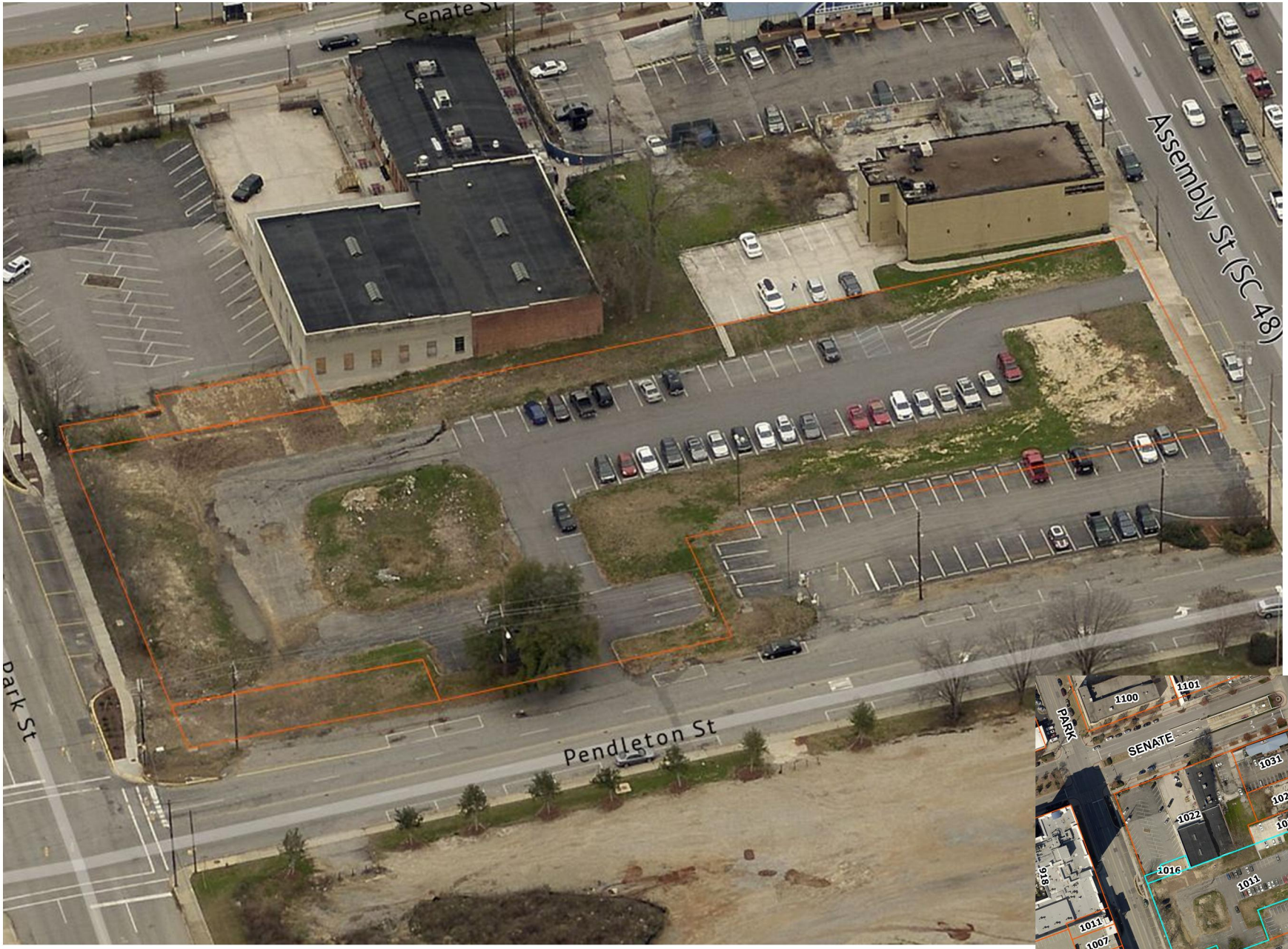
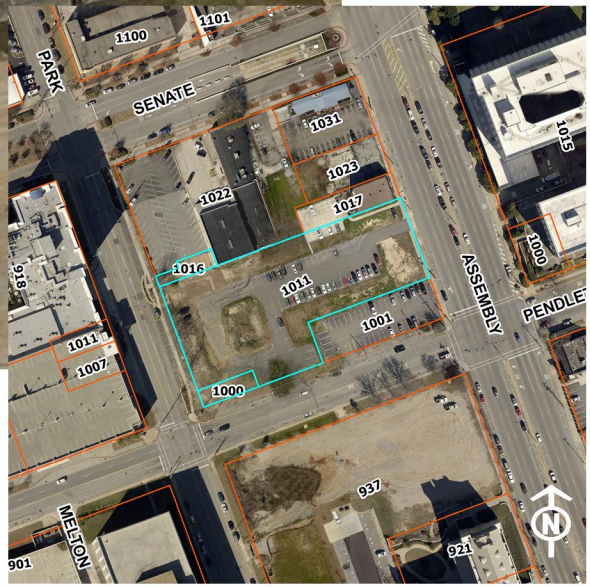




D/DRC Case

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 # 6

ADDRESS: **1011-1015 Assembly Street, 1000 Park Street, and 1016 Park Street**

APPLICANT: Park 7 – Paul Levine

TAX MAP REFERENCE: R08916-09-07, 08, 09, and 10.

USE OF PROPERTY: vacant, surface parking

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

This applicant was before the Commission in June 2014 and received approval for a 14-story, 318 unit private student dormitory on three of the four parcels that are currently included in the project. The applicant also obtained a special exception from the BoZA for an increase to the 150-bed density for the former proposal. Since that time, the parcel on the corner of Park and Assembly has been acquired, and among a number of other changes, the proposal has been modified to include the additional parcel.

The current proposal is for a 6-story, 227-unit private student dormitory, which includes all four of the parcels on the southern half of the block on Pendleton, between Assembly and Park Streets. The project is primarily residential, but does include a retail space at the corner of Assembly and Pendleton. The units wrap structured parking central to the block, and the lobby to the residential building faces Pendleton Street.

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 is 6 stores, consistent with the guidelines and surrounding context.

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 infill development.*

The building's wide, 6-story proportions are consistent with surrounding development, which includes the state government buildings across Assembly, The Arnold School of Public Health, to the south, and the SCDOT building and City parking garage to the west.

- *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 divided into elements that include changes in material and heights which step down as the grade changes along Pendleton.

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 percentages of glazing for Pendleton are ground 57%, upper levels 30%; Assembly 47/35%, respectively, and Park 39/39%. Since the majority of the first floor is residential, the amount of glazing is less than what would typically be recommended on a commercial frontage. The applicant added the retail element to the project to address the street corner with an active frontage, and has maximized the amount of glazing in this area. Staff agrees with the applicant that adding more glazing to first floor residential units (particularly bedrooms) would not be advisable.

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.*

In addition to the division of the building into distinct elements that step down the block, the applicant has made several changes to address staff concerns about the flatness of the façade at street level; the brick base is articulated with pilasters that align with the window bays above.

- *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.*

The canopy helps to provide a sense of human scale at the corner sidewalk area. The applicant has added window screens to the first floor residential units, decorative lighting, cast stone lintels and details to address the concerns about lack of detail on the ground floor elevations. Windows should be punched to provide a recess of at least 4-6".

- *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 first floor Pendleton elevation between the storefront and the lobby and between the lobby and the parking garage entrance is a long expanse of blank brick wall. The applicant has added green screens between the pilasters and site furnishings to the sidewalk to break up the expanse of blank brick on the façade.

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 building roof is flat, with the massing stepping down along the grade. The parapet of the corner element on Assembly Street angles upward toward the corner, adding a bit of interesting geometry to the otherwise rectangular features. A simple cornice has been added to finish the top of the fiber-cement and stucco bays of the building.

• *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 and screening has not been provided at this time.

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.*

The building is arranged appropriately on the site. The residential units wrap the structured parking, screening it from the street. The applicant has added a retail space on the corner of Assemble and Pendleton to activate the street corner. The lobby entrance faces Pendleton, and the service is properly located on the rear elevation, interior to the block and accessed from Park Street, which is designated a service street in Chapter 2 (of the *City Center Design Guidelines): City Center Framework.*

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.*

The setbacks on Assembly, Pendleton, and Park are between 5-7 feet, which is within the required range.

- *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 appropriate. Since it is a residential project with street-facing units on the first floor, there is an opportunity to add some landscaping within the setback to add to the privacy of the units.

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 storefront is designed to be oriented towards both Assembly and Pendleton Streets. The lobby to the residential building is located on Pendleton, and addresses the public sidewalk.

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

The building is located parallel to all three streets.

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

The applicant added the retail element and storefront to address the street corner. The lobby on Pendleton also adds storefront features to the street frontage.

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.*
- *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.*
- *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.*

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 is working with staff through the site plan review process and also through an encroachment process. All site furnishings, street trees, paving, and landscaping will be coordinated with City departments to ensure quality and continuity.

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 the rear of the property, with an access drive from Park Street. The trash/loading and transformers appear to be screened from Park Street by a retaining wall and some landscaping. More information about the height/design of the wall and this service area in general should be provided for review.

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.*

The main entry to the residential lobby is only apparent by the stairs and a ramp that lead from the sidewalk to the front doors. The main entry to the retail at the corner is articulated with a canopy over the sidewalk, suggesting a pedestrian area.

- *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. 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.

There is a canopy over the retail space at the corner, emphasizing this area and creating a sense of human scale.

Door and Window Design

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

There is high percentage of glass at both the retail and the lobby areas of the building.

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

The specifications of the glass have not yet been provided. 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 areas are floor to ceiling glass, maximizing the percentage of glazing in these areas offsets the other, residential parts of the building that have smaller window openings.

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 awning is continuous along the retail area of the building, helping to define the base of the building and creating a pedestrian scaled streetscape.

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 down-spouts, preferable of copper*
- *Balconies, rails, finials, corbels, plaques, etc.*
- *Flag or banner pole brackets*
- *Fire sprinkler stand pipe enclosures and hose bib covers, preferably of brass*
- *Security devices*

The applicant has added a number of details to the first floor elevations to add interest to the façade.

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 building's design is fairly simple, with flat, punched walls stepping down the block. Grey stucco and white fiber-cement panels are the primary materials. The applicant has added a trim piece surrounding each window to address the flatness of the façade. At the time of submittal, this detail had not been received but was described at a 2" depth. Staff is concerned about the minimal articulation of the windows on the upper façade.

The metal panels on the corner element show up on the Pendleton Street façade, helping to tie it into the overall design. Staff is concerned about the lack of depth in the punched openings in the metal panels as well.

The brick base has been brought up to the second floor, making a stronger base for the building. The pilasters help to visually tie it to the upper façade.

5.8 The Upper Façade

- *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.*

A simple cornice has been added to the top of the building to articulate the top of 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.*

Neighboring structures are brick and concrete, and all deeply recessed penetrations that articulate the buildings. Staff's main concern is the inherent lack of window depth with these materials.

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 average proportion of openings for the upper façade is 35%. Every effort should be made to maximize the depth of the window recessed in all three materials on the upper façade, as well as the depth of the added trim piece around the window openings.

5.10 Parking Facility, Location, Landscaping, and Screening

- *Generally, the parking required for each block should be contained within that block. Where parcels within a block are developed by different owners, the parking requirements of each development should be accommodated within its own parcel unless a cooperative parking plan is submitted at the time of the earliest development.*

The parking for the development is located in a new parking structure within the development parcel.

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.*

The parking structure is located within the block core, wrapped by residential units and retail development.

