Tempe

CITY OF TEMPE
DEVELOPMENT REVIEW COMMISSION

Meeting Date: 10/22/2013
Agenda Item: 4

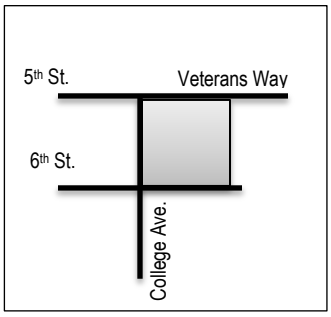
ACTION: Request for a Development Plan Review consisting of an 18-story multi-family development addition, with 127,930 sf. of building area and 72 units for UNIVERSITY HOUSE – HUB PHASE II located at 323 East Veterans Way.

FISCAL IMPACT: There is no fiscal impact on City funds.

RECOMMENDATION: Staff – Approval, subject to conditions

BACKGROUND INFORMATION: UNIVERSITY HOUSE – HUB PHASE II (PL130316) an addition to the existing 19-story multi-family development, designed for student housing living, located on the southwest portion of the site. The request includes the following:

DPR13233 Development Plan Review including site plan, building elevations, and landscape plan for Phase II building.



Property Owner	Inland American Communities Group Inc.
Applicant	Manjula Vaz, Gammage & Burnham PLC
Current Zoning District	MU-4 (PAD)(TOD), Mixed-Use High Density District with a Planned Area Development Overlay and within the Transportation Overlay District (station area)
Gross/Net site area	1.616 acres
Phase II / Total Bldg. area	127,930 sf. / 539,092 sf.
Phase II / Total Dwellings	72 units, 242 bedrooms / 341 units, 879 bedrooms (423 max. units per PAD)
Total Density	210 du/ac
Total Lot Coverage	83.9% (NS)
Building Height	Phase I: 205'-0" (225 ft. max. per PAD) Phase II: 182'-9" (195 ft. max. per PAD)
Landscape area	39%, includes amenity deck (29% min. per PAD)
Phase II / Total Vehicle Parking	54 spaces / 239 spaces provided (201 min. per PAD)
Phase II / Total Bike Parking	84 spaces / 388 spaces provided (388 min. required standard)

ATTACHMENTS: Development Project File

STAFF CONTACT: Ryan Levesque, Senior Planner (480) 858-2393

Department Director: Dave Nakagawara, Community Development Director
Legal review by: N/A
Prepared by: Ryan Levesque, Senior Planner

COMMENTS:
This site is located at the southeast corner of College Avenue and Veterans Way. The site currently contains The Hub on Campus, a student housing development now owned and operated by Inland American Communities Group. The development has been occupied since August of 2013. To the north of the site is the Tempe Transportation Center consisting of bus stops and the Light Rail station. Also on the north side of the street is the Arizona State University Sun Devil Stadium. To the west of College Avenue are restaurants, bars, retail, and the ASU Block 12 development currently under construction. To the east and south, part of the ASU campus, is the access drive to a multi-level parking structure and the Arizona State University Aquatic Center.

The previous project proposed for this site (323 VETERANS WAY), planned for a Phase I and Phase II development, consisting of consisting of an 18-story and 16-story mixed-use building with two towers, including 423 dwelling units, 23,400 square feet of commercial/retail/restaurant space, 6,171 square feet of amenity space, and two levels of structured parking. Total gross floor building area of approximately 500,000 square feet. The site was originally entitled for a mixed-use high rise development consisting of residential condominiums and a new hotel.

The phase II addition, provided by a different owner and architect, is a request for an 18-story residential high rise, with three levels above grade parking and constructed over the existing surface parking at the southeast corner of the site, adjacent to the fourth floor amenity deck.

This request includes the following:

1. Development Plan Review for site plan, building elevations and landscape for Phase II of the site.

PUBLIC INPUT
A neighborhood meeting is not required for a development plan review. The applicant has reached out to the adjoining property owner, Arizona State University, in an effort to address past discussions and agreements with the previous developer. At the time this report was completed, staff has not received any public input on the matter.

The previous public input from the initial development proposal and phase I development consisted of the following: Feedback from Arizona State University representatives on the projects density, solar orientation, number of parking spaces for the student housing, the project design along with the building appearance from the ASU aquatic center, and impacts on University's parking structure. In addition, previous public comments at hearing were provided from nearby business concerns for local traffic congestion.

PROJECT ANALYSIS

The proposed development plan for the University House is in compliance with the standards established for the Planned Area Development (PAD) Overlay for 323 Veterans Way, as indicated below.

