to be pursued to mitigate blank walls in addition to using landscape screening.

5.5 Open Spaces in Private Development

- *City Center's streets with their street trees and pedestrian amenities, are the district's primary open space…To invite public use and ensure user security, plazas and other public 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.*

This section will discuss the design of the pedestrian connection to the State Museum property, which is forthcoming.

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…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.*

- *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.*

Generally, the streetscapes will be designed to meet the City standards with regard to site furnishings, lighting, paving, street trees and irrigation. Lots of this will be reviewed in detail as part of the site plan review process and also the encroachment process, which includes review per the urban design guidelines and also the landscape ordinance. One concern from a pedestrian comfort and aesthetics standpoint is that there could be more shade trees along the sidewalks. Many of the proposed street trees are small flowering trees, and could be alternated with larger shade trees. As well, the pedestrian connection and turn-around circle at the end of Lady Street should incorporate maximum shade for the pedestrian.

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.

The service and loading areas are located to the rear or non-principal streets. Building one has service located in the garage, with the service drive adjacent to the SCE&G substation. Building Two has service at the rear of the property at the parking garage.

5.7 The Storefront

- *This section focuses on establishing "storefronts" that will help revitalize and unify City Center's commercial street frontages. It should be noted that the term "storefront" does not necessarily imply that a building has a retail commercial use; storefronts are simply the sides of the building that face the street and connect with the sidewalk.*

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… 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. Commercial storefront entries are typically recessed and/or sheltered by a covered arcade structure, canopy, or awning…*

Generally, all of the entrances to the buildings have canopies; the retail spaces include signage on the canopies. The retail entrances are defined at the corners with a 45 degree recess. The stairs that lead from the Huger Street sidewalk to the loggia on Building One are somewhat ambiguous as to where they lead. More decorative detailing will help to define the entries as they are further developed.

Door and Window Design

- *Doors to retail shops should contain a high percentage of glass in order to view the retail contents… Use of clear glass (at least 88 percent light transmission) on the first floor is recommended. 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 retail storefronts contain a high percentage of glass. It should be verified that the glass is transparent per the recommended 88 %. The storefront windows do go all the way to the ground and do not have a defined bulkhead.

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 façade 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 proposed canopies on both buildings relate to the windows and doors and correspond to the vertical bays of the buildings.

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….Metal grillwork, at vent openings or as decorative features at windows, doorways or gates… decorative scuppers, catches and downspouts…balconies, rails, finials, corbels, plaques, etc., flag or banner pole brackets... [among others]

Overall, this is an area that needs more attention to address the lack of detail on the façade. While many of the suggestions made in the guidelines are geared toward more traditional and historic buildings, there are a number of ways to increase the level of detail at the street level that are compatible with the style and uses of the buildings.

5.7.2 Exterior Walls/Materials

- *The design elements for exterior walls involve two aspects- color and texture. If the building's exterior design is complicated with many design features, the wall texture should be simple and subdued. If the building design is simple (perhaps more monolithic), a finely textured material, such as patterned masonry, can greatly enrich the building's overall character.*

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).*
  Building Walls: clear glass, glass block (storefront only)…stucco/exterior plaster (smooth trawled), new or used face-brick, cut stone, rusticated block (cast stone)…

The primary materials of both mixed-use buildings are brick, hard-coat-stucco, and fiber-cement architectural wall panels (Nichiha). Detail elements include concrete canopies at the first level, metal canopies and eyebrows at the upper level, and metal railings throughout. More information is needed about material selections, colors and details. The applicant will be submitting materials boards and samples as requested. The parking garages are pre-cast concrete with perforated metal screen panels. More information is needed about the materials and screening of the garage.

5.8 The Upper Facade

- *The upper façade of a building is distinct from the street-level storefront, and the design qualities differ. The upper façade consists of the following components: the cornice and fascia that cap the building front; the building's upper stories; the windows, which provide articulation and interest to the upper architecture; and the piers, which extend to the ground level to visually support the façade and frame the storefront. The more massive, solid architecture of the upper façade gives the building its feeling of substance and expresses its architectural quality and character. As a result, the design treatment, materials, and conditions of the upper façade play an important role in defining the architectural style of the building and in relating it to neighboring buildings in the block face. The following paragraphs provide general guidance for the development and/or renovations of the upper façades of buildings in City Center.*

5.8.1. Cornice and Fascia

- *A cornice or fascia creates a strong roof line and gives a finished appearance to the building façade… The new cornice or fascia should be designed in proportion with the overall mass of the building.*

The cornices on the brick and Nichiha building elements have been improved upon since earlier discussions with staff to provide a more substantial cap to the building.

5.8.2 Wall Materials (Upper Façade)

- *Wall materials should be selected to coordinate with neighboring structures and to complement the design of the storefront.*

As noted previously, more information is forthcoming about the wall materials. Generally, they are all on the recommended list of materials for City Center.

5.8.3 (Upper Façade) Windows

- *Upper story window should create a sense of scale and add articulation and visual interest to the upper façade.*

The proportion of openings has been improved upon since earlier conversations with staff, as noted earlier. The windows in the brick façade have a 4" depth, and the windows in the Nichiha façade have 5" at the request of staff. The stucco windows are flush with the exterior wall. Windows sections have been provided. Maintaining these depths for punched windows is critical for the articulation of the upper façade. The applicant has reduced the amount of stucco in several locations to address the lack of articulation. There are a few areas, such as the north and east elevations of Building Two, that have increased the stucco on portions of both facades.

5.10.1 Structured Parking

- *Where possible, parking structures should be located within the block core, with actively programmed building space fronting on all streets. Where location of parking within the block core is not feasible, parking structures should be located to the rear of the principal use building, with the principal use building oriented to front on the address street. The ground floor of the parking structure should be actively programmed on streets with an active commercial frontage.*

Building One's parking garage is wrapped with the building, with the exception of the access driveways on Lady Street and Washington, and the service/utility access on Washington. The exposed side of the garage appropriately faces the SCE&G substation.

Building Two is also wrapped with residential on three sides, with driveway access from the north/south road in the development and also from Williams Street adjacent to the museum parking lot.

- *Any parking structure which is located adjacent to a street should be set back a minimum of 6 feet and a maximum of ten feet from the sidewalk. This setback should be landscaped with trees, shrubs, and ground cover to soften views of the structure, provide visual interest and establish a sense of human scale.*

The portion of the Building One garage on Washington Street between the access drive and the service/utility drive is set back from the property line about four feet, but will be about 15 feet from the back of the sidewalk, and has an evergreen hedge for screening.

- *The architectural treatment of parking structures should be compatible in quality, form, materials, colors, and textures with the structure(s) being served.*

While the parking garages are both fairly well wrapped by the active building uses, the exposed elevations will still be visible from various locations, such as the Building Two garage which will be visible from Gervais Street a gateway into the City. Building One's rear façade is less of a concern due to the electrical substation that it abuts. However the Washington Street frontage should be treated with the highest level of design as it fronts onto the street.

The applicant has provided a parking garage study for screening options. Of the two options provided, option A appears to be a more compatible approach and adds a bit more interest and articulation to the garage

- *Parking Structure roof lines which are visible from the street should be level; ramping should occur within the structure or on the interior of the block where it is screened from the street.*

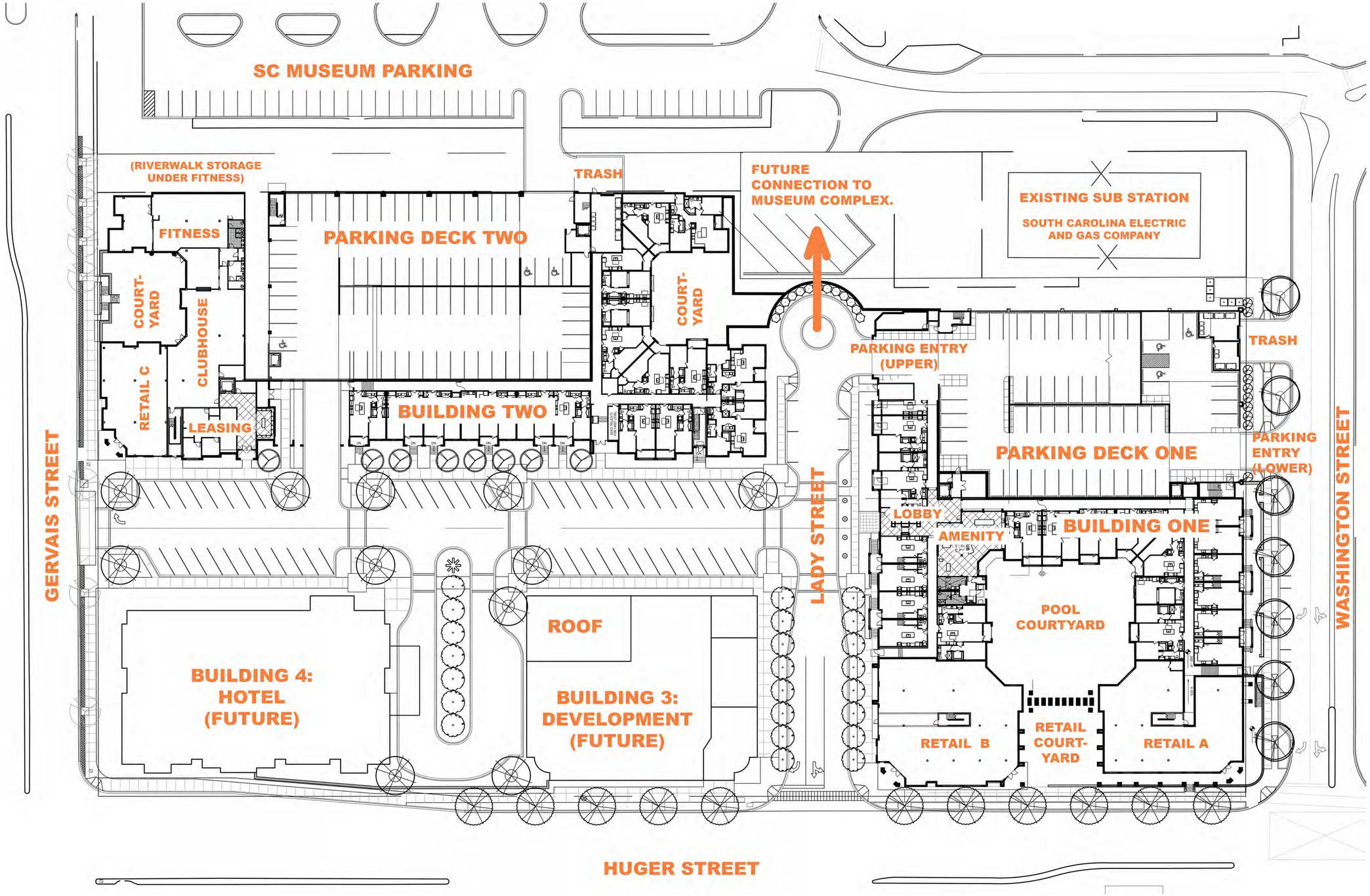
More information is needed about the west façade of the Building Two garage to ensure the ramping is screened from view.

STAFF RECOMMENDATIONS:

Staff finds that while the proposal meets a number of the design guidelines, there are a number of areas that need additional design development prior to granting a Request for a Certificate of Design Approval.

Motion: To defer the Request for Certificate of Design Approval until the following items are addressed:

- Per *Section 5.3.5, Wall Articulation,* the first floor façades, shall be articulated and provide pedestrian interest,
- Per *Section 5.4.2 Street Orientation,* the first floor shall be designed to activate and maintain the pedestrian interest, particularly the Gervais Street elevation of Building Two, and the Corner of Huger and Washington on Building One.
- Per *Section 5.6 Landscaping,* that there be shade trees added to the streetscape to provide pedestrian comfort.
- Per *Section 5.7.1 Storefront Composition, Accessories, and Details,* and detailing be added to the building at street level,
- Per *Section 5.10.1 Structured parking,* that the parking garage design be developed to ensure a high-level of finish and screening of vehicles and ramping,
- Per the PUD staff edits, on page 3of the descriptive statement, *"DDRC approved design for the pedestrian stair must be completed before a final Certificate of Occupancy is issued for the second building of Phase One (Buildings One and Two)"*- that a detailed design of pedestrian connection to State Museum property be submitted for approval.



SITE MAP

GRAPHIC SCALE

0 30 60 90 120

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HOMES URBAN PROPERTY COMPANY

KLINE CITY CENTER

Columbia, South Carolina

EXHIBIT 'A'

June 3, 2015

6/3/15

Add original date of 6-3-15 and revised date.

KLINE CITY CENTER

Descriptive PUD-C-DD Narrative and Design Guidelines

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Conceptual Overview

The Kline City Center project being developed by Homes Urban Property Company has been master planned as a mixed-use "urban village" located at the western end of Congaree Vista on Huger Street and between Gervais and Washington Streets. The site has been in the Kline family for over 90 years and was formerly the site of Kline Iron and Steel Company and is a critical link from the Congaree Vista district to the State Museum complex and Congaree River.

The development is proposed to be designated as a **PUD-C-DD.** Programmatically, the development includes the following uses and approximate gross square footage area:

Commercial Office Space	Maximum 32,000 gsf*
Retail/Restaurant for Rent	Maximum 35,000 gsf*
Hotel	Maximum 110,000 gsf (Not more than 140 Rooms)
Upscale Condos or Apartments	Maximum 400,000 gsf (Not more than 350 Units)
Parking	700-850 spaces (to comply with zoning)

* Any commercial office square footage ultimately included in the development will be offset by the reduction of an equal amount of retail or residential square footage.