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

The parking structure is compatible, with stucco façade to match the building, and punched openings of a similar size and scale.

- *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.*

The parking structure will be minimally visible from the street; ramping is interior to the structure and screened.

<u>STAFF RECOMMENDATIONS:</u>

Staff finds that the proposal substantially meets most of the design guidelines; however there are a couple of significant areas that need additional design development prior to granting a Certificate of Design Approval.

Motion: to grant the Request for a Certificate of Design Approval, conditional upon the following items being addressed, and approved by staff:

1. Per Section *5.3.6, Roofs and Upper Stories,* that the rooftop mechanical equipment and screening details be submitted for review,

2. Per *Section 5.8.3 Windows (Upper Façade)*, the windows on the upper façade shall be designed to provide a recess of at least 4-6,"
3. All signage to be approved under a separate Certificate of Design Approval,
4. All remaining details are deferred to staff.

1015 ASSEMBLY STREET

07.08.2015

HUMPHREYS & PARTNERS URBAN ARCHITECTURE, L.P.

DALLAS•NEW YORK•CHICAGO•NEW ORLEANS•ORLANDO•EDMONTON•SAN RAMON
NEWPORT BEACH•SCOTTSDALE•TORONTO•CHENNAI•DUBAI•HANOI•MONTEVIDEO

N

SITE PLAN

TABULATIONS						
SITE AREA:	89,902 SF		2.06	ACRE		
BUILDING FOOTPRINT:	70,602 SF					
TOTAL BUILDING AREA:	302,010					
FAR:	3.36					
TOTAL UNIT	227	UNITS		1,090.5 SF	AVE	
TOTAL BED COUNTS:	684	BEDS				
RESIDENTIAL PARKING REQUIRED:	513	SPACES				0.75 SPACE PER BED
RETAIL PARKING REQUIRED:	5	SPACES	4 SPACE PER 1000SF RETAIL W/ 50% PROVIDED IN GARAGE			
TOTAL PARKING REQUIRED:	518	SPACES				
TOTAL PARKING PROVIDED:	521	SPACES				
TOTAL BIKE STORAGE SPACE REQUIRED:	171	SPACES				0.25 SPACE PER BED
TOTAL BIKE STORAGE SPACE PROVIDED:	172	SPACES				
TOTAL BUILDING AREA:						
GROSS RESIDENTIAL AREA:	289,395 SF		NRSF:	247,541 SF	EFF: 85.54%	
LOBBY& LEASING:	2,860 SF					
AMENITIES:	7,097 SF					
RETAIL:	2,658 SF					
LOADING& TRASH:	1,487 SF					
MEP & STORAGE	2,529 SF					
PARKING AND SERVICES:	177,012 SF		339.8 SF PER SPACE			

1015 ASSEMBLY STREET						
UNIT TABULATION						7/6/15
UNIT NAME	UNIT TYPE	NET AREA(SF)	UNIT COUNT	BED COUNT	PERCENTAGE	% BREAKDOWN
S1	STUDIO	404	34	34	14.98%	23.79%
A1	1br/1ba	505	20	20	8.81%	
B1	2br/2ba	773	24	48	10.57%	10.57%
C1	3br/3ba	1,127	42	126	18.50%	21.15%
C2	3br/3ba	1,032	6	18	2.64%	
D1	4br/4ba	1,407	67	268	29.52%	29.52%
E1	5br/5ba	1,687	34	170	14.98%	14.98%
TOTALS			**227**	**684**	**100%**	**100%**

1015 ASSEMBLY STREET
PARK 7
HPA.#15371

COLUMBIA, SC

07.08.2015

HUMPHREYS & PARTNERS URBAN ARCHITECTURE, L.P.
DALLAS•NEW YORK•CHICAGO•NEW ORLEANS•ORLANDO•EDMONTON•SAN RAMON
NEWPORT BEACH•SCOTTSDALE•TORONTO•CHENNAI•DUBAI•HANOI•MONTEVIDEO

1015 ASSEMBLY STREET
PARK 7
HPA.#15371

COLUMBIA, SC

07.31.2015

HUMPHREYS & PARTNERS URBAN ARCHITECTURE, L.P.

DALLAS•NEW YORK•CHICAGO•NEW ORLEANS•ORLANDO•EDMONTON•SAN RAMON
NEWPORT BEACH•SCOTTSDALE•TORONTO•CHENNAI•DUBAI•HANOI•MONTEVIDEO

1015 ASSEMBLY STREET
PARK 7
HPA.#15371

COLUMBIA, SC

07.31.2015

HUMPHREYS & PARTNERS URBAN ARCHITECTURE, L.P.

DALLAS•NEW YORK•CHICAGO•NEW ORLEANS•ORLANDO•EDMONTON•SAN RAMON
NEWPORT BEACH•SCOTTSDALE•TORONTO•CHENNAI•DUBAI•HANOI•MONTEVIDEO

1015 ASSEMBLY STREET
PARK 7

7/8/2015
HPA#15371

TABULATIONS

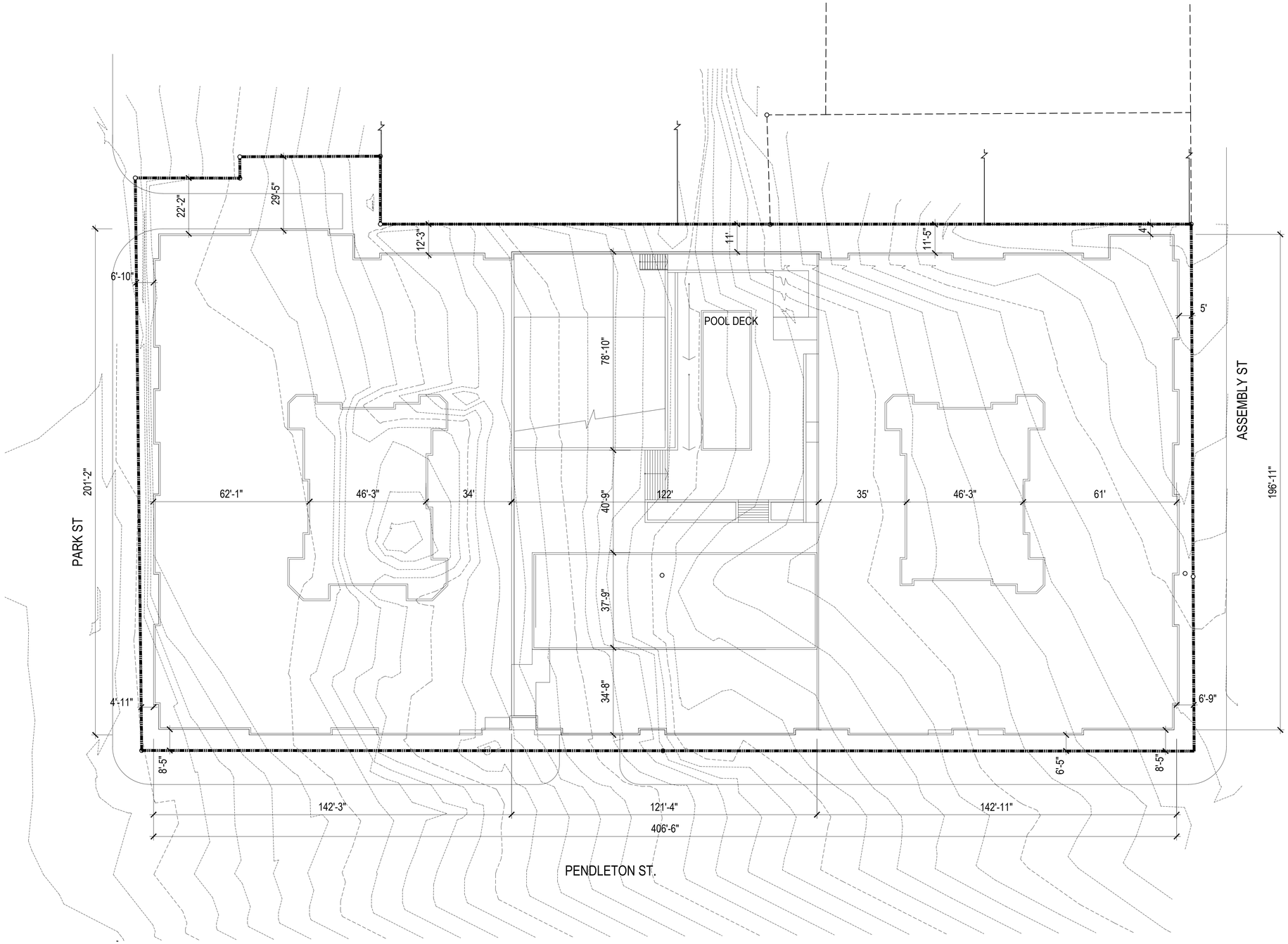
Level (s)	Gross Building Area	MVP	Lobby/ Leasing	Retail	Amenities	MEP/ Storage	Trash/ Loading	Parking and Services	Parking Count	GRSF	NRSF	Unit Count	Efficiency
B4	21,119 sf	sf	- sf	- sf	- sf	sf	sf	21,119 sf	73	- sf	- sf	-	
B3	45,377 sf	873 sf	sf	sf	- sf	585 sf	1,487 sf	20,541 sf	58	21,891 sf	18,477 sf	18	84.4%
B2	48,119 sf	873 sf	- sf	- sf	- sf	144 sf	- sf	24,254 sf	55	22,848 sf	20,086 sf	19	87.9%
B1	47,779 sf	873 sf	2,860 sf	- sf	- sf	456 sf	- sf	21,004 sf	59	22,586 sf	20,086 sf	19	88.9%
1	70,602 sf	873 sf	- sf	2,658 sf	3,108 sf	252 sf	sf	19,434 sf	59	44,277 sf	36,949 sf	35	83.4%
2 2_3	70,595 sf	873 sf	sf	- sf	- sf	252 sf	- sf	19,434 sf	59	50,036 sf	43,059 sf	39	86.1%
4	46,925 sf	618 sf	sf	- sf	- sf	108 sf	- sf	19,434 sf	59	26,765 sf	22,973 sf	20	85.8%
5	40,234 sf	618 sf	sf	- sf	- sf	108 sf	- sf	12,358 sf	40	27,150 sf	22,973 sf	20	84.6%
6	28,713 sf	618 sf	sf	- sf	3,989 sf	300 sf	- sf	sf	-	23,806 sf	19,879 sf	17	83.5%
Total:	**490,058 sf**	**7,092 sf**	**2,860 sf**	**2,658 sf**	**7,097 sf**	**2,457 sf**	**1,487 sf**	**177,012 sf**	**521**	**289,395 sf**	**247,541 sf**	**226**	**85.5%**

Site Area: 89,902 sf 2.06 Acres
FAR 3.32

* GROSS AREA is calculated to the exterior face of the walls including balconies
* MVP stands for major vertical penetrations (stairs, elevator shafts, chases, etc.)
* GRSF (gross rentable square footage) is calculated to the exterior face of the walls including balconies, less vertical slab penetrations and less common spaces (lobby/ amenities, etc.)
* NRSF (net rentable square footage) is calculated to the exterior face of the wall, centerline of demising walls between units, and corridor side of corridor walls
* EFFICIENCY is the NRSF divided by the GRSF
* FAR is calculated as the Total Gross Building Area (not including below grade) divided by the site area