Building & Site Standards	**PROPOSED DEVELOPMENT with Phase I and II**	**ORIGINAL 323 VETERANS WAY PAD**
Zoning Districts	*No change*	MU-4 (PAD)(TOD)
MAXIMUM DENSITY (dwelling units)	341 units, 879 bedrooms	*Total 423 units (879 bedrooms) *proposed — Phase I 291 units Phase II 132 units
MAXIMUM BUILDING HEIGHT	Phase I: 195 ft. (19 stories) Phase II: 189 ft. (18 stories)	Phase I: 225' max. Phase II: 195' max.
Building Setbacks – Max. 20 foot street side	0	0
PARKING REQUIREMENTS		*PER PAD
……..per Bedroom (879 bedrooms)	123.06	*.14 space/bedroom
……visitor parking per unit (423 units)	3.75	*.011 space/unit
……..retail (15,954 sf.)	26.6	*75% reduction
……..restaurant (9,618 sf.)	47.5	*75% reduction
TOTAL PARKING:	Phase I total: 212 spaces; Phase I & II totals: 239 spaces provided	TOTAL: *201 spaces required

Building Height:
The proposed building height for Phase II is within the maximum allowed building height from the previous PAD entitlements. The maximum height allowed was based on the highest elements of the building, including mechanical. The height is consistent with the Downtown Height Guidelines study accepted by City Council, which calls out this location with acceptable heights up to 300 feet.

Density:
The proposed density is within the maximum allowed dwelling units allowed for this site. The PAD allowed for a Phase I density of 291 units and Phase II with 132 units. The actual density that was built in Phase I was 269 units. An additional 72 units are proposed for the Phase II development as provided. This density, as a result of the recommendations for total allowable height is consistent with the type of density within a downtown urban environment. The proposed intensification will create the necessary mix of uses to support the existing and future commercial base for the downtown and neighboring University campus.

Parking:
The Previous PAD received a reduction in the required parking from the Transportation Overlay District from 820 to166 total vehicle spaces, based on the original data provided. The residential parking ratio specifically received a reduction for residential parking from 0.75 to 0.14 spaces per bedroom, visitor parking from 0.2 to 0.011 spaces per unit, and a reduction

in retail/restaurant parking from 50% reduction to a 75% reduction. When analyzing the initial development, all the parking proposed for the site if utilized by the residential tenants only, for the original Phase I construction, the parking ratio would have resulted in a .26 parking spaces per bedroom. As part of the PAD approval process from the phase I development, the applicant was asked to come back through the review process to present the current status of the parking management provided at the Hub (now known as University House) and provide further follow up and analysis of Phase II parking for the development addition. Provided in the attachments is a professional parking analysis provided by the development team. The applicant and management of the site have informed staff that all 153 parking spaces within the parking garage have been fully leased to residents of the complex. The garage is access controlled by means of an automatic rolling gate. There are also an unconfirmed number of student residents that have parking rights on Campus parking structures and lots. Since the opening of the development in August, there have been little to no traffic impacts in the immediate vicinity, as it relates to the number of vehicle trips generated from this site. A sample survey was conducted, regarding the availability or vacancy of parking spaces accounted for the site. The chart below indicates the number or percentage parking spaces available.

There are currently 46 surface spaces on-site, 7 on-street metered spaces, and 153 garage parking spaces

	Day 1 8 am	Day 2 12 pm	Day 3 12 pm	Day 4 12 pm	Day 5 12 pm	Day 6 12 pm	Day 7 5 pm
Surface Parking Vacancy:	5 (11%)	5 (11%)	3 (7%)	14 (30%)	9 (20%)	14 (30%)	9 (20%)
	Day 1 8 am	Day 2 12 pm	Day 3 12 pm	Day 4 12 pm	Day 5 12 pm	Day 6 12 pm	Day 7 5 pm
On-Street Parking Vacancy:	5 (72%)	4 (57%)	1 (14%)	0 (0%)	2 (29%)	2 (29%)	1 (14%)
	Day 1 8 am	Day 2 8 am	Day 3 12 pm	Day 4 12 pm			
Total Parking Vacancy:	56 (27%)	40 (19%)	28 (14%)	36 (17%)			

**Note: All parking counts were performed during the weekday in October, 2013, while school was in session.*

These parking numbers presume to indicate that the current development phase is providing an adequate number of parking spaces for both secured and unsecured parking spaces, with more than 10% of parking spaces open at certain times of the day. That's not to say that the University's parking availability should also be taken into account for off-setting some of the parking demand for the student residents on site. In addition to the parking counts provided staff observed very low use of other nearby on-street metered parking spaces, such as parking available along 6th Street, just across from the project site. Another observation, the development currently has a high demand and volume of bike parking usage in and around the project site. Typical "U" bike racks along the street sidewalks, designed to accommodate two bikes, are typically locked with six bikes. There is also heavy use of the bike storage areas provided throughout the parking garage as well. Staff has provided a condition to increase the number of bike loop locations to accommodate some of this demand.