The vision for the Kline City Center development includes four (4) buildings organized around central pedestrian and vehicle arteries complemented by landscaping, hardscape, water features, outdoor seating plazas, lawn, courtyards and limited surface parking, which provides easy access to street level retail.

The hotel is envisioned as the tallest structure with an overall height, including parapets and penthouses, not to exceed 90 feet. The remaining buildings dedicated to residential, parking and retail will have less height by varying elevations (see Exhibit B). It is important to note that the elevation of the Kline site at Huger is nearly 100 feet lower than the elevation of Gervais Street or Assembly Street to the east and, thus, the parapet level of the tallest building will be lower than the two- and three-story structures up the hill along Gervais Street. The design of the massing attempts to achieve a balance of required useable area, green space, building height and viewing vistas. The main entrance to the space occurs at the western end of Lady Street reinforcing the creation of an urban destination and architecturally controlling the termination of the recently renovated Lady Street corridor.

As a reflection of the existing land-use patterns adjacent to the site, the development will complement the existing street-facing conditions through a thoughtful mix of street level retail, parking and residential. The project creates a logical visual completion to the western end of

Lady Street and defines the western gateway to the Congaree Vista. The organization of the buildings within the project facilitates improved access to the South Carolina State Museum and the EdVenture Children's Museum by providing an axis through the site, thereby reconnecting Lady Street to the cultural center. This is accomplished by the creation of a public stair that provides access to the State Museum grounds.

The design of the project will include high-quality materials such as brick, stucco and cementitious panels and siding to be in an appropriate architectural context of the Congaree Vista (once a vital warehouse district) as well as honoring the historical use of the site by Kline Iron and Steel Company. Particular design attention will focus on recently constructed projects in the Vista. The project is perceived as a more transitional urban aesthetic.

The two parking garages, which are predominantly above grade, will be substantially concealed from the public street frontage views by residential units and retail space or other appropriate means.

The Kline City Center will be a destination which will serve the community by providing quality retail, housing, hospitality and public space, as well as creating a defining western edge of the Congaree Vista area. Through quality design, materials, and craftsmanship, the Kline City Center will exemplify the highest standard of excellence against which future development in the Vista will be measured.

Please add a clause that a DDRC approved design for the pedestrian stair must be completed before a final Certificate of Occupancy is issued for the second building of Phase One (buildings One and Two)

As the City of Columbia Zoning Ordinance is currently being rewritten, it is the intent of this PUD to follow the current supplement used as of the date of this amendment - Supplement 14.

Permitted Uses within the Development

The permitted uses for the Kline City Center development **PUD-C-DD** shall follow the permitted uses of a **C-5** Central Business District as described in the City of Columbia Zoning Ordinance "Table of Permitted Uses" section 17.258 and Division 9 Supplementary District Regulations, Section 17-305 with exceptions noted below. Accommodating those uses, which taken together form the Central Business District, are characterized by retail core uses, intensive office employment and complementary uses intended to serve persons who shop or work in the Central Business District. The development will also contain high-density residential development generally following the guidelines of Townhouse and High-Rise Residential District **(RG-3)** in the City of Columbia Zoning Ordinance. It is desired that restaurants be focused on dine-in upscale business similar to those currently found in the Vista. It is assumed that limited fast food venues such as a gourmet coffee shop or sandwich shop may occur which will use disposable paper wares thus classifying it as a "fast food" restaurant by the City definition. The development seeks to include this use, but exclude certain "fast food" venues by prohibiting restaurant drive-through facilities and "carry-out only" shops. Non-food service businesses which utilize limited drive through operations may be accommodated in the project (e.g., banks).

Permitted activities within the Kline City Center PUD-C-DD development **in addition** to the permitted uses within C-5 district as described in the Columbia Zoning Ordinance shall include, but are not limited to, the following:

Fast-food restaurants (using disposable wares)
(Drive-through sales will not be permitted)
(Signage to adhere to other limitations described herein)
High-rise and mid-rise residential development

Activities to be excluded with the PUD-C include the following:

Adult bookstores and sexually oriented businesses
Fast-food restaurants with on-site, drive-through sales
Gasoline and auto repair service stations
Veterinary services
Public warehousing (Section 17-258 sic code number 422)
Mini-storage (Section 17-258 sic code number 4227)

Procedures for Design Changes

Changes to the approved PUD development plan will be classified as an "administrative" change, a "minor" change or a "major" change.

Administrative changes are characterized as a change that would require review and approval ~~by the City of Columbia staff.~~ ...by the Zoning Administrator.

Examples of Administrative changes include, but are not limited to, the following:

1. Minor landscaping changes.
2. Minor signage changes.
3. Minor changes to canopies or architectural details at the street level.
4. Alterations to hardscape amenities such as bike racks or sculpture, etc.

Minor changes are characterized as a change that would require review and approval by the ~~DDRC committee for formal approval.~~ ...Planning Commission. Site plan review shall follow by the DDRC.

Examples of Minor changes include, but are not limited to, the following:

1. Alterations to on-site roadways
2. Setbacks
3. Buffers
4. Retail façade design
5. Alterations to the footprint of an individual proposed building on the approved PUD site plan totaling a change of less than 20% of the footprint area.

Major changes are characterized as a change that would be significant enough to require the review and approval by the ~~Planning Commission and the DDRC.~~ ...Planning Commission and public hearing at City Council. Site plan review shall follow by DDRC.

Examples of Major changes include, but are not limited to, the following:

1. Alterations to the footprint of an individual proposed building on the approved PUD site plan totaling a change of more than 20% of the footprint area.
2. Exceeding the maximum height of an individual proposed building on the approved PUD development plan.
3. Changing the use of any building mass on the approved PUD site plan.

Signage

In consideration of the quantity and massing of the buildings and uses within the PUD-C development, signage shall be permitted according to the following guidelines:

1. One on-site monument style sign at the intersection of Huger and Gervais Street limited to 48 square feet of sign area (each side) mounted to a detached wall no taller than 5 feet above grade. Signage attached to the building at the first level may also be considered as a monument sign in lieu of erecting a detached wall. Monumental signage may occur in setback areas on-site, however, a monumental signage wall shall not obstruct the typical 15-foot viewing triangle at the intersection.

2. One on-site monument style sign at the intersection of Huger and Washington Streets limited to 48 square feet of sign area (each side) mounted to a detached wall no taller than 5 feet above grade. Signage attached to the building at the first level may also be considered as a monument sign in lieu of erecting a detached wall. Monumental signage may occur in setback areas on-site, however, a monumental signage wall shall not obstruct the typical 15-foot viewing triangle at the intersection.

3. One building mounted sign on each Residential building (buildings 1, 2 and 3) at each street front façade limited to 100 square feet of sign area on each façade.

4. One wall-mounted retail tenant sign, approximately 24 square feet, over the entrance to each retail unit within the development conforming to a consistent design format to be determined for a modest and upscale village shop aesthetic. If this signage is not visible from the public right-of-way, it shall not be included in the total allowable signage area.

5. Retail shops with window exposure to streets may display corporate graphics behind the glazing limited to 12 square feet and conforming to a consistent design format to be determined.

6. One building mounted sign on the hotel (Building 4) at each street front façade limited to 100 square feet of sign area.

7. Low modestly-scaled, on-site directional signage to assist with vehicle and pedestrian traffic. Individual tenant company logos will not be permitted on this signage. Kline City Center graphics may be integrated into this signage to foster a consistent design graphic if it contributes to the overall aesthetic of the development. This signage shall not be included in the total allowable sign area.

8. The cumulative total signage area for the development shall be the sum of items 1, 2, 3, 5 and 6 above. This total shall be limited to a maximum of 1,000 square feet.

9. Signage areas specified above are for the actual area of corporate lettering and logos.

   Building and monumental signage shall be restricted to the following:

   1. Edge lit, or "halo illuminated" metallic or painted lettering and/or logos similar to the adjacent "Publix" signage.
   2. Metallic or painted lettering and/or logos that are illuminated by frontal spot lighting.

   Proposed signage design shall be reviewed and approved by the staff of the City of Columbia DDRC for format and placement within the size limitations indicated above.

You may wish to consider adding language to permit, restrict, or prohibit temporary signs. Sales, special events, banners, grand opening, flags, streamers, bandit type, etc.

You may wish to consider adding general language about lighting to cover the potential concern about the museum's telescope.

Residential Unit Mix

Locations for residential development are identified on the plan at buildings 1, 2 and 3. The total square footage of the residential development is conceived as approximately 350,000 square feet comprised of 300 to 350 condo or rental apartment units. The units will be a mixture of one-, two- and three-bedroom units with an average area of approximately 900 square feet each. The exact mix will be determined based upon the market conditions at the time of construction. The units will be upscale and are designed to attract adult professional households seeking an urban lifestyle. Parking will be provided for the final mix in accordance with the Parking Criteria.

Setbacks

~~The PUD-C-DD development grants authority to the DDRC to review changes to the approved plan for setbacks and buffers as described elsewhere.~~ The development will coordinate a tabular format for required setbacks with the DDRC. The development proposes to follow the spirit of the Vista Design Guidelines in which buildings are located close to the street to create a strong urban edge with parking concealed internally.

The proposed site plan is based on building facades being located as a minimum of 14 feet and a maximum of 20 feet from the face of roadway curbing.

Parking Criteria

The minimum parking in the development will be determined as follows:

Residential:	1 parking space per bedroom
Retail/Restaurant:	1 parking space per 300 rentable square feet
Hotel:	1 parking space per hotel room
Office Space:	1 parking space per 300 rentable square feet

In lieu of a minor change to the PUD that requires the approval of the Planning Commission, the DDRC is authorized to approve limited site specific deviations to setback and buffer requirements, in instances where such approval follows the overlay guidelines for the district, and does not amend the PUD in its entirety.

Development Phasing

A plan is attached which designates each building mass. Phasing indicated below represents a projection of the expected timing for the commencement of construction for each building. Actual development will be based somewhat on market conditions. As each building is developed, the required parking associated with this use will be built simultaneously to ensure parking requirements are always achieved. The public amenities and hardscape at the ground level will be completed at the time of the opening of Building 1. Infrastructure for the entire development affecting a public right-of-way will be completed during the construction of Building 1 to prevent intermittent disruption of an individual street as future phases are constructed. The development acknowledges that the streets bordering the site are busy thoroughfares and close coordination with the City of Columbia's Engineering Department will occur to ensure public safety and convenience is maintained.

Phase One:

Building 1	Retail and Residential	200,000 gsf	Winter 2015
Parking Garage 1	Residential/Public Parking	326 Spaces	Winter 2015
Building 2	Residential, Retail	200,000 gsf	Winter 2015
Parking Garage 2	Residential/Public Parking	392 Spaces	Winter 2015
Building 3	Hotel	Up to 110,000 gsf	Spring 2016
	Public & Open Space Amenities		Spring 2017

Phase Two:

Building 4	Residential, Commercial	50,000 gsf	Summer 2016

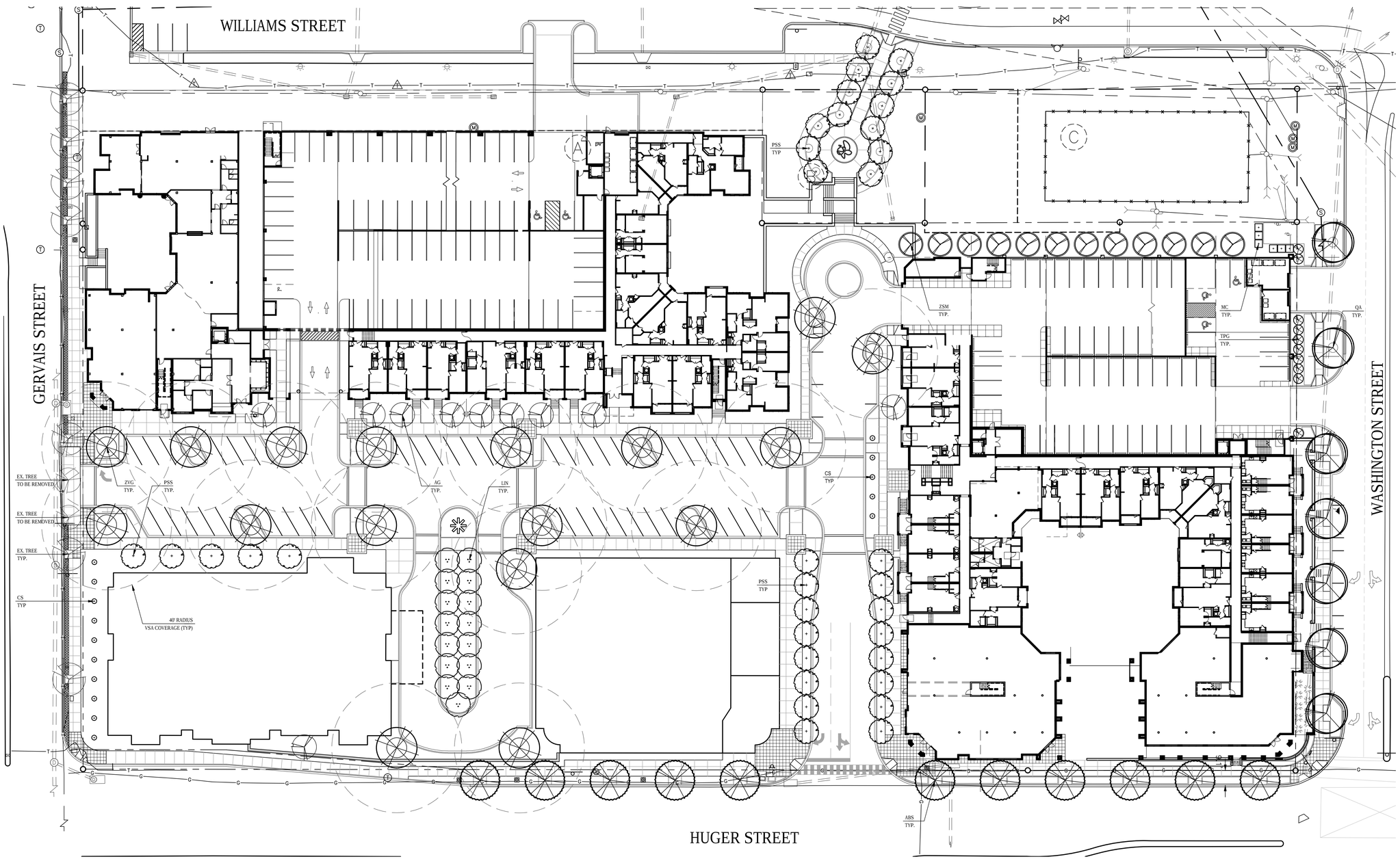
Please add a clause in this section that if the site is not fully developed, the vacant parcels will not be used for surface parking. Additionally, these undeveloped parcels will be properly maintained with mowed grass until they are developed.