PARKING TABLE

Level (s)	BIKE	TYPICAL	COMPACT	HANDICAP	TOTAL
B4		55	17	1	**73**
B3	24	42	15	1	**58**
B2	96	40	13	2	**55**
B1	24	42	15	2	**59**
GR	24	42	15	2	**59**
2_3		42	15	2	**59**
4		42	15	2	**59**
5		25	14	1	**40**
6					**-**
Total:	168	372	134	15	**521**
		71.4%	**25.7%**	**2.9%**	100.0%



N

SCALE: 1" = 20'-0"

0' 20' 40' 80'

07.08.2015

1015 ASSEMBLY STREET

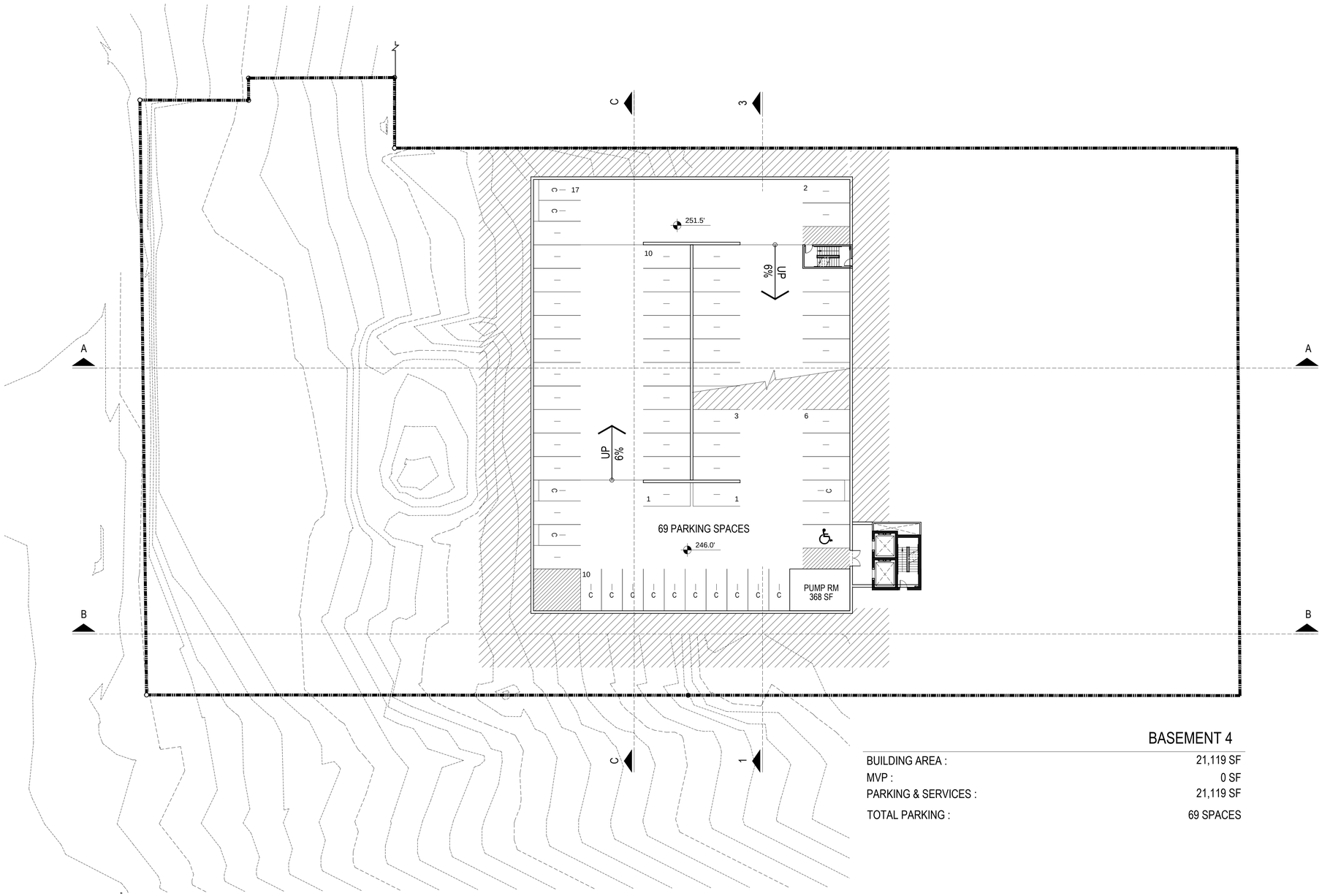
PARK 7

HPA.#15371

COLUMBIA, SC

HUMPHREYS & PARTNERS URBAN ARCHITECTURE, L.P.

DALLAS•NEW YORK•CHICAGO•NEW ORLEANS•ORLANDO•EDMONTON•SAN RAMON
NEWPORT BEACH•SCOTTSDALE•TORONTO•CHENNAI•DUBAI•HANOI•MONTEVIDEO



BASEMENT 4

BUILDING AREA :	21,119 SF
MVP :	0 SF
PARKING & SERVICES :	21,119 SF
TOTAL PARKING :	69 SPACES

N

SCALE: 1" = 20'-0"

0' 20' 40' 80'

07.08.2015

1015 ASSEMBLY STREET

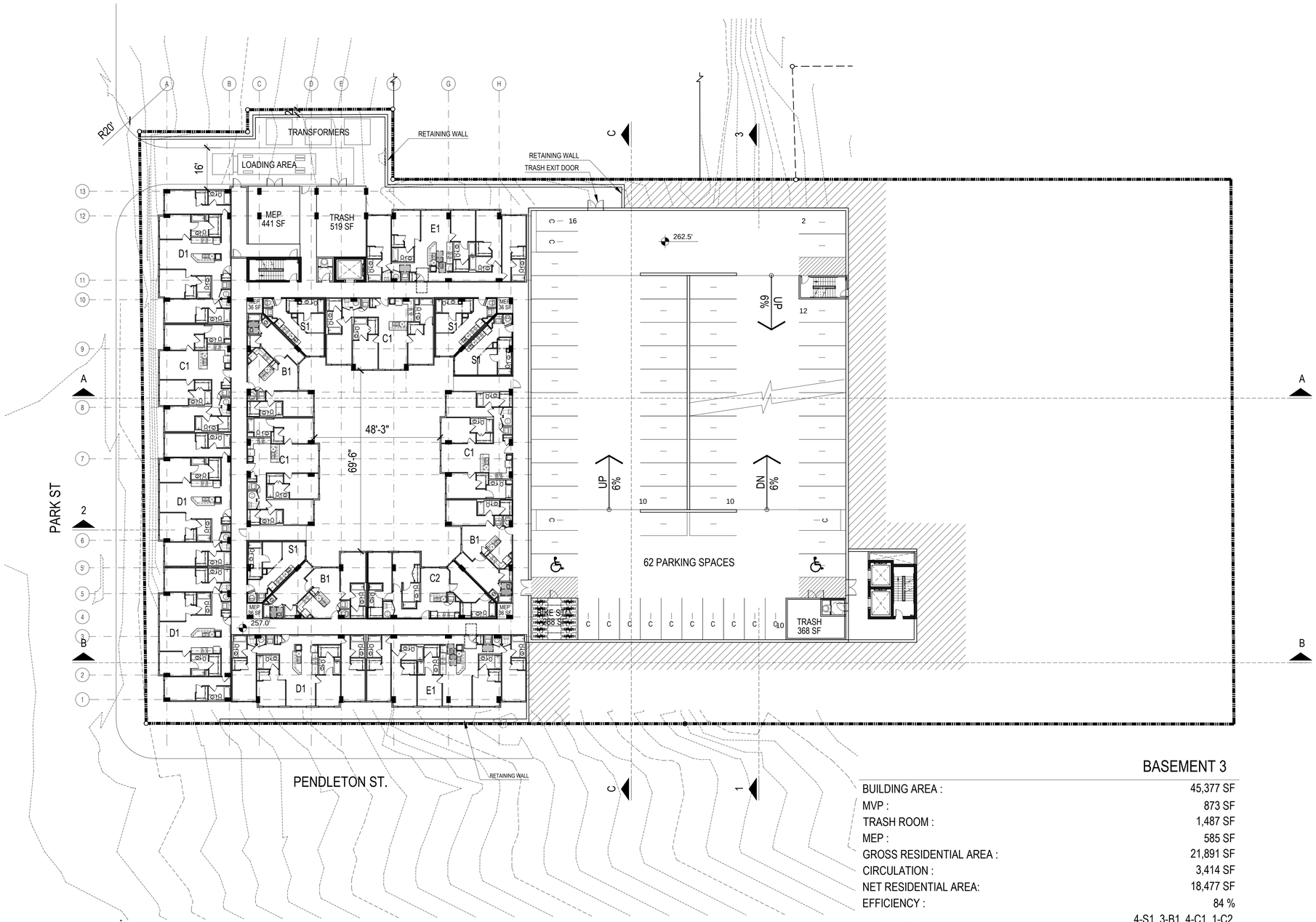
PARK 7

HPA.#15371

COLUMBIA, SC

HUMPHREYS & PARTNERS URBAN ARCHITECTURE, L.P.

DALLAS•NEW YORK•CHICAGO•NEW ORLEANS•ORLANDO•EDMONTON•SAN RAMON
NEWPORT BEACH•SCOTTSDALE•TORONTO•CHENNAI•DUBAI•HANOI•MONTEVIDEO



BASEMENT 3

BUILDING AREA :		45,377 SF
MVP :		873 SF
TRASH ROOM :		1,487 SF
MEP :		585 SF
GROSS RESIDENTIAL AREA :		21,891 SF
CIRCULATION :		3,414 SF
NET RESIDENTIAL AREA:		18,477 SF
EFFICIENCY :		84 %
UNIT COUNT :	18	4-S1, 3-B1, 4-C1, 1-C2, 4-D1, 2-E1
PARKING & SERVICES :		20,541 SF
TOTAL PARKING :		62 SPACES

N

SCALE: 1" = 20'-0"

0' 20' 40' 80'