DEVELOPMENT PLAN REVIEW

323 East Veterans Way consists of ground floor commercial development, including lobby space for the leasing office of the residential towers, a fourth floor amenity deck with ramadas, pool and lounge space. The existing resident tower consists of 19 stories. The proposed Phase II addition will be located at the southeastern portion of the property where the temporary surface parking lot is located. The entire site will continue to be accessed with a common drive path shared with Arizona State University (private property), with the driveway accessing the parking garage on the south side, next to the aquatic center and the ASU multi-parking structure for student parking along the east side. The tower addition will utilize the existing

parking structures entry access and provide for internal circulation and connection of the parking levels one through three. Floor levels 4-18 will consist of the residential units, a separate building tower from the existing Phase I.

Building Elevations

The proposed building elevations for Phase II will consist of similar building elements from phase I, but provide unique architectural features and colors for the Phase II tower building. The building on all sides is designed using the same construction material of exposed concrete floors and random window patterns, separated by colored stucco panels. The project will carry over the existing dark gray color (Grizzle Gray) and transition into an alternate paint palette. On the east elevation, viewable from Veterans Way, the dark gray color will break to a light gray color (Argos). The two colors break at an architectural feature provided where the building wall bends inward from the exterior floor levels, exposing the mid floor levels horizontally. This will provide a shadow relief on the building elevation floors. From the west elevation, facing the 4th floor amenity deck and visible from College Avenue, the building also picks up on the dark gray color transition and random window pattern from the existing building, but then projects the building floors above the fourth floor and provides a gradient blue color up the building. At each floor level the blue stucco color transitions from a dark blue to a lighter blue, as you reach the upper floor level of the building.

The building addition provides architectural compatibility with the existing design, as well as emulates its own unique building characters with a play of colors and building projections. It is noted that the second building tower does not propose any exterior balconies for the east or west elevations of the buildings.

Section 6-306 D Approval criteria for Development Plan Review *(in italics):*

1. *Placement, form, and articulation of buildings and structures provide variety in the streetscape;* The design is oriented at the street corner of this site. The building design provides visual interest with the use of random patterns of colored stucco panel, glazing and structural building projections.

2. *Building design and orientation, together with landscape, combine to mitigate heat gain/retention while providing shade for energy conservation and human comfort;* The building design and orientation, along with use of materials, does not appear to be conducive to minimizing heat gain within the building space. Pedestrian shade is accommodated, providing the minimum requirements for the Transportation Overlay. The windows are design using clear window glazing, consistent with other portions of the building design.

3. *Materials are of a superior quality, providing detail appropriate with their location and function while complementing the surroundings;* The materials and details proposed are appropriate with the context of the existing development. The building addition provides complementary materials while introduce unique building elements to the second building.

4. *Buildings, structures, and landscape elements are appropriately scaled, relative to the site and surroundings;* The project is in scale with the previous development and PAD, and is consistent with Tempe's Downtown Height Guidelines policy and vision provided by the City Council.

5. *Large building masses are sufficiently articulated so as to relieve monotony and create a sense of movement, resulting in a well-defined base and top, featuring an enhanced pedestrian experience at and near street level;* The project creates a well-defined base and top. The upper portion of the large building mass provide architectural relief through use of random placement of stucco color within a large window pattern.

6. *Building facades provide architectural detail and interest overall with visibility at street level (in particular, special treatment of windows, entries and walkways with particular attention to proportionality, scale, materials, rhythm, etc.) while responding to varying climatic and contextual conditions;* The Phase II portion of the development do not specifically address for the street level details. Solar orientation for this building provides some western shade from a portion of the existing building located along College Avenue. The remaining portions of the building will have direct heat transfer from the window design.

7. *Plans take into account pleasant and convenient access to multi-modal transportation options and support the potential for transit patronage;* The site is directly across the transit hub for the City of Tempe connecting to other metropolitan areas. The site is heavily utilized by pedestrians and bicyclists.

8. *Vehicular circulation is designed to minimize conflicts with pedestrian access and circulation, and with surrounding residential uses;* The building addition will utilize the existing pedestrian and vehicular circulation paths provided from the original development.

9. *Plans appropriately integrate Crime Prevention Through Environmental Design principles such as territoriality, natural surveillance, access control, activity support, and maintenance;* An update to the security plan is required with the Police department. The Police want to ensure safety with the use of the amenity deck, provide secured and monitored parking garages, and ensure accessibility for the Police department when calls for service are made.

10. *Landscape accents and provides delineation from parking, buildings, driveways and pathways;* Most of the projects landscape is already in place. The garage level building elevations will pick up on the design detail provided on the south elevation with use of green screen and growing vines to cover the lower façade walls.