(END OF DOCUMENT)

KLINE CITY CENTER

EXHIBIT B

BUILDING HEIGHTS	BLDG. 01	BLDG. 02
West	76	81
South	68	69
East	71	70
North	81	66
Avg. Height (max 85')	**74**	**72**



PLANT LIST - SHEET LS1.1

QTY	SYM	BOTANICAL NAME	COMMON NAME	CALIPER	HEIGHT	SPREAD	ROOT	REMARKS
TREES								
11	ABS	Acer buergeranum	Trident Maple	2"	8' MIN		B&B	Single Stem
10	AG	Acer griseum	Paperbark Maple	2"	8' MIN		B&B	
15	CS	Cupressus sempervirens	Italian Cypress		10'	3'	B&B	
15	LIN	Lagerstroemia indica x fauriei 'Natchez'	Natchez Crape Myrtle (white)	3"	10'-12'		B&B	
34	PSS	Prunus serrulata 'Snow Goose'	Snow Goose Flowering Cherry	2"	8'		B&B	
7	QA	Quercus acutissima	Sawtooth Oak	3"	16'-18'		B&B	
10	TPG	Thuja plicata 'Green Giant'	Green Giant Arborvitae		14'-16'	5'	B&B	
12	ZSM	Zelkova serrata 'Musashino'	Musashino Columnar Zelkova	3"	14'-16'		B&B	
17	ZVG	Zelkova serrata 'Village Green'	Village Green Zelkova	4"	14'-16'		B&B	
SHRUBS								
6	LJEB	Ligustrum japonicum 'East Bay'	Wax Leaf Privet		40"-42"	36"-40"	15 Gallon	
6	MC	Myrica cerifera	Wax Myrtle		40"-42"	36"-40"	15 Gallon	

City of Columbia Tree Credits

Type of Development	*Commercial or Residential Subdivision*				
TOTAL SITE					
ACRES	6.5 ACRES				
REQUIRED UNITS (DFS)	195 DFS UNITS		**Exempt?**		
TREES SAVED (EDF)					
Quantity	Tree Species	Softwood?	Tree Caliper	Units	Credits
2	Zelkova		24 in	18.6	37.2
7	Hardwood		24 in	18.6	130.2
1	Maple		12 in	6	6
4	Hardwood		8 in	3.6	14.4
			Choose D.B.H.	0	0
			Choose D.B.H.	0	0
			Choose D.B.H.	0	0
			Choose D.B.H.	0	0
			Choose D.B.H.	0	0
			Choose D.B.H.	0	0
				Total Credits	187.8
GRAND TREES REMOVED					
Quantity	Hardwood Tree Species	Health	Tree Caliper	Units	Credits
		100%	Choose D.B.H.	0	0.0
			Choose D.B.H.	0	0.0
			Choose D.B.H.	0	0.0
			Choose D.B.H.	0	0.0
			Choose D.B.H.	0	0.0
Quantity	Softwood Tree Species	Health	Tree Caliper	Units	Credits
		100%	Choose D.B.H.	0	0.0
			Choose D.B.H.	0	0.0
			Choose D.B.H.	0	0.0
			Choose D.B.H.	0	0.0
			Choose D.B.H.	0	0.0
				Total Credits	0
TREES PLANTED					
Quantity	Tree Species	Softwood?	Tree Caliper	Units	Credits
11	Trident maple		2 in	1	11
7	October Glory Red Maple		3 in	1.5	10.5
15	Natchez Crape Myrtle		3 in	1.5	22.5
34	Snow Goose Flowerin Cherry		2 in	1	34
13	Musashino Columnar Zelkova		3 in	1.5	19.5
11	Village Green Zelkova		3 in	1.5	16.5
1	Live Oak		3 in	1.5	1.5
11	Paperbark Maple		2 in	1	11
			Choose Caliper	0	0
			Choose Caliper	0	0
				Total Credits	126.5
Required Units/Acre (DFS)	195				
Additional Units from Grand Tree Removal	0				
Total Required Credits (RDF)	195				
Existing/Saved Credits (EDF)	187.8				
Planted Credits	126.5				
Proposed Credits	314.3				
REMAINDER	**119.3**				Red is deficient. Black is extra credits

GENERAL LANDSCAPE NOTES

1. THE TECHNICAL SPECIFICATIONS INCLUDED IN THESE DRAWINGS ENUMERATE THE PROJECT CONDITIONS, REQUIRED SUBMITTALS, PROCEDURES AND PROTOCOLS, QUALITY CONTROL, MATERIALS AND PRODUCTS, METHODS FOR EXECUTION OF THE WORK, MAINTENANCE, AND WARRANTIES ASSOCIATED WITH THE CONTRACT WORK. PERFORMED WORK NOT MEETING THE REQUIRED SPECIFICATIONS MAY BE FOUND TO BE UNACCEPTABLE AND WILL BE SUBSEQUENTLY REJECTED. CONTRACTOR WILL BE RESPONSIBLE FOR THE MEANS AND COSTS ASSOCIATED WITH ALL REPLACEMENT, REPAIR, OR ALTERATIONS NECESSARY TO PERFORM THE WORK IN ACCORDANCE WITH THE SPECIFICATIONS.
2. CONTRACTOR SHOULD NOTE THE REQUIRED STANDARDS FOR NURSERY STOCK INCLUDED IN THE TECHNICAL SPECIFICATIONS. IN ADDITION, THE STANDARDS SHOULD BE REVIEWED BY THE CONTRACTOR'S SUPPLIERS TO ENSURE PLANT MATERIALS CONFORM TO THE REQUIRED STANDARDS.
3. THE LANDSCAPE CONTRACTOR SHALL VERIFY ALL PLANT QUANTITIES. DISCREPANCIES IN PLANT QUANTITIES SHOULD BE ADDRESSED TO THE LANDSCAPE ARCHITECT FOR CONFIRMATION OR CLARIFICATION.
4. THE CONTRACTOR IS EXPECTED TO ACCURATELY LOCATE THE EDGES BETWEEN PLANTING BEDS AND TURF GRASS AREAS AS WELL AS THE SPECIFIED PLANTINGS. CONSULT THE TECHNICAL SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.
5. SPECIFIC REQUIREMENTS FOR TURF GRASS SOD, COMPOST, AND OTHER SOIL AMENDMENTS INCLUDING REQUIRED SOIL TESTING IS SHOWN IN THE TECHNICAL SPECIFICATIONS.
6. GRADE ALL LANDSCAPE AREAS TO ENSURE POSITIVE DRAINAGE. THE LANDSCAPE ARCHITECT SHOULD BE NOTIFIED OF AREAS WITH INADEQUATE DRAINAGE PRIOR TO INSTALLATION OF LANDSCAPING.
7. PLANTS IN ROWS OR GROUPINGS SHALL BE MATCHED WITH RESPECT TO SIZE AND FORM.
8. AT INSTALLATION AND CONTINUOUSLY DURING THE MAINTENANCE CONTRACT, ALL PROPOSED SHRUBS SHOWN AS SQUARE IN FORM ON THE DRAWINGS SHOULD BE PRUNED INTO BOX-SHAPED PLANTS.
9. PLANTS SPECIFIED FOR MASS PLANTINGS TO BE SPACED APART AS SPECIFIED AND PLACED IN TRIANGULATED PATTERNS UNLESS OTHERWISE SHOWN.
10. DO NOT MAKE PLANT SUBSTITUTIONS. FOLLOW SPECIFIED PROTOCOLS IN REQUESTING SUBSTITUTIONS.
11. ESTABLISH AND MAINTAIN TOP OF GRADE 2 INCHES BELOW ADJACENT CURBS, WALKWAYS, AND OTHER HARDSCAPE AREAS TO ALLOW FOR INSTALLATION OF SOD OR MULCH.
12. ALL SAUCERS SHALL BE SOAKED WITH WATER AND MULCHED IMMEDIATELY FOLLOWING PLANTING.
13. ALL SITE LANDSCAPE AREAS ARE TO BE EITHER PLANTED, SODDED, SEEDED, OR MULCHED IN ACCORDANCE WITH THE SPECIFICATIONS. NO DENUDED ON-SITE AREAS ARE ACCEPTABLE.
14. TREE STAKING AND GUYING SHALL BE REMOVED AFTER ONE FULL GROWING SEASON.
15. ALL PLANTS AND TURF GRASS SOD SHALL BE WARRANTED DURING INSTALLATION AND THROUGHOUT THE REQUIRED MAINTENANCE PERIOD UNTIL FINAL ACCEPTANCE BY THE LANDSCAPE ARCHITECT. SPECIFIC REQUIREMENTS TO BE AS INDICATED IN THE TECHNICAL SPECIFICATIONS..
16. ALL LANDSCAPING SHALL BE MAINTAINED BY PROPERTY OWNER IN A MANNER TO ALLOW FREE AND SAFE PASSAGE OF PEDESTRIAN AND VEHICULAR TRAFFIC ALONG THE PUBLIC RIGHT OF WAY.

LANDSCAPE PLAN

PRELIMINARY
NOT FOR CONSTRUCTION

30' 15' 0 30' 60'

SCALE: 1" = 30'

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1518 Walnut St., Suite 1308 | Philadelphia, PA 19102 | tel 215.545.0121

HOMES URBAN PROPERTY COMPANY

KLINE CITY CENTER

Columbia, South Carolina

LS1.1

June 3, 2015

NORTH ELEVATION 2

3/32" = 1'-0"

GRAPHIC SCALE 0 12 24 36

EAST ELEVATION 1

3/32" = 1'-0"

GRAPHIC SCALE 0 12 24 36

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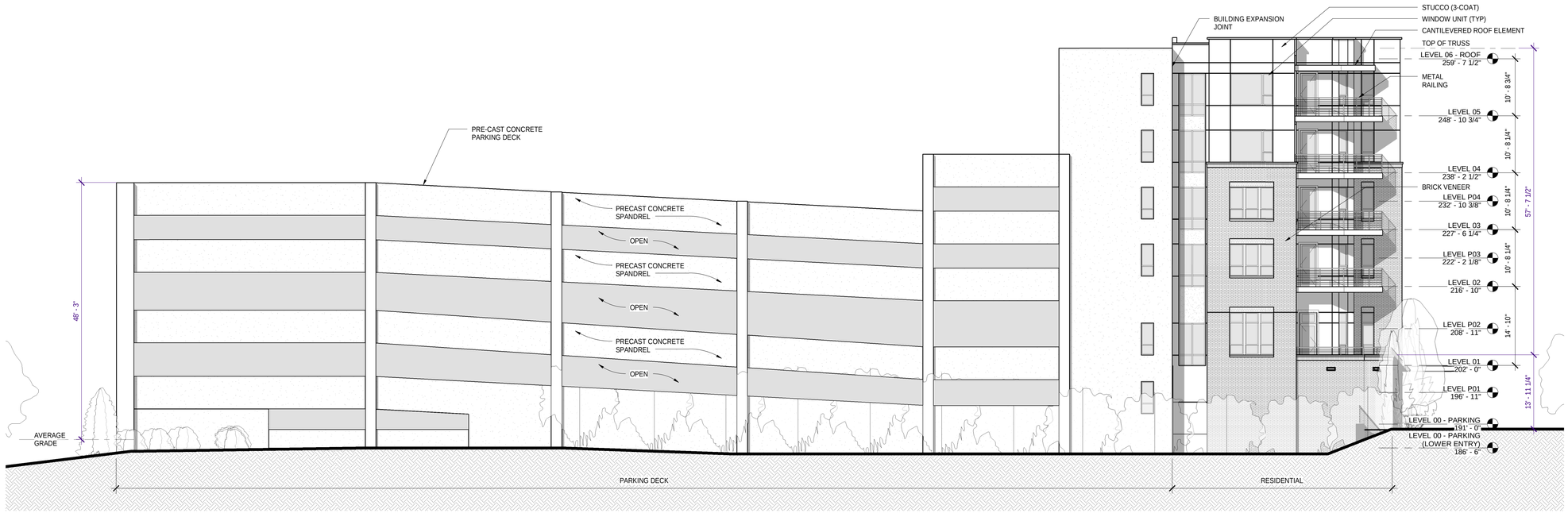
HOMES URBAN PROPERTY COMPANY