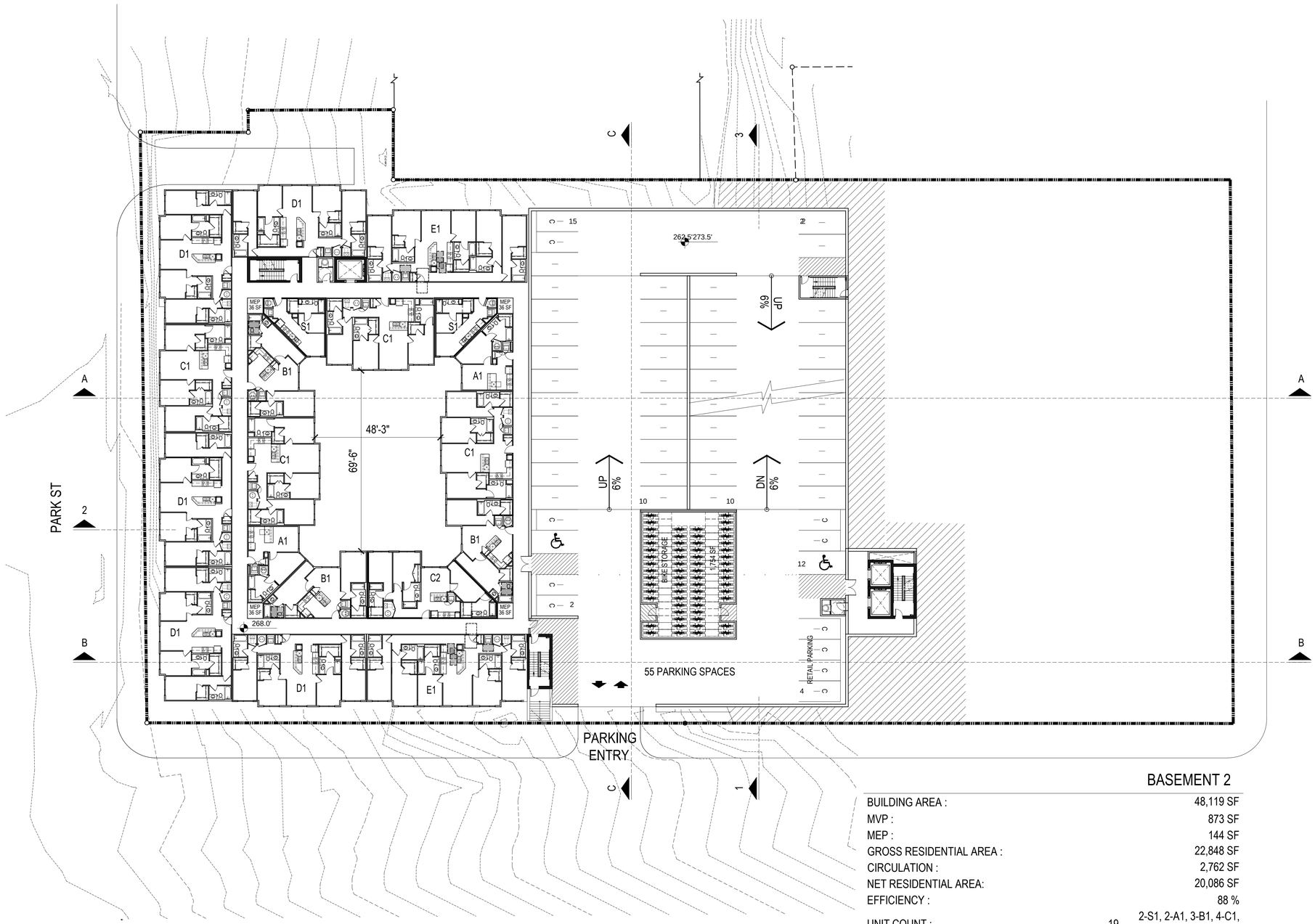
07.08.2015

1015 ASSEMBLY STREET
PARK 7
HPA.#15371

COLUMBIA, SC

HUMPHREYS & PARTNERS URBAN ARCHITECTURE, L.P.

DALLAS•NEW YORK•CHICAGO•NEW ORLEANS•ORLANDO•EDMONTON•SAN RAMON
NEWPORT BEACH•SCOTTSDALE•TORONTO•CHENNAI•DUBAI•HANOI•MONTEVIDEO



BASEMENT 2

BUILDING AREA :		48,119 SF
MVP :		873 SF
MEP :		144 SF
GROSS RESIDENTIAL AREA :		22,848 SF
CIRCULATION :		2,762 SF
NET RESIDENTIAL AREA:		20,086 SF
EFFICIENCY :		88 %
UNIT COUNT :	19	2-S1, 2-A1, 3-B1, 4-C1, 1-C2, 5-D1, 2-E1
PARKING & SERVICES :		24,254 SF
TOTAL PARKING :		55 SPACES

N

SCALE: 1" = 20'-0"

0' 20' 40' 80'

07.08.2015

1015 ASSEMBLY STREET

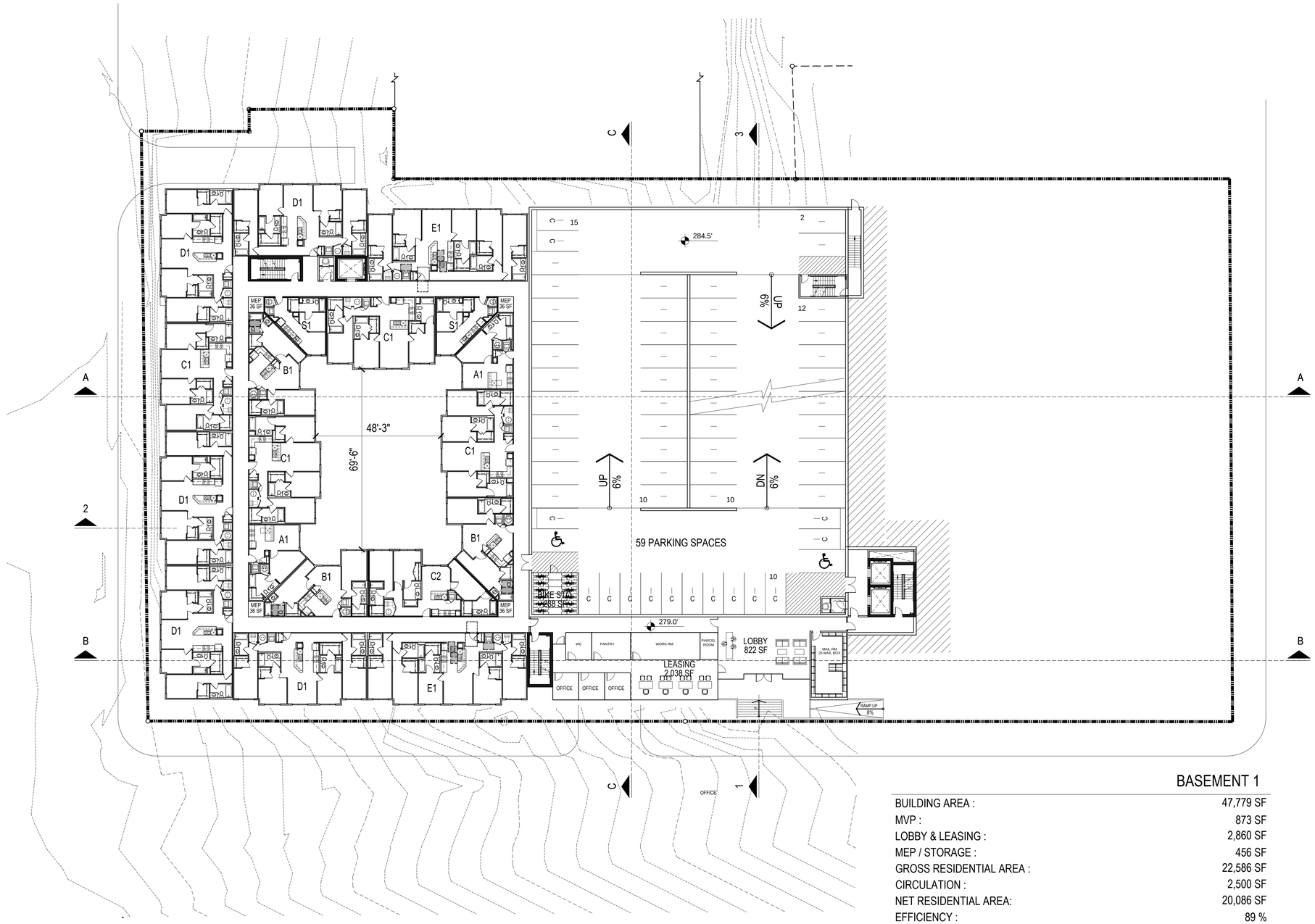
PARK 7

HPA.#15371

COLUMBIA, SC

HUMPHREYS & PARTNERS URBAN ARCHITECTURE, L.P.

DALLAS•NEW YORK•CHICAGO•NEW ORLEANS•ORLANDO•EDMONTON•SAN RAMON
NEWPORT BEACH•SCOTTSDALE•TORONTO•CHENNAI•DUBAI•HANOI•MONTEVIDEO



BASEMENT 1

BUILDING AREA :		47,779 SF
MVP :		873 SF
LOBBY & LEASING :		2,860 SF
MEP / STORAGE :		456 SF
GROSS RESIDENTIAL AREA :		22,586 SF
CIRCULATION :		2,500 SF
NET RESIDENTIAL AREA:		20,086 SF
EFFICIENCY :		89 %
UNIT COUNT :	19	2-S1, 2-A1, 3-B1, 4-C1, 1-C2, 5-D1, 2-E1
PARKING & SERVICES :		21,004 SF
TOTAL PARKING :		59 SPACES

N

SCALE: 1" = 20'-0"

0' 20' 40' 80'

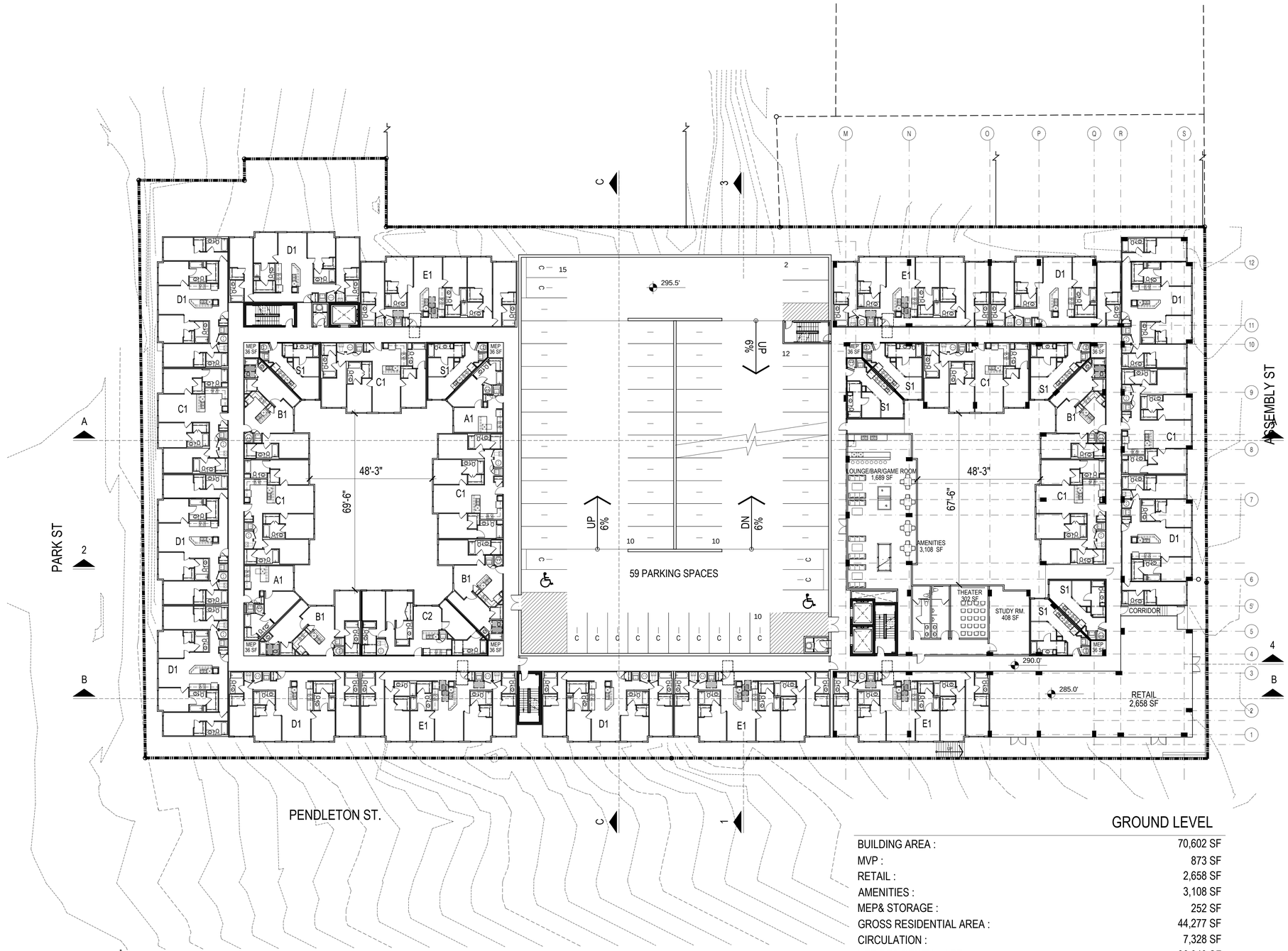
07.08.2015

1015 ASSEMBLY STREET
PARK 7
HPA.#15371

COLUMBIA, SC

HUMPHREYS & PARTNERS URBAN ARCHITECTURE, L.P.