11. *Lighting is compatible with the proposed building(s) and adjoining buildings and uses, and does not create negative effects.* All lighting will be compatible with the building project, providing a safe and well lit environment.

Conclusion

Based on the information provided, along with the above analysis, staff recommends approval of the requested Development Plan Review, subject to the conditions as proposed.

REASONS FOR APPROVAL:

1. The project meets the General Plan Projected Land Use and Projected Residential Density for this site.
2. The PAD overlay process was specifically created to allow for greater flexibility, to allow for increased heights, density, and reduction in parking demand when appropriate.
3. Density proposed is consistent with urban density desired for a viable downtown with a mix of uses.
4. The parking reduction appears to provide adequate levels of parking to support the residential demand and reduce the total amount of traffic impact on the area.
5. The proposed project meets the approval criteria for Development Plan Review.

CONDITIONS OF APPROVAL:

EACH NUMBERED ITEM IS A CONDITION OF APPROVAL. THE DECISION-MAKING BODY MAY MODIFY, DELETE OR ADD TO THESE CONDITIONS.

1. An update to the security plan shall be completed by the applicant and approved by the Tempe Police Department. Coordinate plans during the building permit review process.

Site Plan

2. Remove existing landscape island adjacent to former access drive to temporary surface parking and provide an additional parking space.

3. Relocate existing street light pole out of the sidewalk pathway, located along Veterans Way on the eastern-most portion of the site, and place light pole closer to sidewalk curb. Pole shall be in alignment with street tree box.

4. Utility equipment boxes for this development shall be painted a color (subject to utility provider approval) that compliments the coloring of the buildings, subject to Planning staff inspection.

5. Place exterior, freestanding reduced pressure and double check backflow assemblies in pre-manufactured, pre-finished, lockable cages (one assembly per cage). If backflow prevention or similar device is for a 3" or greater water line, delete cage and provide a masonry or concrete screen wall following the requirements of Standard Detail T-214.

Floor Plans

6. Exit Security:
   a. Provide vision panels with fire-rated glazing assemblies within stairwell exit doors into adjacent circulation spaces.
   b. In instances where an elevator or stair exit in the building or garage is within 21'-0" of an alcove, corner or other potential hiding place, position a refracting mirror to allow someone in the exit doorway to observe in the mirror the area around the corner or within the alcove that is adjacent to the doorway.

7. Modify existing south stair doorway and provide security vision panel.

8. Garage Security:
   a. Provide additional CCTV cameras in parking garage addition, per security plan requirements.
   b. Minimize interior partitions or convert these to semi-opaque screens to inhibit hiding behind these features.
   c. Provide exit stairs that are open to the exterior as indicated.
   d. Paint interior wall and overhead surfaces in garage floor levels with a highly reflective white color, minimum LRV of 75 percent.

Building Elevations

9. The materials and colors are approved as presented:
   Stucco Color 1 – Sherwin Williams – "Argos" (SW7065)
   Stucco Color 2 – Sherwin Williams – "Grizzle Gray" (SW7068) – *Existing Phase I color*
   Stucco Color 3 – Kelly-Moore – "Hatteras Haze" (KM3163-1)
   Stucco Color 4 – Kelly-Moore – "Sailboat Blue" (KM3167-3)
   Stucco Color 5 – Kelly-Moore – Mix of Sailboat Blue and Breezy Indigo
   Stucco Color 6 – Kelly-Moore – "Breezy Indigo" (KM3166-2)
   Stucco Color 7 – Kelly-Moore – Mix of Breezy Indigo and Maracay Bay
   Stucco Color 8 – Kelly-Moore – Mix of Breezy Indigo and Maracay Bay
   Stucco Color 9 – Kelly-Moore – "Maracay Bay" (KM3165-2)
   Stucco Color 10 – Kelly-Moore – Mix of Maracay Bay and Exotic Port
   Stucco Color 11 – Kelly-Moore – "Exotic Port" (KM3164-1)
   Stucco Color 12 – Kelly-Moore – Mix of Exotic Port and Hatteras Haze
   Stucco Color 13 – Kelly-Moore – Mix of Exotic Port and Hatteras Haze
   Stucco Color 14 – Kelly-Moore – "Hatteras Haze" (KM3163-1)
   Stucco Color 15 – Kelly-Moore – Mix of Hatteras Haze and Sierra Spring
   Stucco Color 16 – Kelly-Moore – "Sierra Spring" (KM3162-1)

Metal Panel - colored
Cast-in-place concrete – exposed finish
Split Face block CMU to match existing context along garage level floors
Windows – Clear Energy Advantage Low-E Glass
Aluminum Window Systems
Green Screen
Provide main colors and materials with a light reflectance value of 75 percent or less. Specific colors and materials exhibited on the materials sample board are approved by planning staff. Additions or modifications may be submitted for review during building plan check process.