KLINE CITY CENTER - BLDG ONE

Columbia, South Carolina

DD.01

July 27, 2015



WEST ELEVATION 2

3/32" = 1'-0"

GRAPHIC SCALE

0 12 24 36

SOUTH ELEVATION 1

3/32" = 1'-0"

GRAPHIC SCALE

0 12 24 36

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HOMES URBAN PROPERTY COMPANY

KLINE CITY CENTER - BLDG ONE

Columbia, South Carolina

DD.02

July 27, 2015

EAST COURTYARD ELEVATION 2

3/32" = 1'-0"

GRAPHIC SCALE

0 12 24 36

SOUTH COURTYARD ELEVATION 1

3/32" = 1'-0"

GRAPHIC SCALE

0 12 24 36

NORTH COURTYARD ELEVATION 3

3/32" = 1'-0"

GRAPHIC SCALE

0 12 24 36

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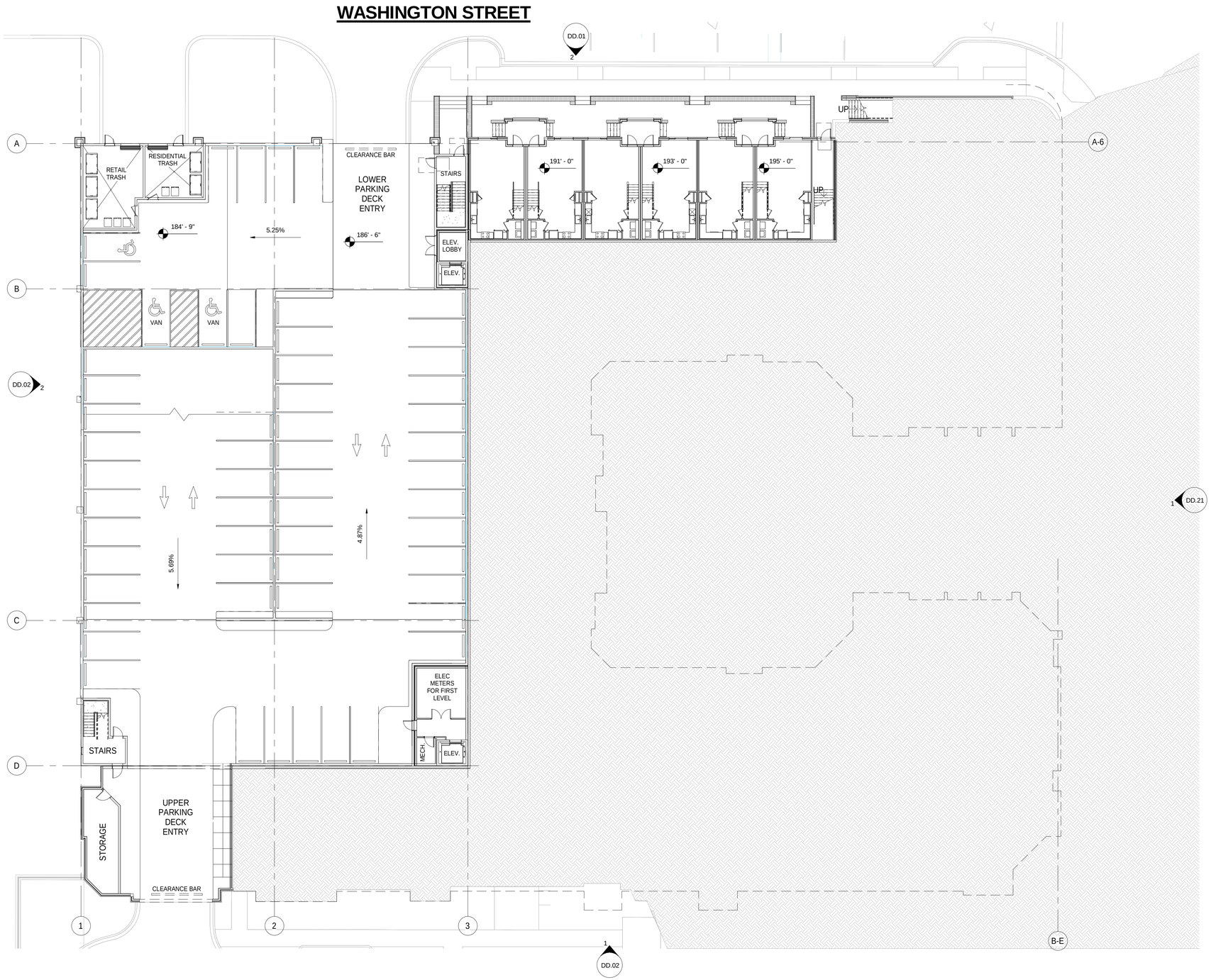
HOMES URBAN PROPERTY COMPANY

KLINE CITY CENTER - BLDG ONE

Columbia, South Carolina

DD.03

July 27, 2015



DD - LEVEL 00 | 1

1/16" = 1'-0"

GRAPHIC SCALE

0 16 32 48 64

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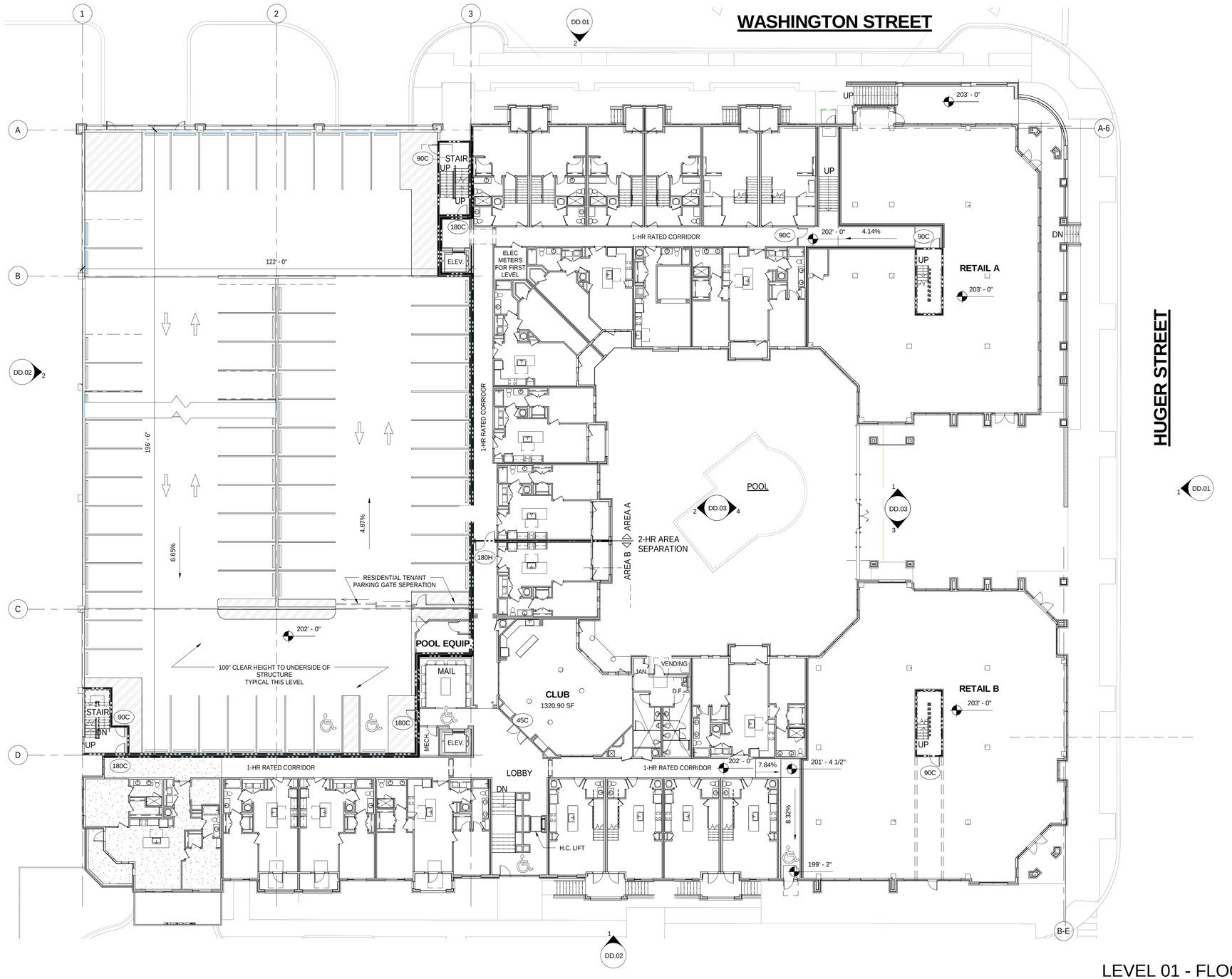
HOMES URBAN PROPERTY COMPANY

KLINE CITY CENTER - BLDG ONE

Columbia, South Carolina

DD.10

July 27, 2015



LEVEL 01 - FLOOR PLAN 1

1/16" = 1'-0"

GRAPHIC SCALE

0 16 32 48 64

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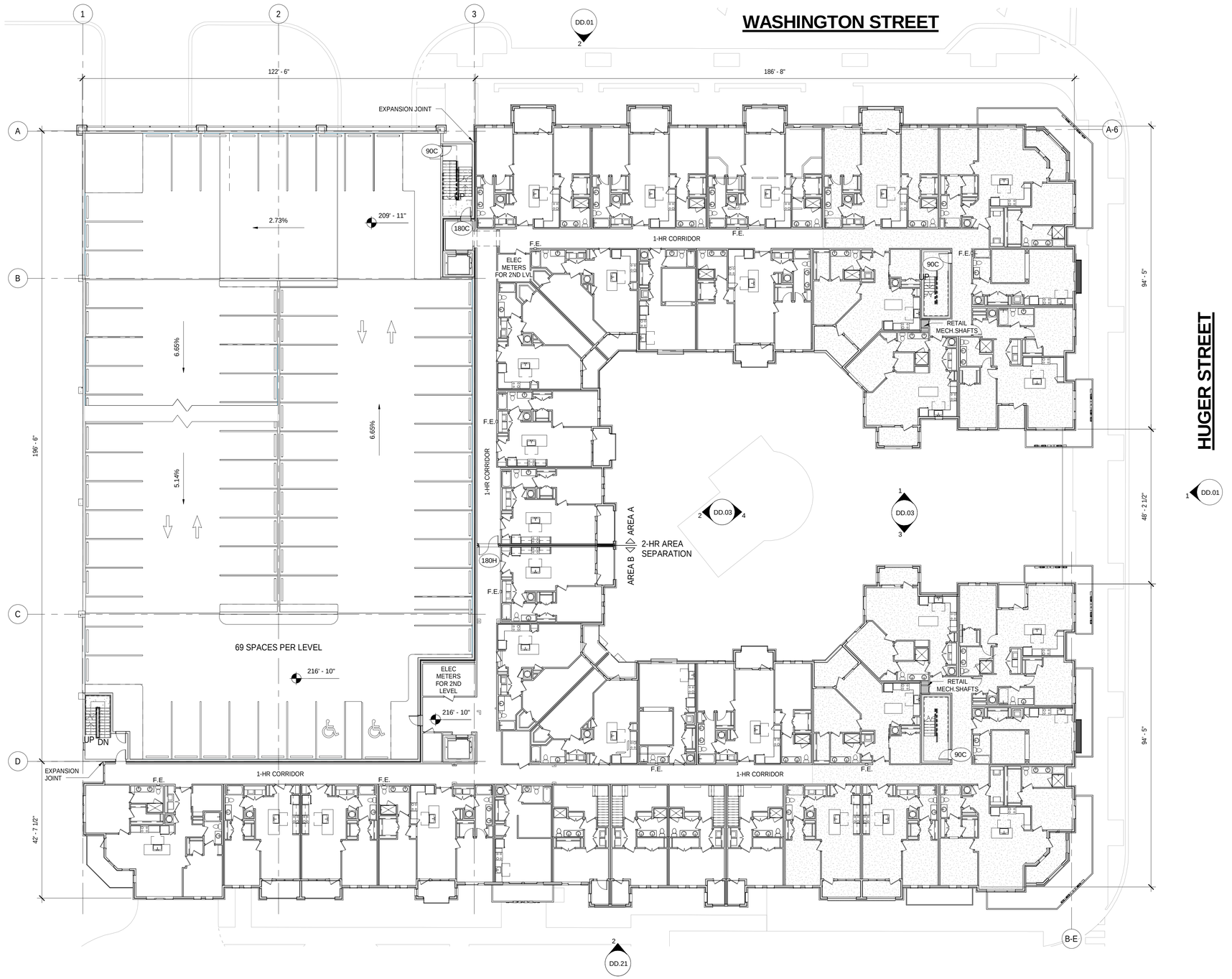
HOMES URBAN PROPERTY COMPANY

KLINE CITY CENTER - BLDG ONE

Columbia, South Carolina

DD.11

July 27, 2015



BUILDING ONE - LEVEL 02 THRU 05 | 1

1/16" = 1'-0"