DALLAS•NEW YORK•CHICAGO•NEW ORLEANS•ORLANDO•EDMONTON•SAN RAMON
NEWPORT BEACH•SCOTTSDALE•TORONTO•CHENNAI•DUBAI•HANOI•MONTEVIDEO



GROUND LEVEL

BUILDING AREA :		70,602 SF
MVP :		873 SF
RETAIL :		2,658 SF
AMENITIES :		3,108 SF
MEP& STORAGE :		252 SF
GROSS RESIDENTIAL AREA :		44,277 SF
CIRCULATION :		7,328 SF
NET RESIDENTIAL AREA:		36,949 SF
EFFICIENCY :		83 %
UNIT COUNT :	35	7-S1, 2-A1, 4-B1, 7-C1, 1-C2, 9-D1, 5-E1
PARKING & SERVICES :		19,434 SF
TOTAL PARKING :		59 SPACES

N

SCALE: 1" = 20'-0"

0' 20' 40' 80'

07.08.2015

1015 ASSEMBLY STREET

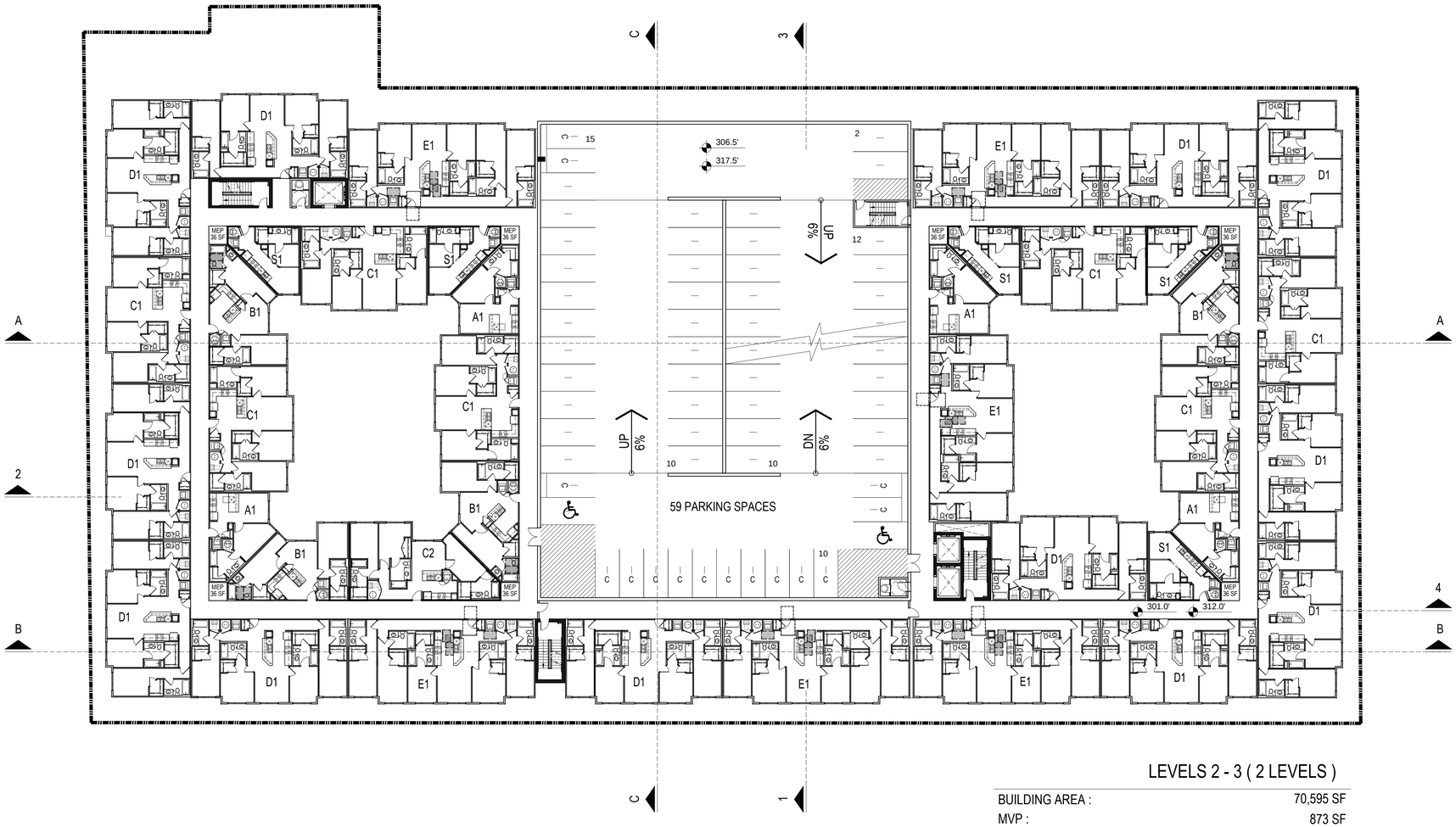
PARK 7

HPA.#15371

COLUMBIA, SC

HUMPHREYS & PARTNERS URBAN ARCHITECTURE, L.P.

DALLAS•NEW YORK•CHICAGO•NEW ORLEANS•ORLANDO•EDMONTON•SAN RAMON
NEWPORT BEACH•SCOTTSDALE•TORONTO•CHENNAI•DUBAI•HANOI•MONTEVIDEO



LEVELS 2 - 3 (2 LEVELS)

BUILDING AREA :		70,595 SF
MVP :		873 SF
MEP :		252 SF
GROSS RESIDENTIAL AREA :		50,036 SF
CIRCULATION :		6,977 SF
NET RESIDENTIAL AREA :		43,059 SF
EFFICIENCY:		86.1 %
UNIT COUNT:	39	5-S1, 4-A1, 4-B1, 7-C1, 1-C2, 12-D1, 6-E1
PARKING & SERVICES :		19,434 SF
TOTAL PARKING :		59 SPACES

N

SCALE: 1" = 20'-0"

0' 20' 40' 80'

07.08.2015

1015 ASSEMBLY STREET

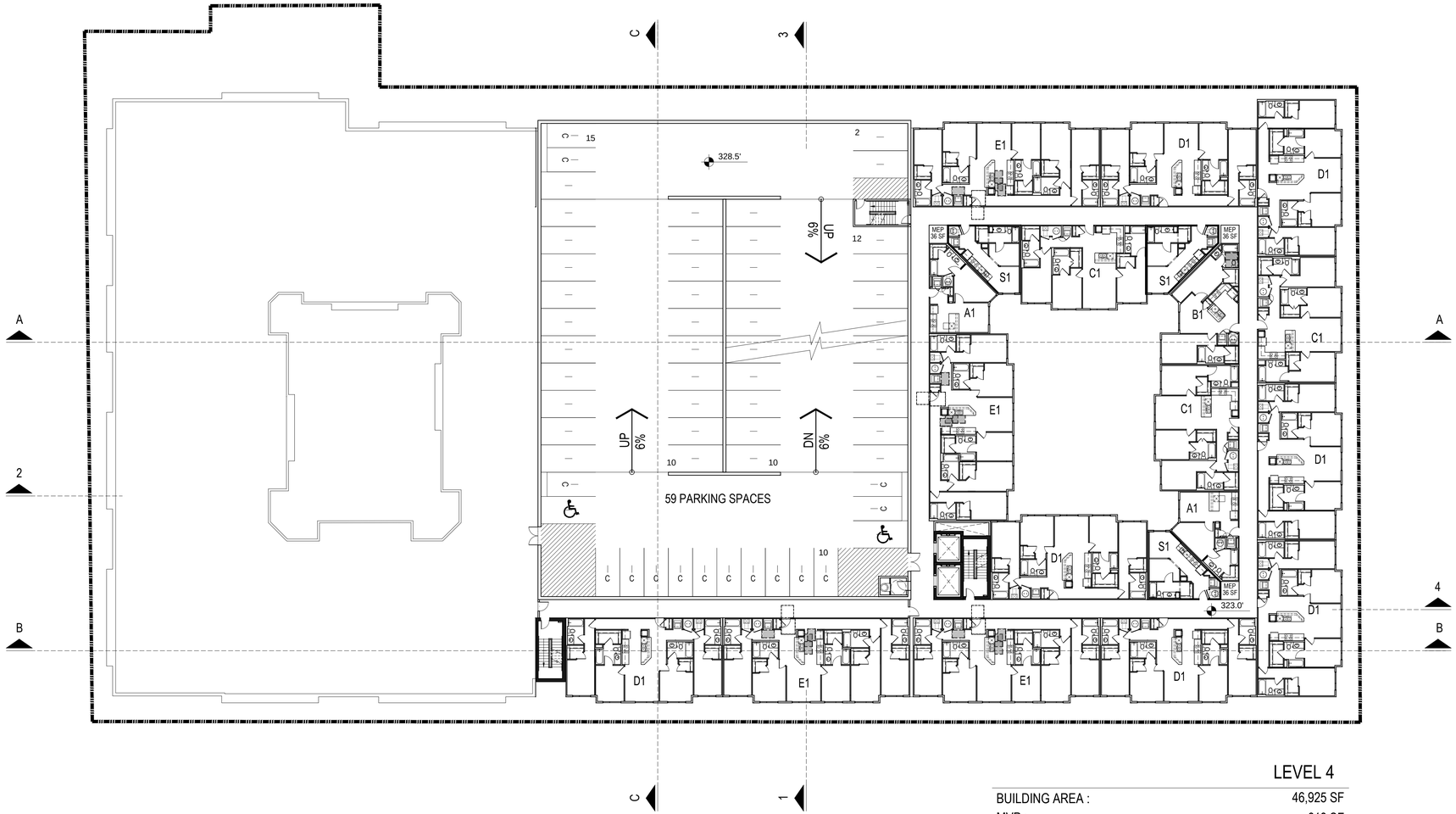
PARK 7

HPA.#15371

COLUMBIA, SC

HUMPHREYS & PARTNERS URBAN ARCHITECTURE, L.P.