10. Modify south building elevation, where stucco color blue is shown adjacent to windows, and provide a vertical scoring detail that emulates the window pattern up to the color transition.

11. Provide secure roof access from the interior of the building. Do not expose roof access to public view.

12. Conceal roof drainage system within the interior of the building.

13. Incorporate lighting, address signs, and incidental equipment attachments (alarm klaxons, security cameras, etc.) where exposed into the design of the building elevations. Exposed conduit, piping, or related materials is not permitted.

14. Locate the electrical service entrance section (S.E.S.) inside the building or inside a secure yard that is concealed from street view.

Lighting

15. The project shall follow requirements of the Zoning and Development Code, Part 4, Chapter 8, Lighting, except as specifically conditioned. Architectural up-lighting, visible above the horizontal plane, is allowed with a maximum output level of 1,700 lumens and no greater than seventy (70) watts.

16. Illuminate all building entrances and underside of open stair landings from dusk to dawn to assist with visual surveillance at these locations.

Landscape

17. Replace dead or failing trees located in the street right-of-way.

18. Add additional bike racks along Veterans Way, subject to the following:
    a. Provide two (2) additional 'U' loops at the two westernmost bike racks.
    b. Bike racks shall be 'U' loops, galvanized metal or silver powder coat finish, per Tempe standard detail T-578. Or alternatively, a decorative bike detail subject Planning staff approval.

19. Incorporate growing vine landscape directly adjacent to east side of the building wall addition to function as a green screen along the parking wall structure.

20. Along existing south surface parking row, remove at least two screen wall panel sections located on the east end, providing better visibility for vehicle exiting.

21. Locate refuse containers inside of service area of the building, or provide additional screening from street view along the service drive, 6'-0" in height, consistent with the screen wall material provided for the mechanical service yard.

CODE/ORDINANCE REQUIREMENTS:

THE BULLETED ITEMS REFER TO EXISTING CODE OR ORDINANCES THAT PLANNING STAFF OBSERVES ARE PERTINENT TO THIS CASE. THE BULLET ITEMS ARE INCLUDED TO ALERT THE DESIGN TEAM AND ASSIST IN OBTAINING A BUILDING PERMIT AND ARE NOT AN EXHAUSTIVE LIST.

- Specific requirements of the **Zoning and Development Code** (ZDC) are not listed as a condition of approval, but will apply to any application. To avoid unnecessary review time and reduce the potential for multiple plan check submittals, become familiar with the ZDC. Access the ZDC through www.tempe.gov/zoning or purchase from Community Development.

- SITE PLAN REVIEW: Verify all comments by the Public Works Department, Community Development Department, and Fire Department given on the Preliminary Site Plan Reviews. If questions arise related to specific comments, they should be directed to the appropriate department, and any necessary modifications coordinated with all concerned parties, prior to application for building permit. Construction Documents submitted to the Building Safety Department will be reviewed by planning staff to ensure consistency with this Design Review approval prior to issuance of building permits.

- STANDARD DETAILS:
  - Access standard engineering details at this link: www.tempe.gov/engineering/standard_details.htm or purchase book from the Public Works Engineering Division.
  - Access standard refuse enclosures at this link: www.tempe.gov/bsafety/Applications_Forms/applications_and_forms.htm . The enclosure details are under Civil Engineering & Right of Way.

- BASIS OF BUILDING HEIGHT: Measure height of buildings from top of curb at a point adjacent to the center of the front property line. As defined in the maximum allowable building for the Planned Area Development Overlay, the height provision includes all mechanical equipment and screening that may be required on the roof.

- COMMUNICATIONS:
- Provide emergency radio amplification for the combined building and garage area in excess of 50,000 sf. Amplification will allow Police and Fire personnel to communicate in the buildings during a catastrophe. Refer to this link www.tempe.gov/itd/Signal_booster.htm . Contact Information Technology Department to discuss size and materials of the buildings and to verify radio amplification requirement.

- HISTORIC PRESERVATION: This site is a designated archeologically sensitive area. Prepare proper monitoring of the construction activity to be in conformance with State and federal laws that apply to the discovery of features or artifacts during site excavation (typically, the discovery of human or associated funerary remains). Contact the Historic Preservation Officer with general questions. Where a discovery is made, contact the Arizona State Historical Museum for removal and repatriation of the items.