GRAPHIC SCALE

0 16 32 48 64

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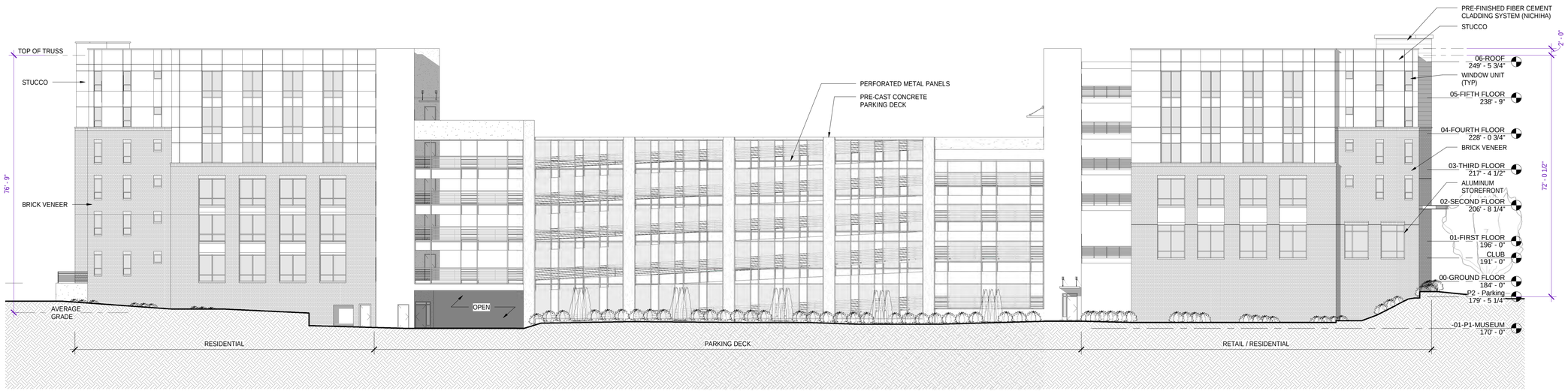
HOMES URBAN PROPERTY COMPANY

KLINE CITY CENTER - BLDG ONE

Columbia, South Carolina

DD.12

July 27, 2015

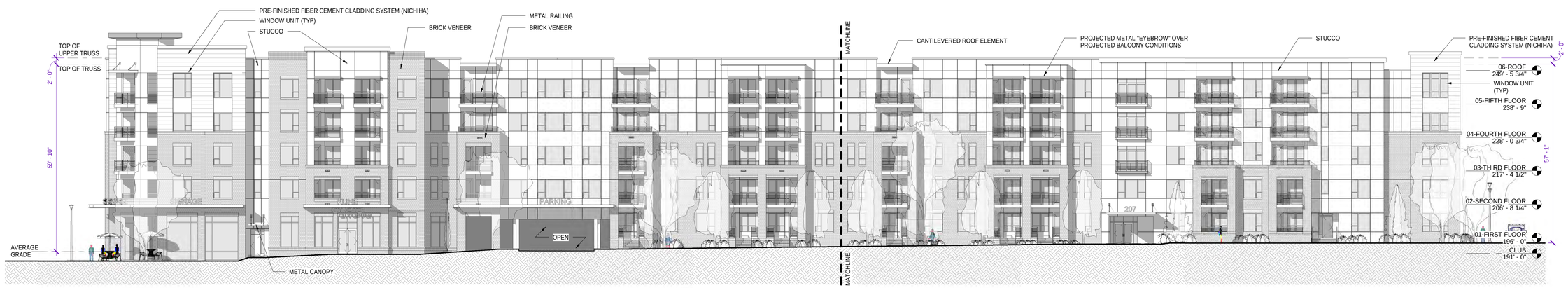


WEST ELEVATION - OVERALL 2

1/16" = 1'-0"

GRAPHIC SCALE

0 16 32 48 64



EAST ELEVATION - OVERALL 1

1/16" = 1'-0"

GRAPHIC SCALE

0 16 32 48 64

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KLINE CITY CENTER - BLDG TWO

Columbia, South Carolina

DD.00

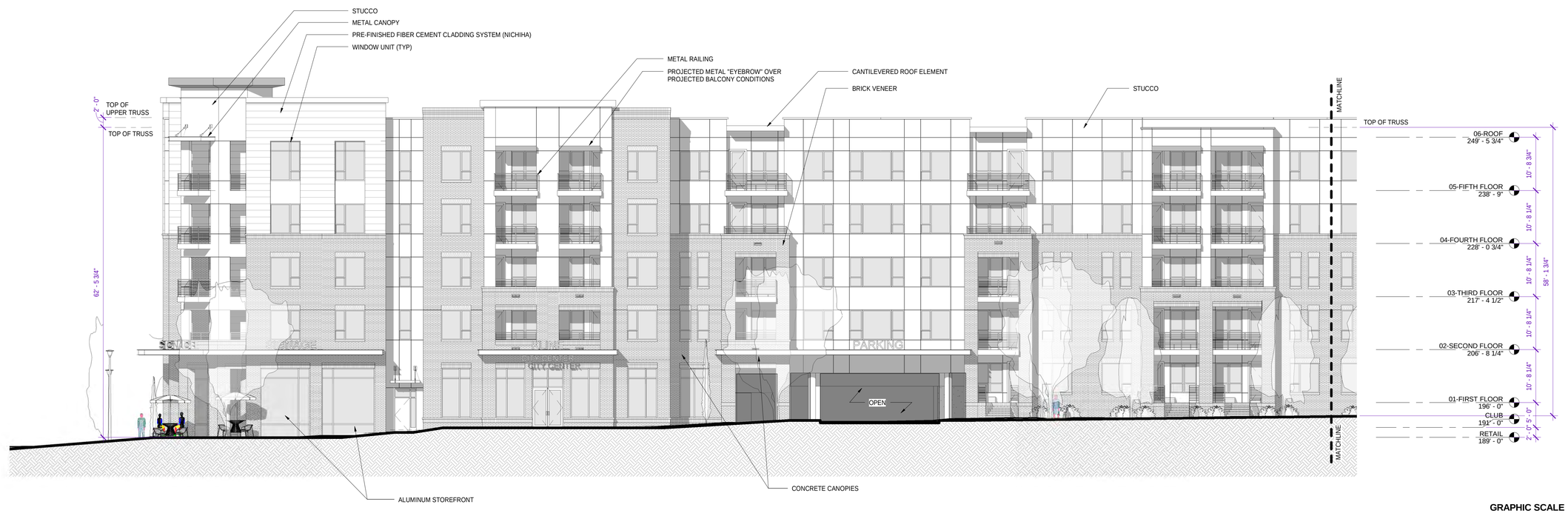
July 27, 2015

EAST ELEVATION - B 2

3/32" = 1'-0"

GRAPHIC SCALE

0 12 24 36



EAST ELEVATION - A 1

3/32" = 1'-0"

GRAPHIC SCALE

0 12 24 36

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NORTH ELEVATION 2

3/32" = 1'-0"

GRAPHIC SCALE

0 12 24 36

SOUTH ELEVATION 1

3/32" = 1'-0"

GRAPHIC SCALE

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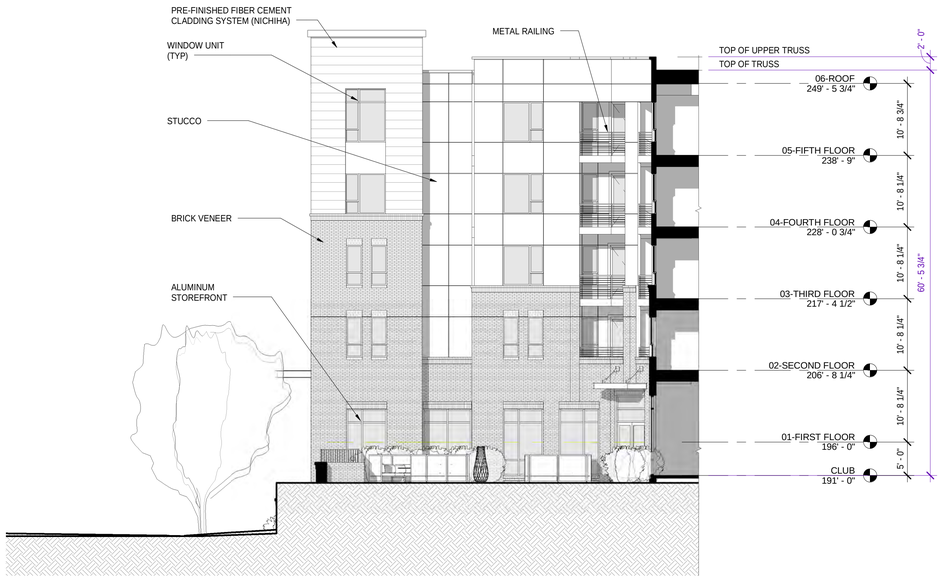
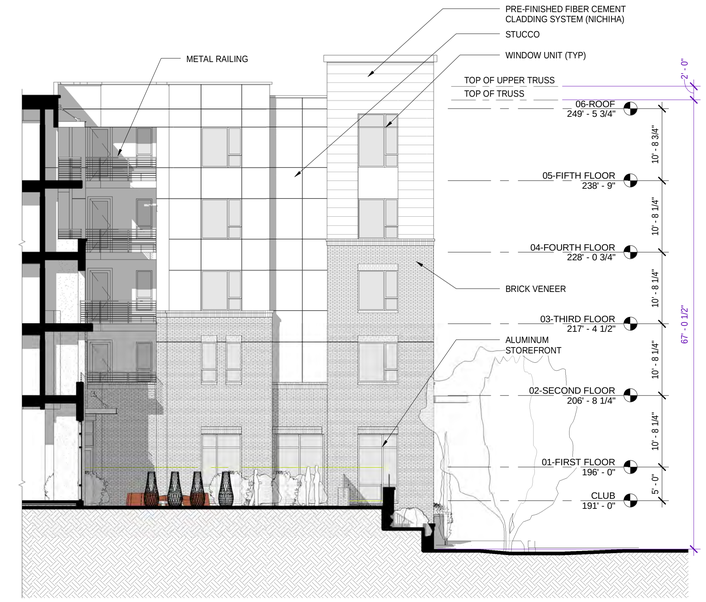


WEST COURTYARD "A" ELEVATION 2

3/32" = 1'-0"

GRAPHIC SCALE

0 12 24 36

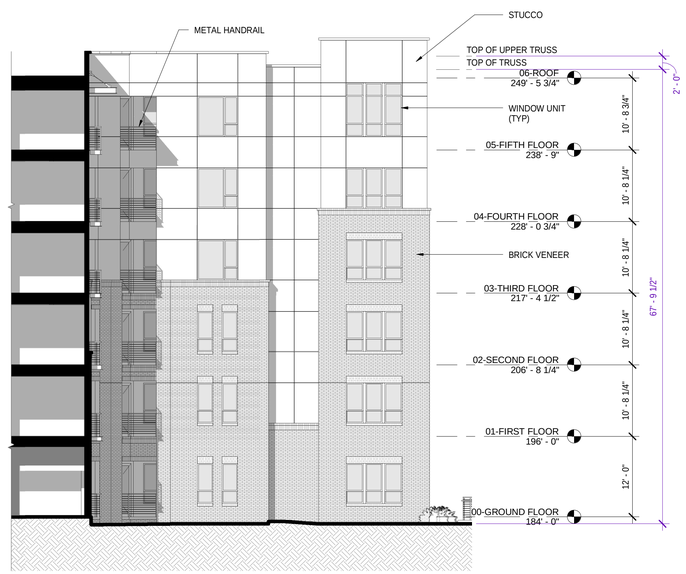


EAST COURTYARD "A" ELEVATION 1

3/32" = 1'-0"

GRAPHIC SCALE

0 12 24 36



WEST COURTYARD "B" ELEVATION 4

3/32" = 1'-0"

GRAPHIC SCALE

0 12 24 36

EAST COURTYARD "B" ELEVATION 3

3/32" = 1'-0"

GRAPHIC SCALE

0 12 24 36

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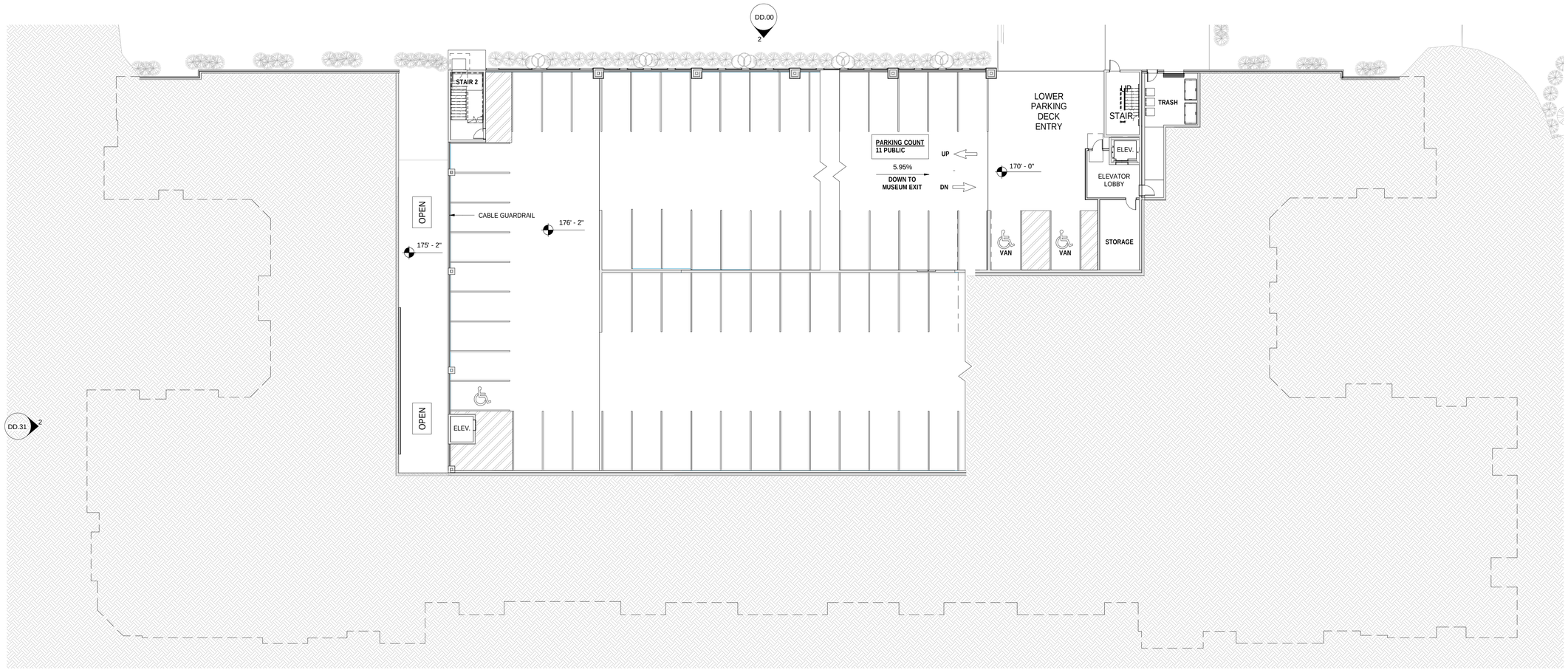