DALLAS•NEW YORK•CHICAGO•NEW ORLEANS•ORLANDO•EDMONTON•SAN RAMON
NEWPORT BEACH•SCOTTSDALE•TORONTO•CHENNAI•DUBAI•HANOI•MONTEVIDEO



LEVEL 4

BUILDING AREA :		46,925 SF
MVP :		618 SF
MEP & STORAGE :		108 SF
GROSS RESIDENTIAL AREA :		26,765 SF
CIRCULATION :		3,792 SF
NET RESIDENTIAL AREA :		22,973 SF
EFFICIENCY:		85.8 %
UNIT COUNT:	20	3-S1, 2-A1, 1-B1, 3-C1, 7-D1, 4-E1
PARKING & SERVICES :		19,434 SF
TOTAL PARKING :		59 SPACES

N

SCALE: 1" = 20'-0"

0' 20' 40' 80'

07.08.2015

1015 ASSEMBLY STREET

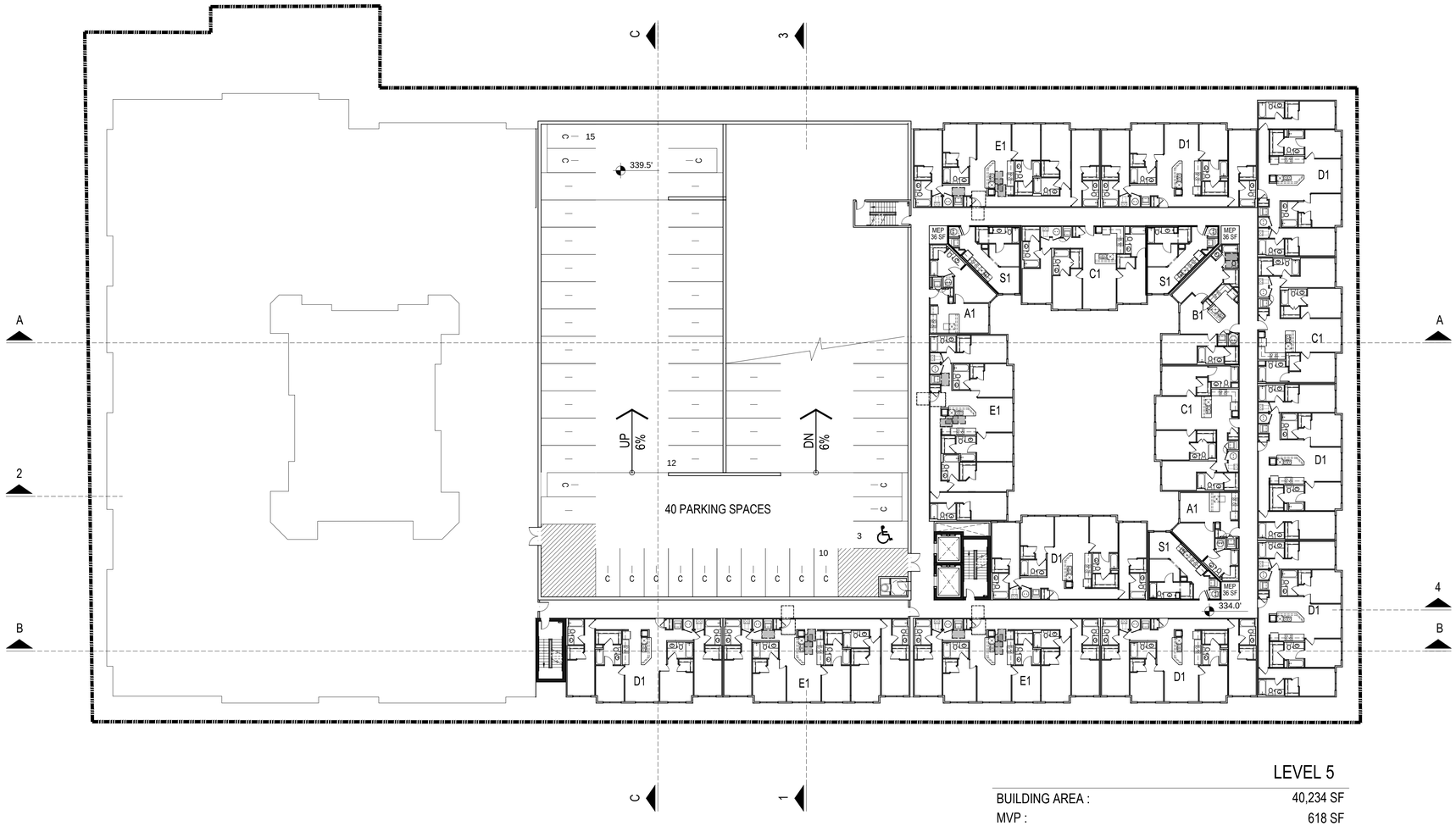
COLUMBIA, SC

PARK 7

HPA.#15371

HUMPHREYS & PARTNERS URBAN ARCHITECTURE, L.P.

DALLAS•NEW YORK•CHICAGO•NEW ORLEANS•ORLANDO•EDMONTON•SAN RAMON
NEWPORT BEACH•SCOTTSDALE•TORONTO•CHENNAI•DUBAI•HANOI•MONTEVIDEO



LEVEL 5

BUILDING AREA :		40,234 SF
MVP :		618 SF
MEP & STORAGE :		108 SF
GROSS RESIDENTIAL AREA :		27,150 SF
CIRCULATION :		4,177 SF
NET RESIDENTIAL AREA :		22,973 SF
EFFICIENCY:		84.6 %
UNIT COUNT:	20	3-S1, 2-A1, 1-B1, 3-C1, 7-D1, 4-E1
PARKING & SERVICES :		12,358 SF
TOTAL PARKING :		40 SPACES

N

SCALE: 1" = 20'-0"

0' 20' 40' 80'

07.08.2015

1015 ASSEMBLY STREET

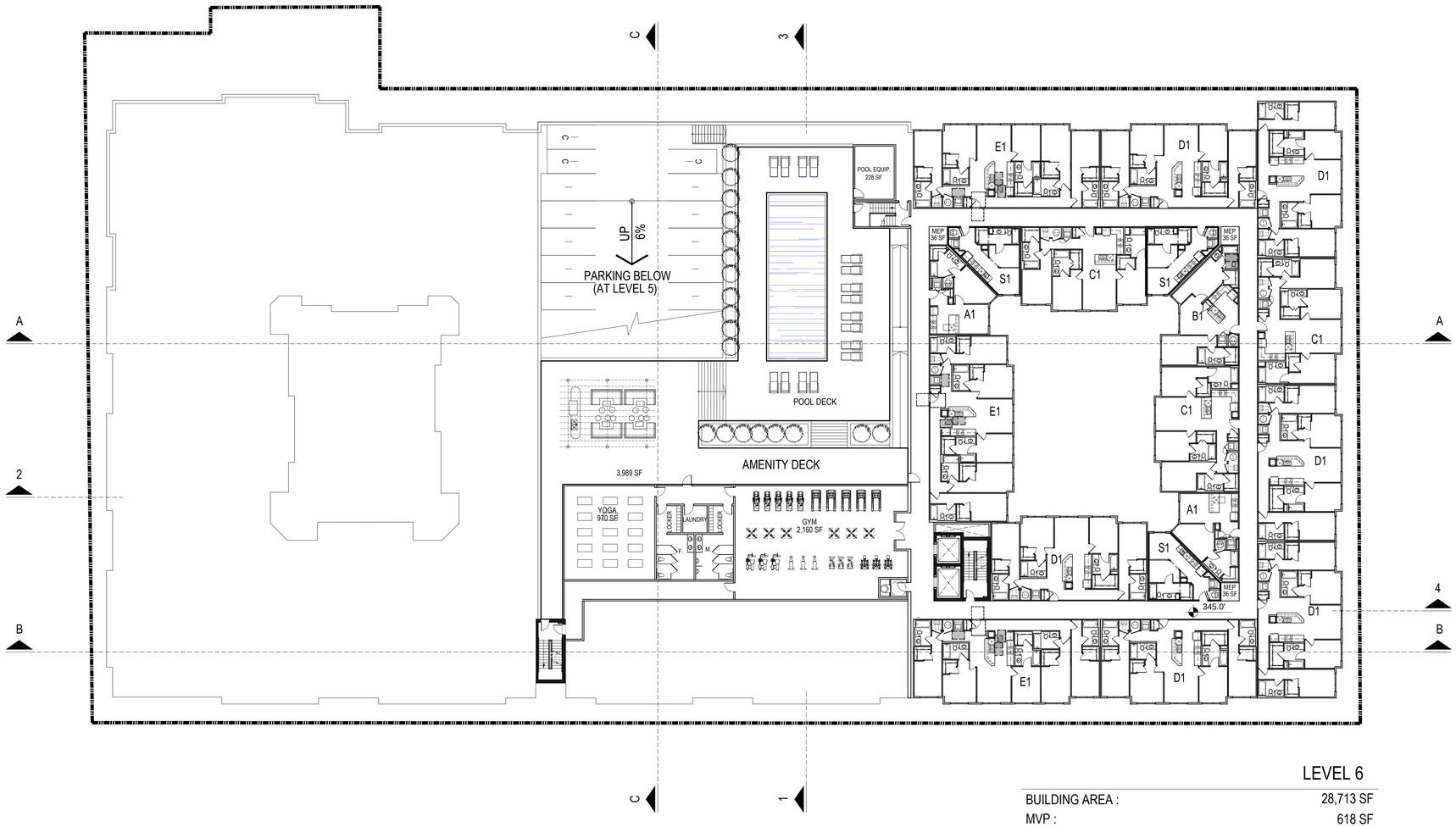
PARK 7

HPA.#15371

COLUMBIA, SC

HUMPHREYS & PARTNERS URBAN ARCHITECTURE, L.P.

DALLAS•NEW YORK•CHICAGO•NEW ORLEANS•ORLANDO•EDMONTON•SAN RAMON
NEWPORT BEACH•SCOTTSDALE•TORONTO•CHENNAI•DUBAI•HANOI•MONTEVIDEO



LEVEL 6

BUILDING AREA :		28,713 SF
MVP :		618 SF
MEP/SERVICES :		300 SF
AMENITIES :		3,989 SF
GROSS RESIDENTIAL AREA :		23,806 SF
CIRCULATION :		3,927 SF
NET RESIDENTIAL AREA :		19,879 SF
EFFICIENCY:		83.5 %
UNIT COUNT:	18	3-S1, 2-A1, 1-B1, 3-C1, 6-D1, 3-E1

N

SCALE: 1" = 20'-0"

0' 20' 40' 80'