- SECURITY REQUIREMENTS (refer to Public Safety and Security Considerations report, and included in the Site Plan Review markup packet):
  - Design building entrance(s) to maximize visual surveillance of vicinity. Limit height of walls or landscape materials, and design columns or corners to discourage to opportunity for ambush opportunity. Maintain distances of 20'-0" or greater between a pedestrian path of travel and any hidden area to allow for increased reaction time and safety.
  - Follow the design guidelines listed under appendix A of the Zoning and Development Code. In particular, reference the CPTED principal listed under A-II Building Design Guidelines (C) as it relates to the location of pedestrian environments and places of concealment.
  - The Owner is required to prepare a security plan for the project with the Police Department. The architect should be involved to verify any modification that would require design revisions. To avoid revisions to permitted construction documents, initial meetings with the Police Department regarding the security plan are recommended before building permits are issued. At a minimum, the Owner shall contact the Police Department to begin security plan process approximately eight weeks prior to receipt of certificate of occupancy.
  - In conjunction with the security plan, Crime Free Multi-Housing status for this property may be required.
- Provide a security vision panel at service and exit doors (except to rarely accessed equipment rooms) with a 3" wide high strength plastic or laminated glass window, located between 43" and 66" from the bottom edge of the door.

- FIRE:
  - Provide a fire command room(s) on the ground floor of the building(s). Verify size and location with Fire Department.

- ENGINEERING:
  - Underground utilities, except high-voltage transmission line, shall be placed underground.
  - Coordinate site layout with Utility provider(s) to provide adequate access easement(s).
  - Clearly indicate property lines, the dimensional relation of the buildings to the property lines and the separation of the buildings from each other.
  - Verify location of any easements, or property restrictions, to ensure no conflict exists with the site layout or foundation design.
  - The site is within an Alternative Retention Criteria Area. Verify specific design considerations with the Engineering Department.
- REFUSE:
  - Enclosure indicated on site plan is exclusively for refuse.
  - Contact Public Works Sanitation Division to verify that vehicle maneuvering and access to the enclosure is adequate.
  - Develop strategy for recycling collection and pick-up from site with Sanitation. Roll-outs may be allowed for recycled materials. Coordinate storage area for recycling containers with overall site and landscape layout.

- DRIVEWAYS:
  - Coordinate driveway requirements with Public Works, Traffic Engineering.
  - Correctly indicate clear vision triangles at both driveways on the site and landscape plans. Identify speed limits for adjacent streets at the site frontages. Begin sight triangle in driveways at point 15'-0" in back of face of curb. Consult "Corner Sight Distance" leaflet, available from Traffic Engineering if needed. Do not locate site furnishings, screen walls or other visual obstructions over 2'-0" tall (except canopy trees are allowed) within each clear vision triangle.

- PARKING SPACES:
  - Verify conformance of accessible vehicle parking to the Americans with Disabilities Act of 1990 (42 U.S.C.A. §12101 ET SEQ.) and the Code of Federal Regulations Implementing the Act (28 C.F.R., Part 36, Appendix A, Sections 4.1 and 4.6). Refer to Standard Detail T-360 for parking layout and accessible parking signs.
  - At parking areas, provide demarcated accessible aisle for disabled parking.
  - Distribute bike parking areas nearest to main entrance(s). Provide 2'-0" by 6'-0" individual bicycle parking spaces. One loop may be used to separate two bike parking spaces. Provide clearance between bike spaces and adjacent walkway to allow bike maneuvering in and out of space without interfering with pedestrians, landscape materials or vehicles nearby.

- LIGHTING:
- Design site security light in accordance with requirements of ZDC Part 4 Chapter 8 (Lighting) and ZDC Appendix E (Photometric Plan).
  - Indicate the location of all exterior light fixtures on the site, landscape and photometric plans. Avoid conflicts between lights and trees or other site features in order to maintain illumination levels for exterior lighting.

- SIGNS: Separate Development Plan Review process is required for signs in accordance with requirements of ZDC Part 4 Chapter 9 (Signs). Obtain sign permit for identification signs. A sign package criteria is required for this development.

HISTORY & FACTS:

January 1954 The City of Tempe transferred property rights to the State of Arizona for military purposes only.