BUILDING TWO - LEVEL -01 (MUSEUM) 1

1/16" = 1'-0"

GRAPHIC SCALE

0 16 32 48 64

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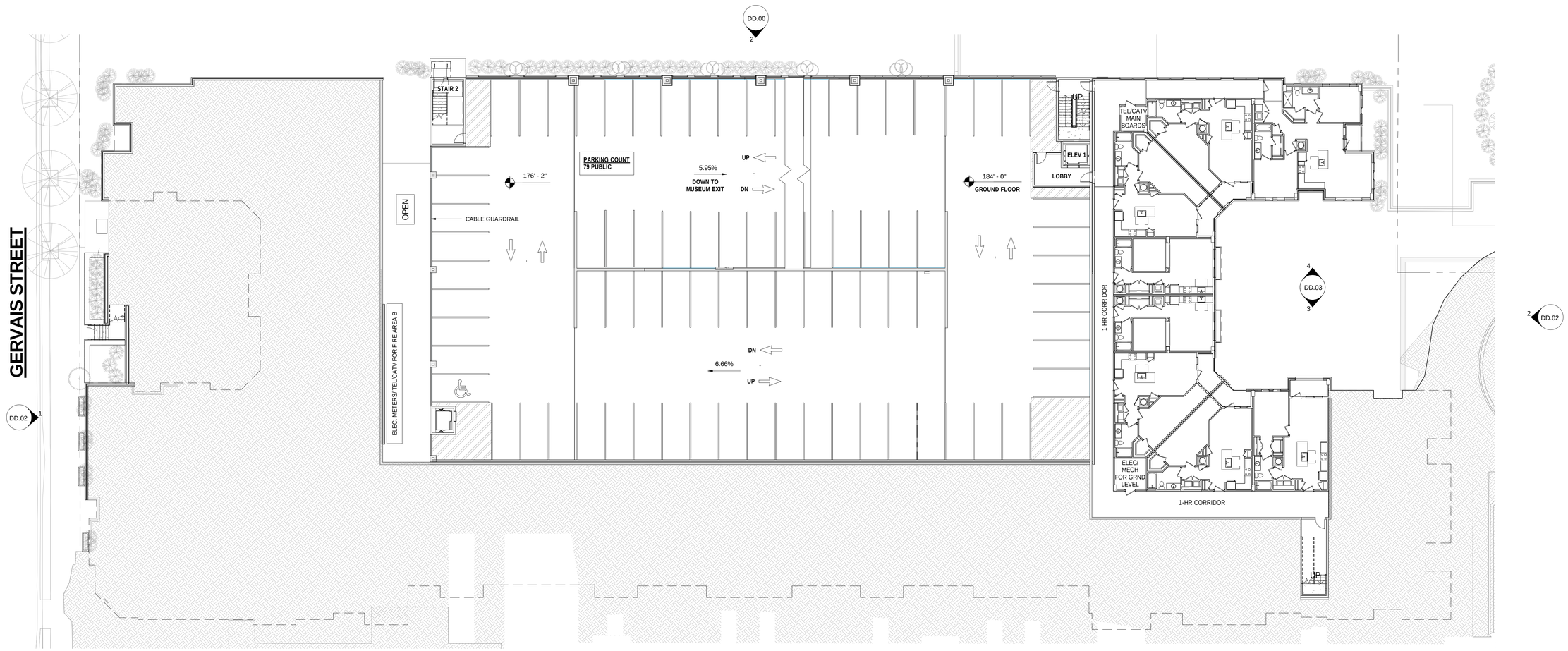

BUILDING TWO - LEVEL 00 | 1

1/16" = 1'-0"

GRAPHIC SCALE

0 16 32 48 64

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KLINE CITY CENTER - BLDG TWO

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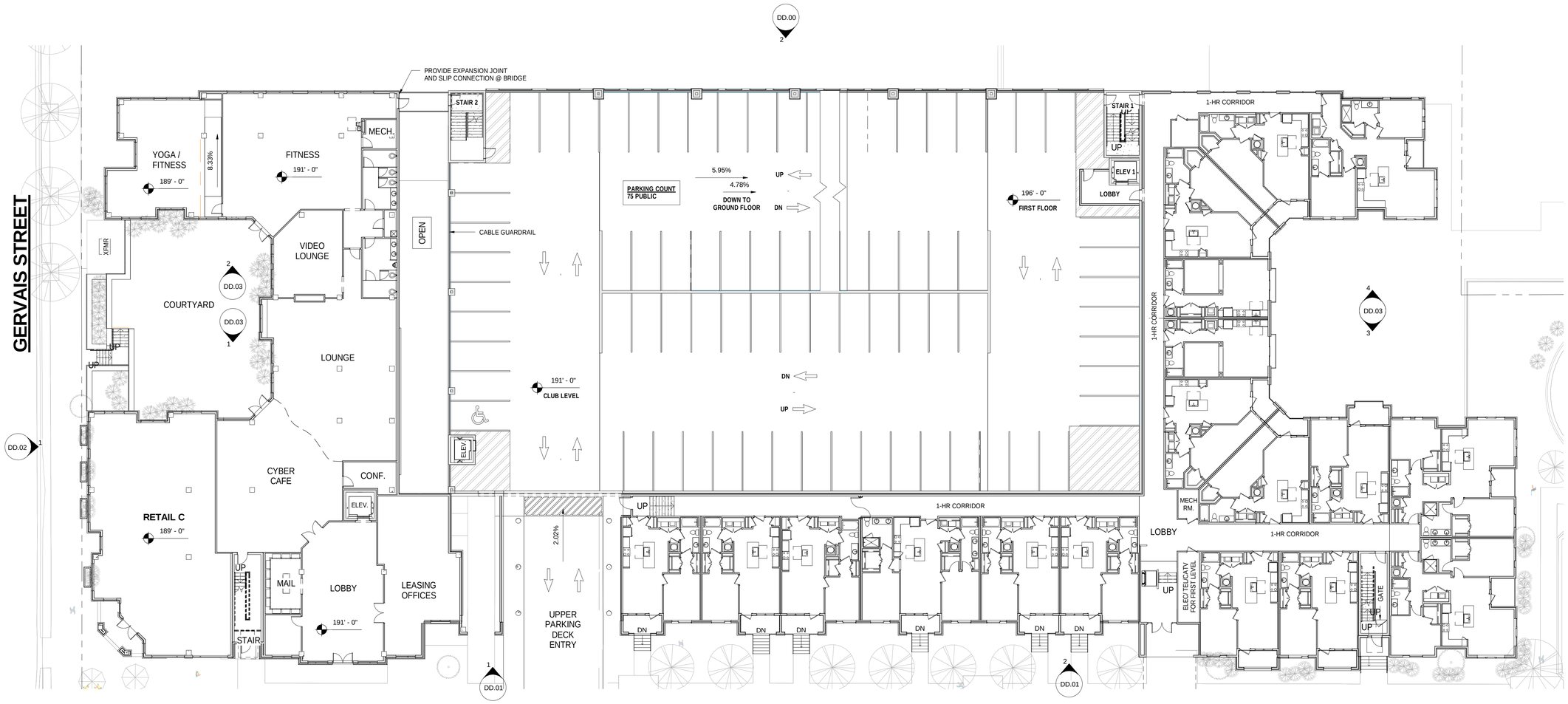

BUILDING TWO - LEVEL 01 | 1

1/16" = 1'-0"

GRAPHIC SCALE

0 16 32 48 64

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HOMES URBAN PROPERTY COMPANY

KLINE CITY CENTER - BLDG TWO

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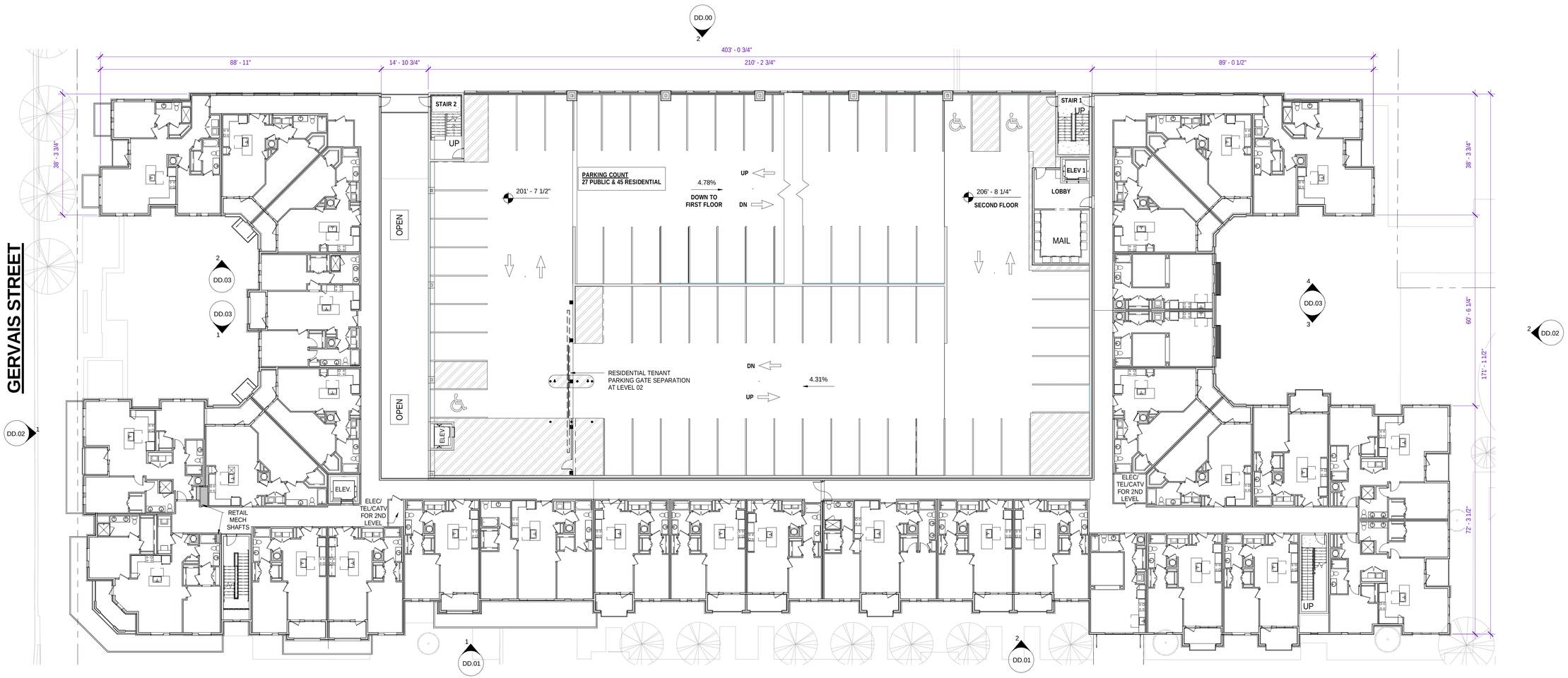
July 27, 2015



BUILDING TWO - LEVEL 02 THRU 05 1

1/16" = 1'-0"

GRAPHIC SCALE

0 16 32 48 64

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HOMES URBAN PROPERTY COMPANY