07.08.2015

1015 ASSEMBLY STREET

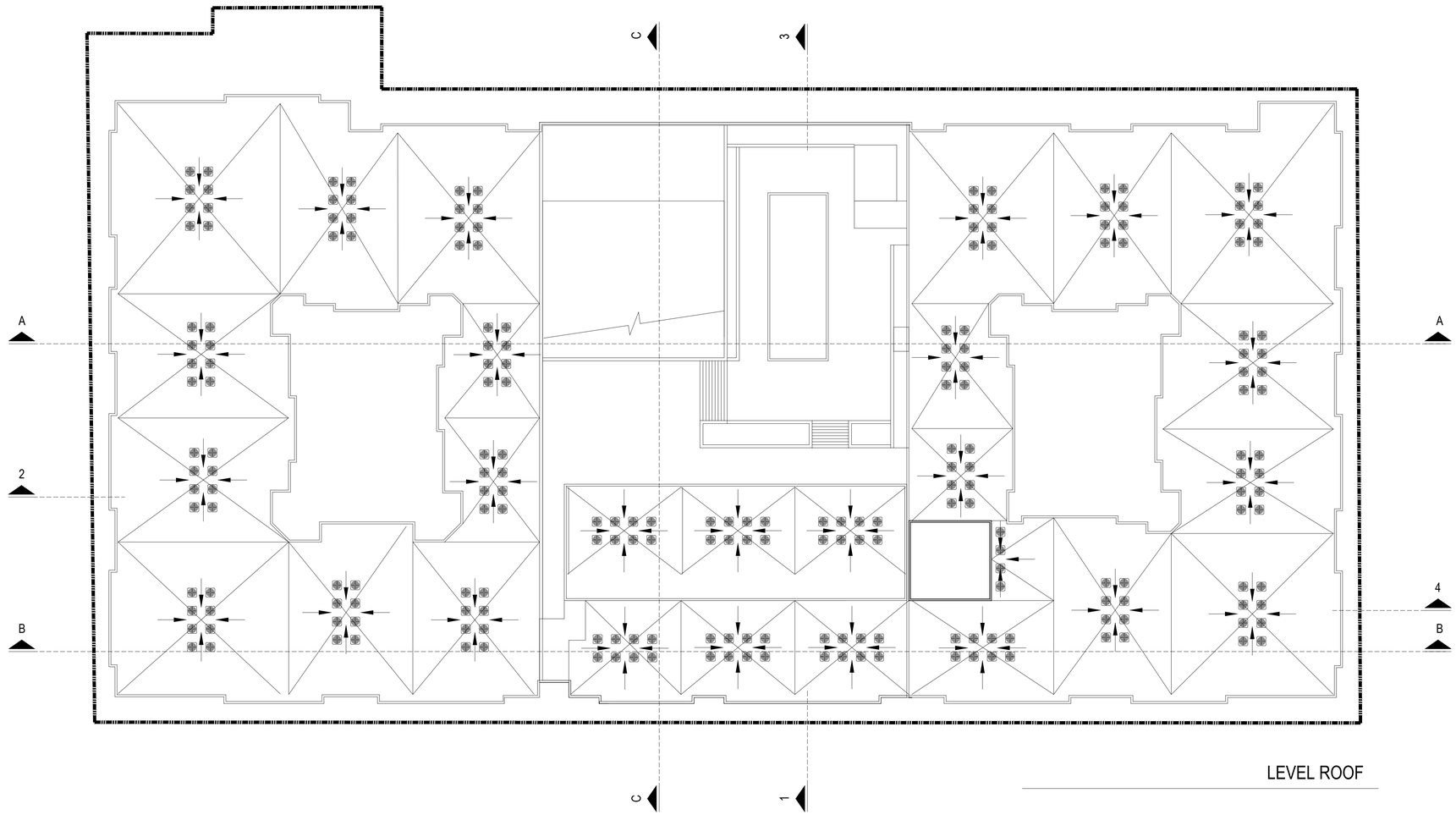
PARK 7

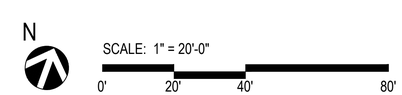
HPA.#15371

COLUMBIA, SC

HUMPHREYS & PARTNERS URBAN ARCHITECTURE, L.P.

DALLAS•NEW YORK•CHICAGO•NEW ORLEANS•ORLANDO•EDMONTON•SAN RAMON
NEWPORT BEACH•SCOTTSDALE•TORONTO•CHENNAI•DUBAI•HANOI•MONTEVIDEO





1015 ASSEMBLY STREET

PARK 7

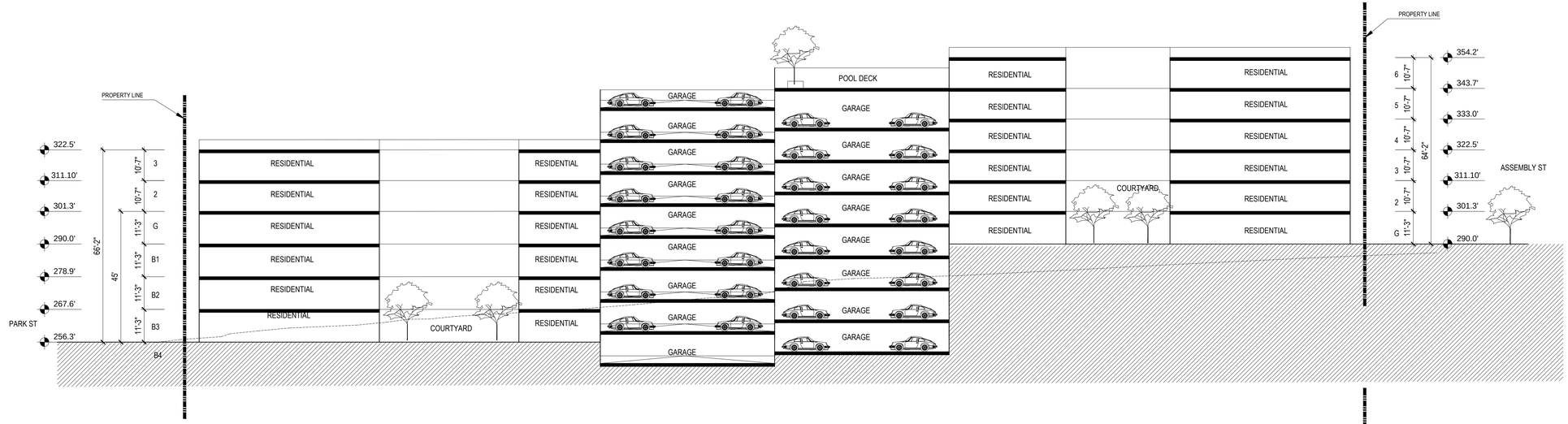
HPA.#15371

COLUMBIA, SC

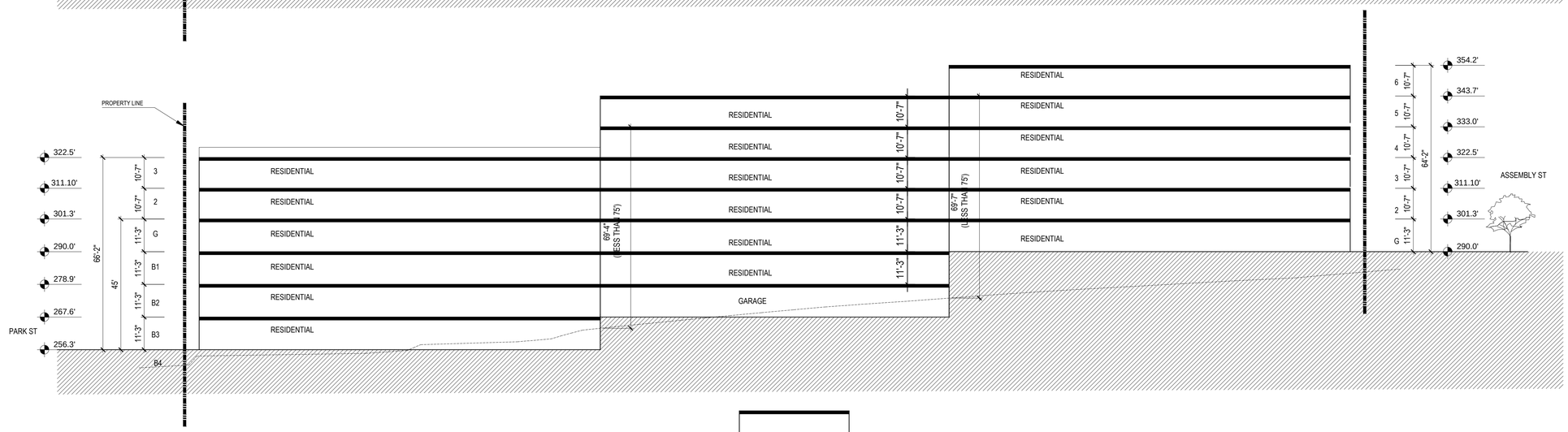
07.08.2015

HUMPHREYS & PARTNERS URBAN ARCHITECTURE, L.P.

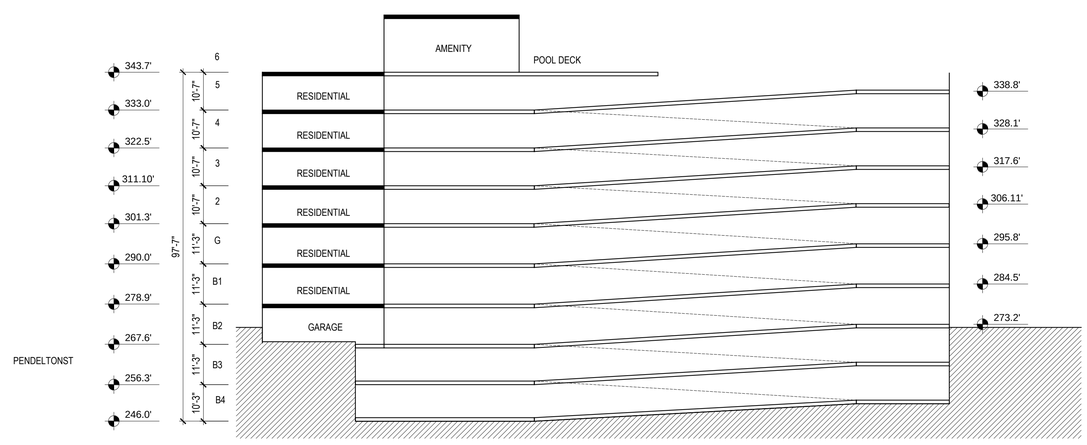
DALLAS•NEW YORK•CHICAGO•NEW ORLEANS•ORLANDO•EDMONTON•SAN RAMON
NEWPORT BEACH•SCOTTSDALE•TORONTO•CHENNAI•DUBAI•HANOI•MONTEVIDEO



SECTION A-A



SECTION B-B



SECTION C-C

SCALE: 1" = 20'-0"

0' 20' 40' 80'

07.08.2015

1015 ASSEMBLY STREET

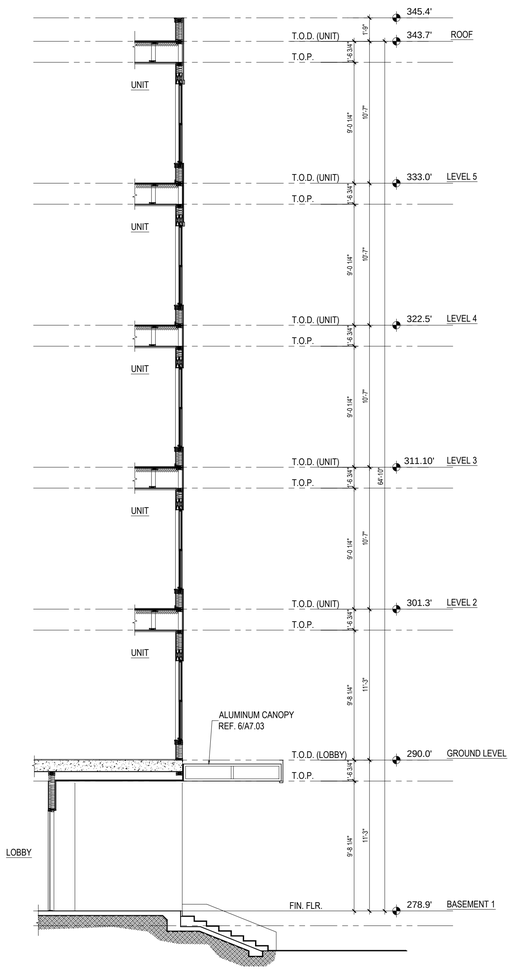
PARK 7

HPA.#15371

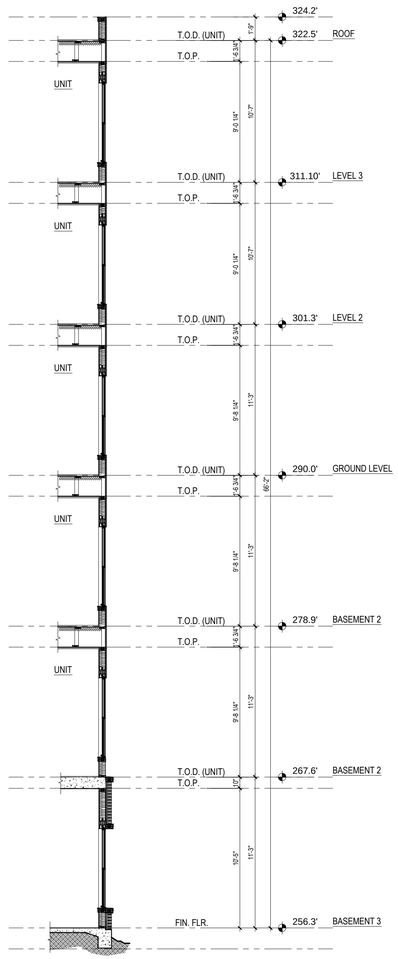
COLUMBIA, SC

HUMPHREYS & PARTNERS URBAN ARCHITECTURE, L.P.