September 12, 2006	Development Review Commission recommended approval for a Zoning Map Amendment and a Planned Area Development Overlay for ARMORY (PL060380), approved the request for a use permit for tandem parking and a Development Plan Review consisting of site plan, building elevations, and landscape plan; located at 323 East Veteran's Way.
October 19, 2006	The City Council approved the request for ARMORY (PL060380) for the development of two mixed-use buildings (17-story and 20-story), consisting of 364 residential condominium units, 29,146 s.f. of commercial/restaurant area, 45,246 sf. of office area, and three levels of below-grade parking garage on 1.62 acres, located at 323 East Veteran's Way. The request included the following: ZON06004 – (Ordinance No. 2006.68) Zoning Map Amendment from CSS, Commercial Shopping and Service District / R1-6, Single Family Residential / R-3, Multi-Family Residential Limited to MU-4, Mixed-Use, High Density District. PAD06005 – Planned Area Development Overlay for approximately 247,500 s.f. of building area, including condominium units and commercial space.
August 17, 2011	Applicant held neighborhood meeting for the Planned Area Development Overlay and Development Plan Review for 323 VETERANS WAY (PL100181) located at 323 East Veterans Way.
September 13, 2011	Development Review Commission recommended denial of the Planned Area Development Overlay and approved the Development Plan Review for 323 VETERANS WAY (PL100181) (Core Campus Communities Tempe I LLC, property owner; Gammage & Burnham, applicant) consisting of an 18-story and 16-story mixed-use building with two towers, including 423 dwelling units, 23,400 square feet of commercial/retail/restaurant space, 6,171 square feet of amenity space, and two levels of structured parking. Total gross floor building area of approximately 500,000 square feet. The site is 1.62 acres in size and is located at 323 East Veterans Way, in the MU-4, Mixed-Use High Density District with a Planned Area Development Overlay and within the Transportation Overlay. The request includes the following: PAD11009 (ORDINANCE NO. 2011.45) – Amended Planned Area Development Overlay modifying the development standards for Phase I and II, for, an increase in the maximum allowed density from 364 to 423 units, an increase in the maximum allowed height for Phase II, Tower II from 170 feet to 183 feet, a reduction in required parking from 820 to 166 spaces, and deletion of previous conditions #5, #6, #9 and modification to condition #7 for PAD06005, located on 1.62 acres. DPR11133 – Development Plan Review including site plan, building elevations and landscape for Phase I, consisting of the first three levels and the 195'-0" tower with 291 units (606 bedrooms).
November 3, 2011	City Council approved the Planned Area Development Overlay for 323 VETERANS WAY (PL100181) (Core Campus Communities Tempe I LLC, property owner; Gammage & Burnham, applicant) consisting of an 18-story and 16-story mixed-use building with two towers, including 423 dwelling units, 23,400 square feet of commercial/retail/restaurant space, 6,171 square feet of amenity space, and two levels of structured parking. Total gross floor building area of approximately 500,000 square feet. The site is 1.62 acres in size and is located at 323 East Veterans Way.
October 22, 2013	Development Review Commission scheduled meeting for this request.

ZONING AND DEVELOPMENT CODE REFERENCE:
Section 6-306, Development Plan Review

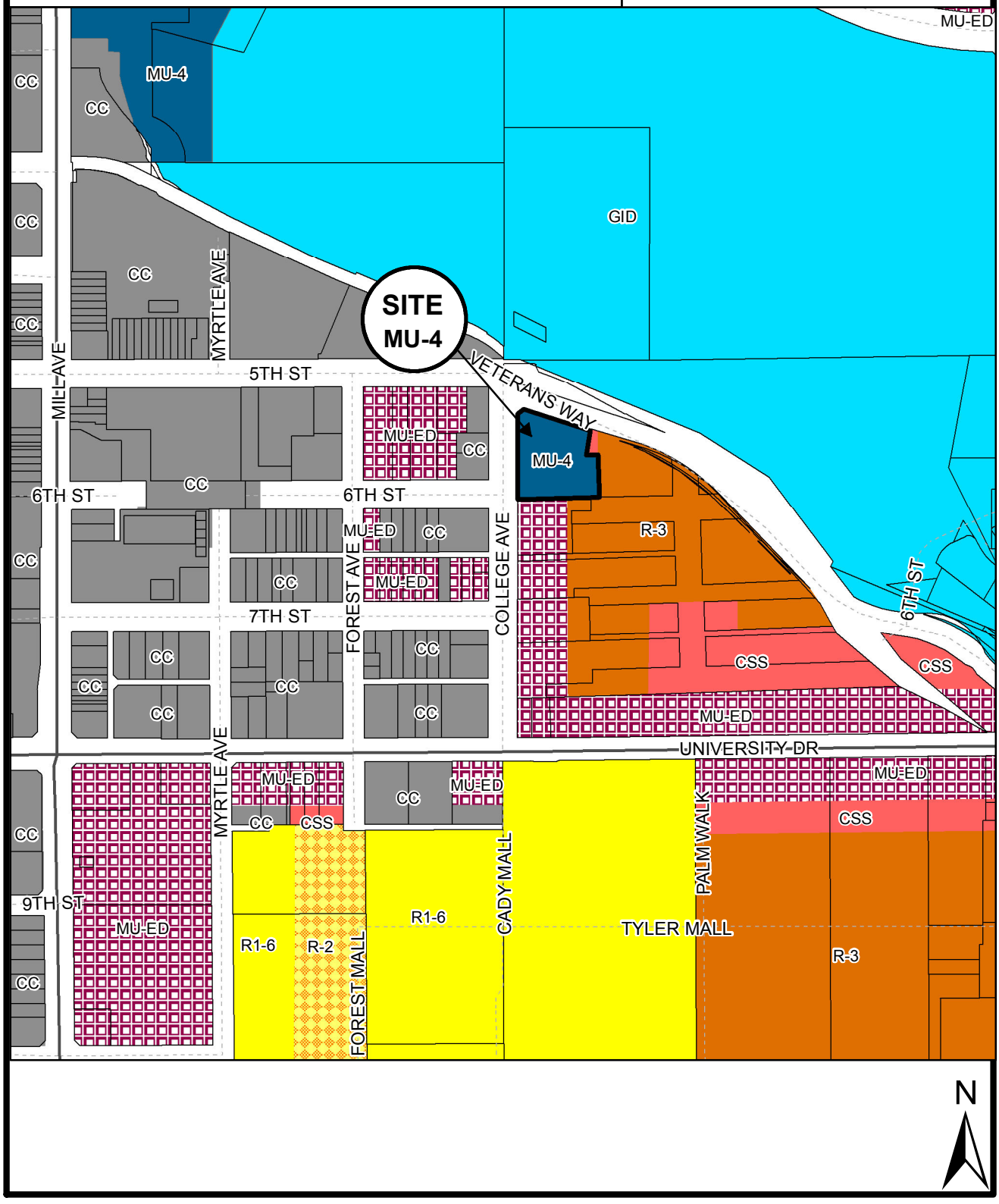
DEVELOPMENT PROJECT FILE
for
UNIVERSITY HOUSE – HUB PHASE II