KLINE CITY CENTER - BLDG TWO

Columbia, South Carolina

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July 27, 2015

JDAVIS

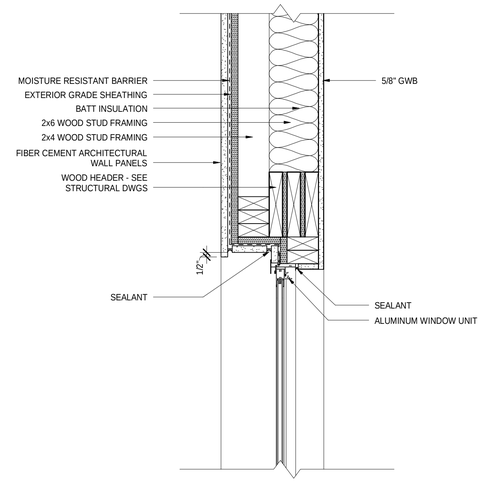
27-Jul-15

Kline City Center — Fenestration Calculations

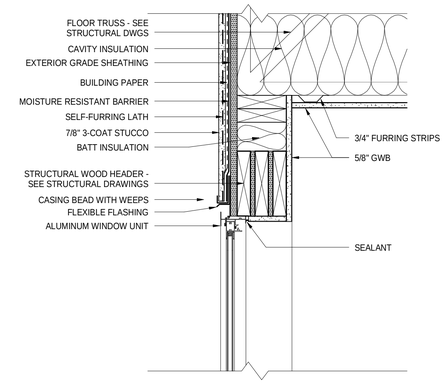
Bldg One		A Wall SF	B Window & Door SF	C* Openings Balconies	% Open SF B/A	% Open SF C/A
North						
Washington Street	Residential	10,399	3,215	3,945	31%	38%
	Commercial	760	427	480	56%	63%
East						
Huger Street	Residential	9,859	3,001	3,115	30%	32%
	Commercial	2,148	1,323	1,401	62%	65%
South						
	Residential	15,607	4,903	6,711	31%	43%
	Commercial	854	548	563	64%	66%
West						
	Residential	1,903	596	943	31%	50%

Bldg Two		A Wall SF	B Window & Door SF	C* Openings Balconies	% Open SF B/A	% Open SF C/A
North						
	Residential	10,024	3,155	3,997	31%	40%
East						
Kline Drive	Residential	20,682	6,797	8,162	33%	39%
	Commercial	1,674	1,168	1,168	70%	70%
South						
Gervais Street	Residential	7,056	2,182	2,840	31%	40%
	Commercial	2,426	1,598	1,648	66%	68%
West						
	Residential	8,969	2,758	-	31%	-
	Commercial	943	467	-	50%	-

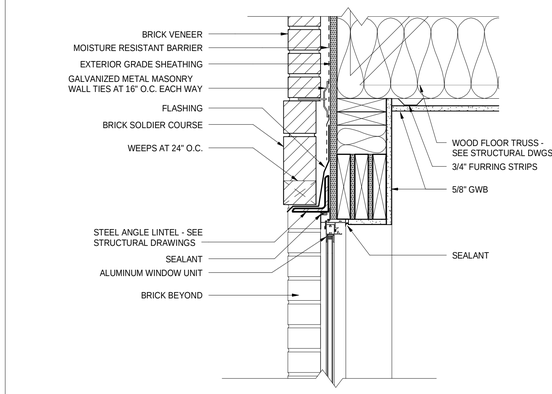
***** Sqaure Footage for **C** includes balcony opening but does not also count windows & doors on balcony.



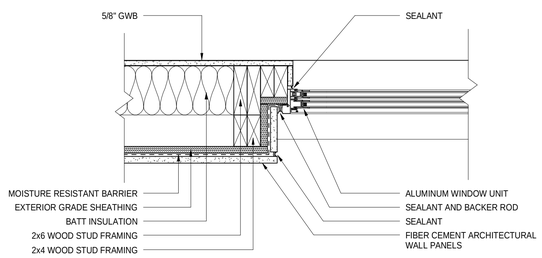
WINDOW HEAD @ NICHIHA 7
1 1/2" = 1'-0"



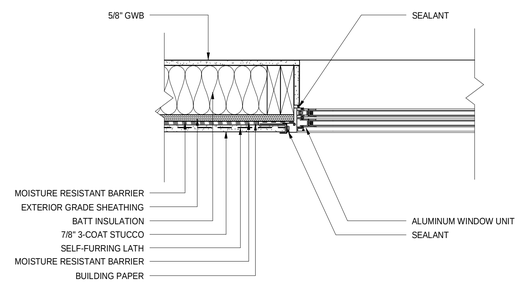
WINDOW HEAD @ STUCCO 4
1 1/2" = 1'-0"



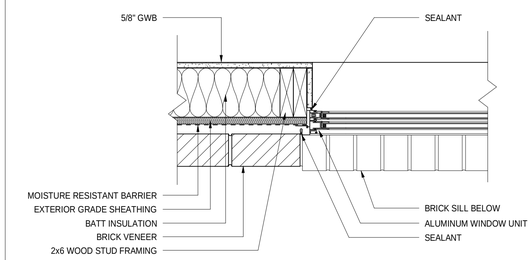
WINDOW HEAD @ BRICK 1
1 1/2" = 1'-0"



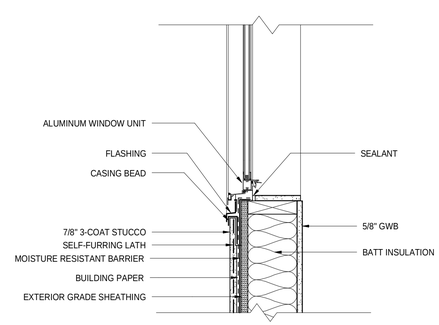
WINDOW JAMB @ NICHIHA 8
1 1/2" = 1'-0"



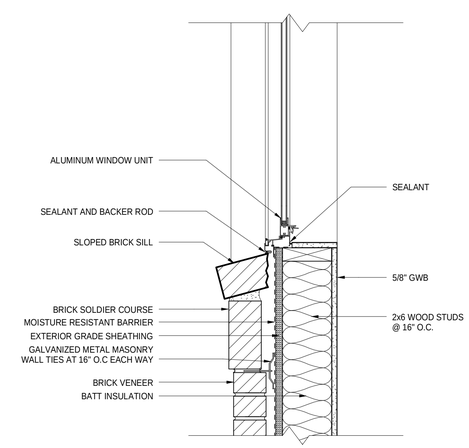
WINDOW JAMB @ STUCCO 5
1 1/2" = 1'-0"



WINDOW JAMB @ BRICK 2
1 1/2" = 1'-0"



WINDOW SILL @ STUCCO 6
1 1/2" = 1'-0"



WINDOW SILL @ BRICK 3
1 1/2" = 1'-0"

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Davis Property Group
KLINE CITY CENTER
COLUMBIA, SOUTH CAROLINA

		DATE
PROJECT:	14088	
ISSUE:		
REVISIONS:		
DRAWN BY:	Author	
CHECKED BY:	Checker	
CONTENT:	WINDOW DETAILS	

DD.21

6/27/2015 1:16:54 PM C:\Users\astheyml\Documents\Autodesk\My Projects\Kline Building TWO - DD1_astheyml.rvt

BUILDING ONE - VIEW AT INTERSECTION OF HUGER STREET & WASHINGTON STREET

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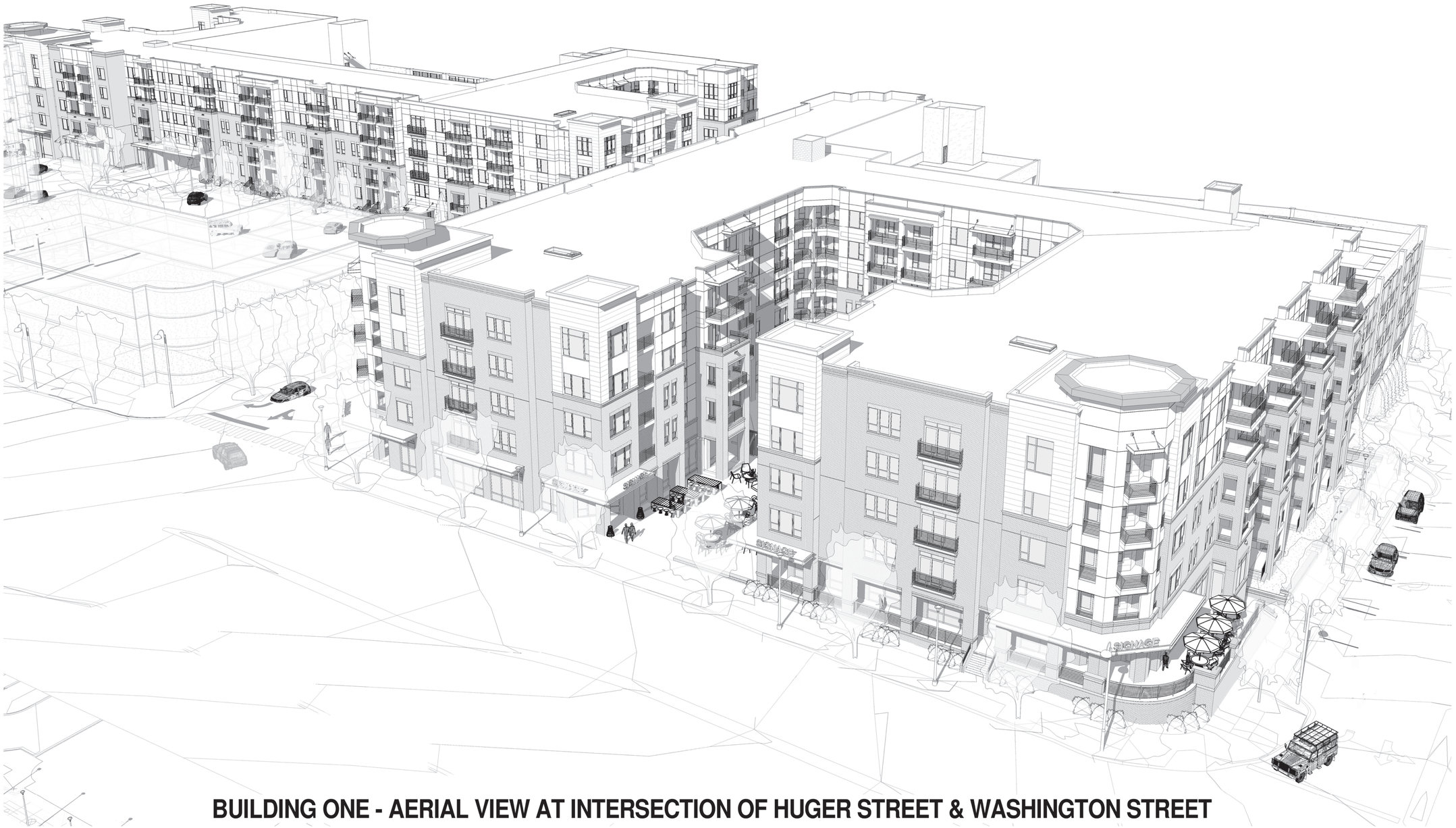
July 27, 2015



BUILDING ONE - AERIAL VIEW AT INTERSECTION OF HUGER STREET & WASHINGTON STREET

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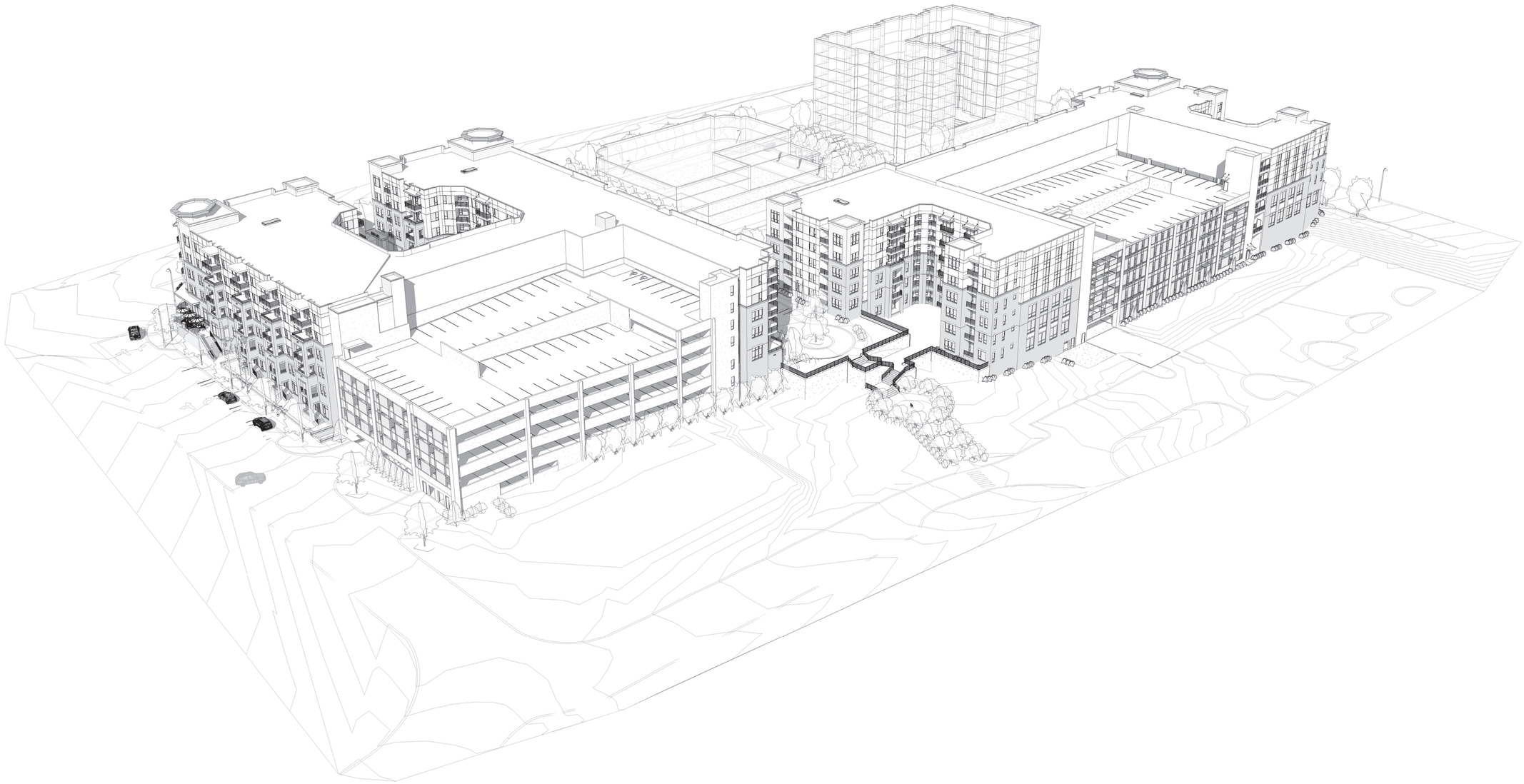
July 27, 2015