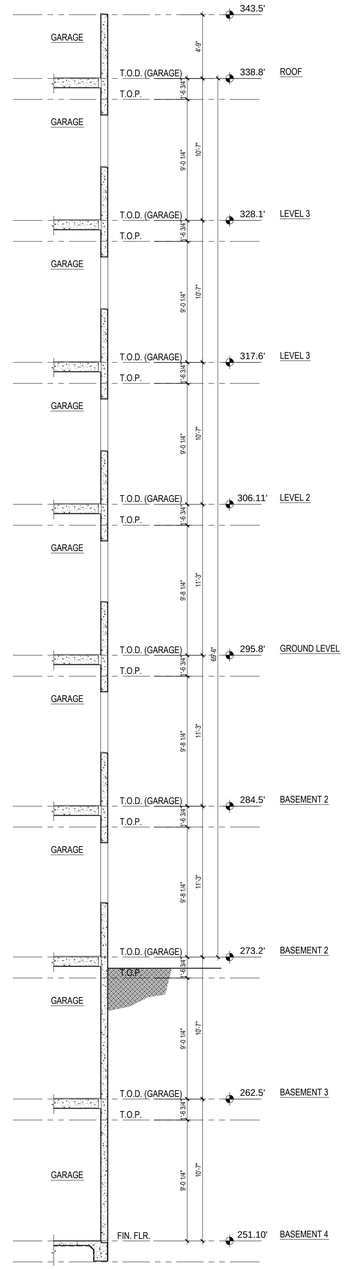
DALLAS•NEW YORK•CHICAGO•NEW ORLEANS•ORLANDO•EDMONTON•SAN RAMON
NEWPORT BEACH•SCOTTSDALE•TORONTO•CHENNAI•DUBAI•HANOI•MONTEVIDEO



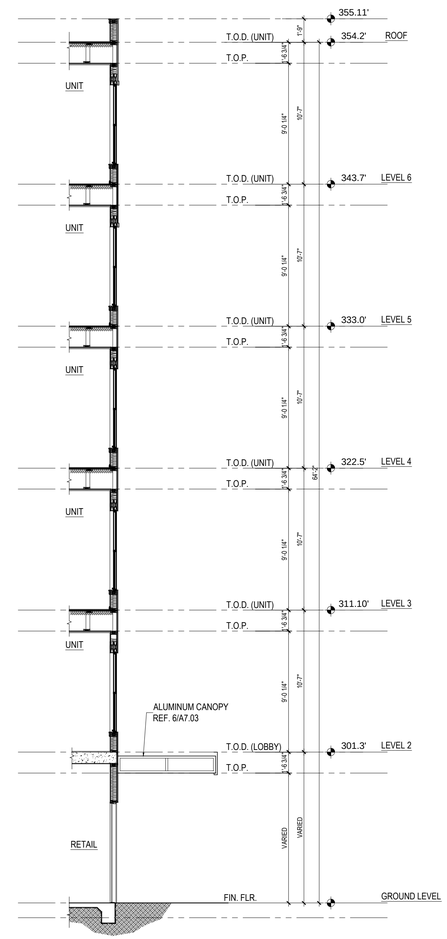
1 EST. WALL SECTION THRU RESIDENTIAL/LOBBY
SCALE: 3/8" = 1'-0"



2 EST. WALL SECTION THRU RESIDENTIAL
SCALE: 3/8" = 1'-0"



3 EST. WALL SECTION THRU GARAGE
SCALE: 3/8" = 1'-0"



4 EST. WALL SECTION THRU RETAIL/LOBBY
SCALE: 3/8" = 1'-0"

07.08.2015

1015 ASSEMBLY STREET COLUMBIA, SC

PARK 7

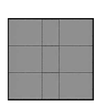
HPA.#15371

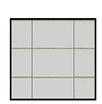
HUMPHREYS & PARTNERS URBAN ARCHITECTURE, L.P.

DALLAS•NEW YORK•CHICAGO•NEW ORLEANS•ORLANDO•EDMONTON•SAN RAMON
NEWPORT BEACH•SCOTTSDALE•TORONTO•CHENNAI•DUBAI•HANOI•MONTEVIDEO

ELEVATION AT PENDELTON STREET


1.METAL PANEL


2.GREY STUCCO


3. FIBER CEMENT PANELS


4.RED BRICK


5.WINDOW


6.STOREFRONT


7.CAST STONE

GROUND LEVEL	
TOTAL WALL AREA	5,145 SF
TOTAL OPENINGS AREA	2,939 SF
OPENINGS PERCENTAGE	57.1%

UPPER LEVELS	
TOTAL WALL AREA	4,286 SF
TOTAL OPENINGS AREA	1,283 SF
OPENINGS PERCENTAGE	29.9%

SCALE: 1" = 20'-0"

0' 20' 40' 80'

08.05.2015

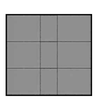
1015 ASSEMBLY STREET
PARK 7
HPA.#15371

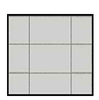
COLUMBIA, SC

HUMPHREYS & PARTNERS URBAN ARCHITECTURE, L.P.
DALLAS•NEW YORK•CHICAGO•NEW ORLEANS•ORLANDO•EDMONTON•SAN RAMON
NEWPORT BEACH•SCOTTSDALE•TORONTO•CHENNAI•DUBAI•HANOI•MONTEVIDEO

ELEVATION AT ASSEMBLY STREET


1.METAL PANEL


2.GREY STUCCO


3.FIBER CEMENT PANELS


4.RED BRICK


5.WINDOW


6.STOREFRONT


7.CAST STONE

GROUND LEVEL	
TOTAL WALL AREA	2,588 SF
TOTAL OPENINGS AREA	1,221 SF
OPENINGS PERCENTAGE	47.2%

UPPER LEVELS	
TOTAL WALL AREA	2,186 SF
TOTAL OPENINGS AREA	765 SF
OPENINGS PERCENTAGE	35.0%

SCALE: 1" = 20'-0"

0' 20' 40' 80'

08.05.2015

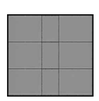
1015 ASSEMBLY STREET
PARK 7
HPA.#15371

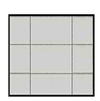
COLUMBIA, SC

HUMPHREYS & PARTNERS URBAN ARCHITECTURE, L.P.
DALLAS•NEW YORK•CHICAGO•NEW ORLEANS•ORLANDO•EDMONTON•SAN RAMON
NEWPORT BEACH•SCOTTSDALE•TORONTO•CHENNAI•DUBAI•HANOI•MONTEVIDEO

ELEVATION AT PARK STREET


1.METAL PANEL


2.GREY STUCCO


3.FIBER CEMENT PANELS


4.RED BRICK


5.WINDOW


6.STOREFRONT


7.CAST STONE

GROUND LEVEL	
TOTAL WALL AREA	2,305 SF
TOTAL OPENINGS AREA	901 SF
OPENINGS PERCENTAGE	39.1%

UPPER LEVELS	
TOTAL WALL AREA	2,276 SF
TOTAL OPENINGS AREA	896 SF
OPENINGS PERCENTAGE	39.4%

SCALE: 1" = 20'-0"

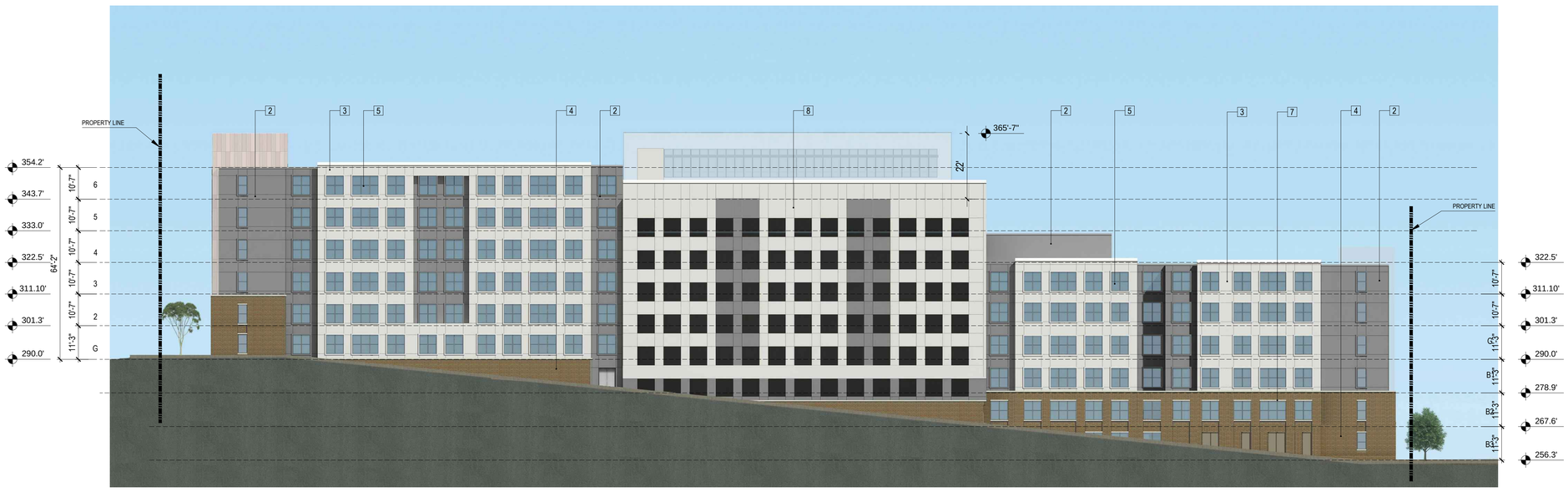
0' 20' 40' 80'

08.05.2015

1015 ASSEMBLY STREET
PARK 7
HPA.#15371

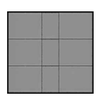
COLUMBIA, SC

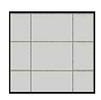
HUMPHREYS & PARTNERS URBAN ARCHITECTURE, L.P.
DALLAS•NEW YORK•CHICAGO•NEW ORLEANS•ORLANDO•EDMONTON•SAN RAMON
NEWPORT BEACH•SCOTTSDALE•TORONTO•CHENNAI•DUBAI•HANOI•MONTEVIDEO



NORTH ELEVATION


1.METAL PANEL


2.GREY STUCCO

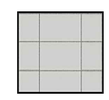

3.FIBER CEMENT PANELS


4.RED BRICK


5.WINDOW


6.STOREFRONT


7.CAST STONE


8.WHITE STUCCO

SCALE: 1" = 20'-0"

0' 20' 40' 80'

08.05.2015

1015 ASSEMBLY STREET
PARK 7
HPA.#15371

COLUMBIA, SC

HUMPHREYS & PARTNERS URBAN ARCHITECTURE, L.P.

DALLAS•NEW YORK•CHICAGO•NEW ORLEANS•ORLANDO•EDMONTON•SAN RAMON
NEWPORT BEACH•SCOTTSDALE•TORONTO•CHENNAI•DUBAI•HANOI•MONTEVIDEO