AERIAL VIEW FROM MUSEUM COMPLEX

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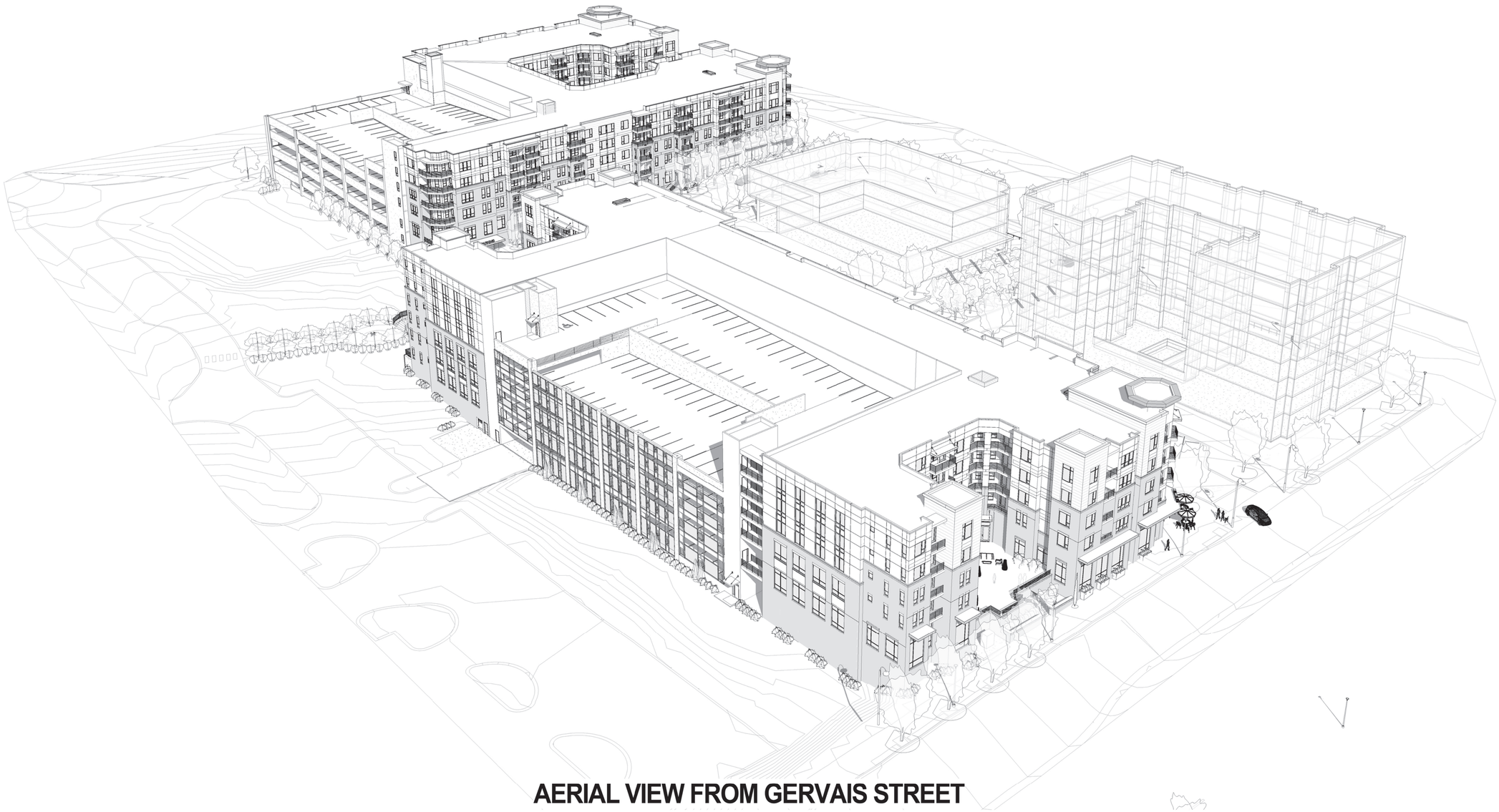

AERIAL VIEW FROM GERVAIS STREET

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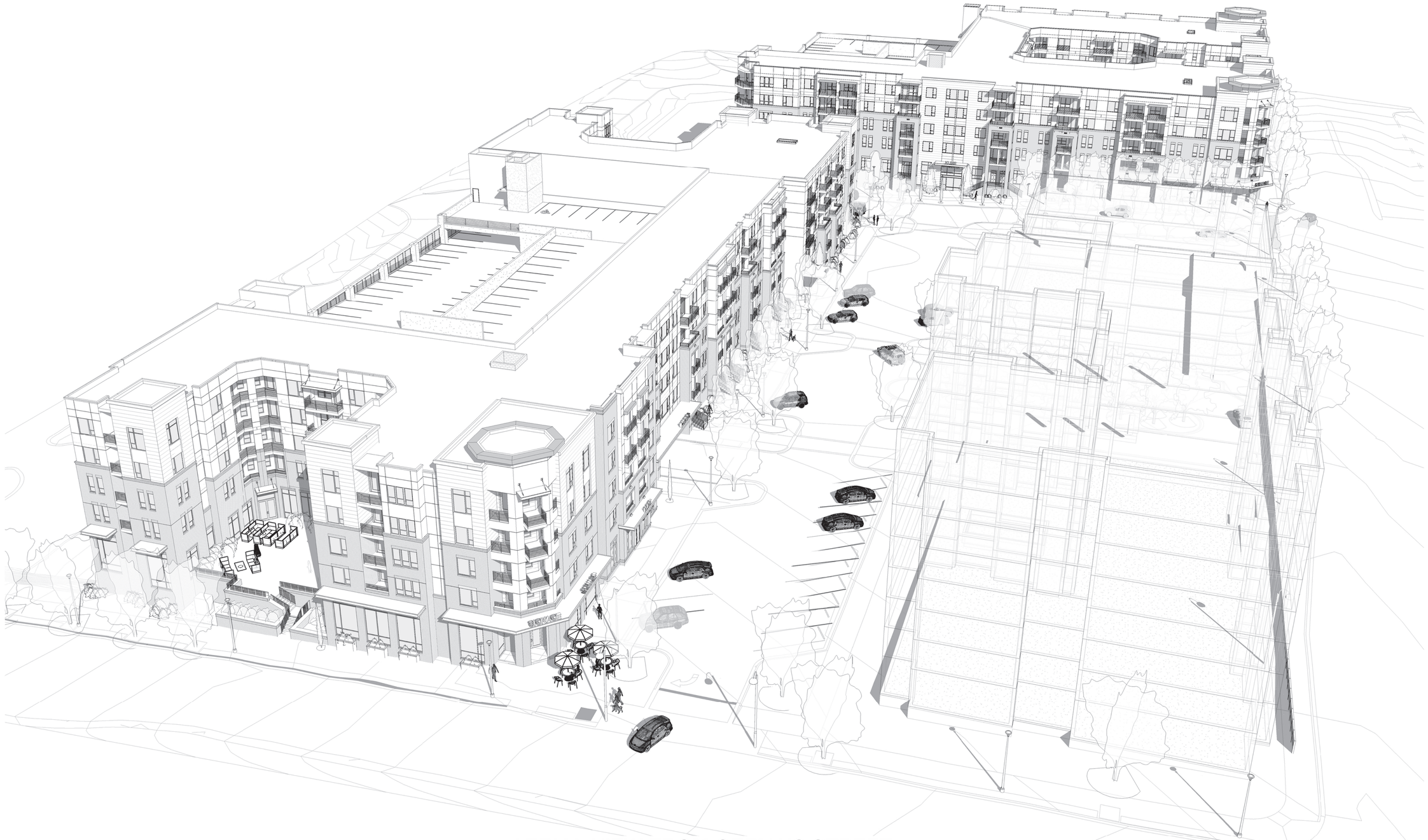

AERIAL VIEW FROM GERVAIS STREET

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BUILDING TWO - VIEW AT INTERSECTION OF GERVAIS STREET & KLINE DRIVE

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BUILDING ONE - EAST ELEVATION ALONG HUGER STREET

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July 27, 2015

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BUILDING ONE - SOUTH ELEVATION ALONG EXTENSION OF LADY STREET

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KLINE CITY CENTER | COLUMBIA, SC

July 27, 2015

HOMES URBAN PROPERTY COMPANY

NEAR GERVAIS STREET

NEAR LADY STREET EXTENSION

BUILDING TWO - EAST ELEVATION ALONG KLINE DRIVE

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MATERIAL STUDY

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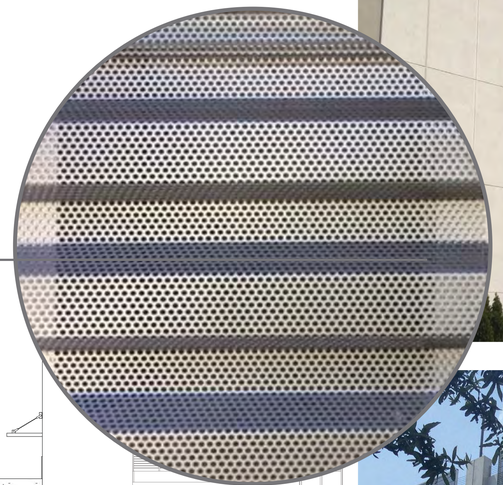
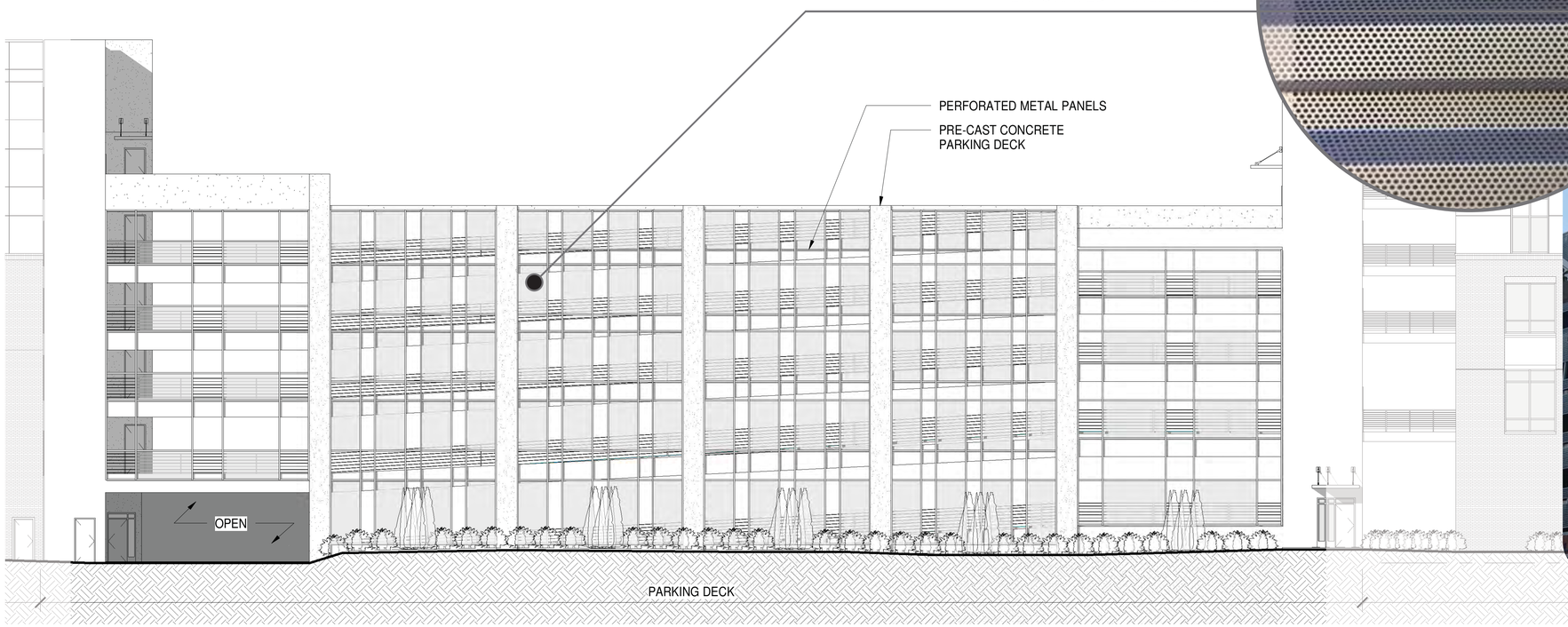
KLINE CITY CENTER | COLUMBIA, SC

July 27, 2015

HOMES URBAN PROPERTY COMPANY

A: PERFORATED METAL PANEL SYSTEM





B: CORRUGATED PERFORATED PANEL SYSTEM
WITH 2X4 ALUMINUM TUBE FRAMING

MATERIAL STUDY AT PARKING GARAGES

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