ATTACHMENTS:

Tempe

UNIVERSITY HOUSE - HUB PHASE II

PL130316



Location Map

ATTACHMENT 1

ATTACHMENT 2

University House – Phase II

Applicant's Letter of Explanation
Development Plan Review Application

Inland American Communities Group, Inc. (the "Applicant" or "Inland American") is proposing to develop Phase II of the University House development, previously known as The Hub on Campus. Phase II of University House is located on the approximate 1.62 acre property located at the southeast corner of College Avenue and Veteran's Way (the "Site") in downtown Tempe. See **Exhibit A** for an aerial photograph of the Site. Phase I of University House is an existing 19-story purpose-built student housing development with supporting commercial and restaurant space, three levels of above-grade structured parking, and on-site and off-street surface parking. Phase II of University House was contemplated as a part of the currently approved P.A.D. and includes the development of an additional 18-story tower accommodating purpose-built student housing apartments and three levels of above-grade structured parking. The Applicant recently acquired the property from Core Campus, the developer of the recently completed Phase I portion of University House.

Based in Dallas, Texas, Inland American (www.inlandac.com) is a nationally recognized development, acquisition and management firm dedicated to the creation of authentic communities in university markets across the United States. Inland American has maintained an office in Tempe since 2008 and its current office is located at 502 South College Avenue, immediately across College Avenue from University House. Inland American is a wholly owned subsidiary of Inland American Real Estate Trust ("Inland American REIT"). Inland American REIT (www.inlandamerican.com) is a public company with over $9.8 billion in total assets and owns over 750 properties nationwide, comprising 45 million sq. ft. of retail, industrial and office space, approximately 5,000 conventional multi-family residential dwelling units, approximately 6,000 student housing beds, and over 16,000 hotel rooms. Locally, Inland American is the owner and developer of the 318-bed Century Hall located on Arizona State University's ("ASU") Polytechnic campus in Mesa which was successfully completed in 2012.

Inland American's management team has extensive knowledge, experience and expertise in the purpose-built student housing sector, as developers and as managers of university communities nationwide, both on and off campus. Inland American's strategic approach involves long-term investments in carefully chosen markets and working in partnership with each university and/or its municipality to enhance the university and civic community environment.

Application

The Applicant is submitting a development plan review (DPR) application for site plan, building elevations and landscape plan approval (the "Application") for Phase II of University House. The purpose of the Application is to develop the second residential tower, as well as associated parking improvements, of a vibrant development that will further add to the dynamic mix of uses on College Avenue and which will enhance pedestrian street activity throughout downtown Tempe.

As mentioned above, the construction of Phase I of University House was recently completed (opened in August, 2013). Phase I includes a 19-story mixed-use tower consisting of 269 student housing apartment units (637 bedrooms), 15,954 sq. ft. of retail space and 9,618 sq. ft. of restaurant space on the ground level, a multitude of common area amenities provided on a terrace level for resident use, lobby spaces located on the ground level, three levels of above-grade structured parking providing 159 parking spaces, 46 on-site surface parking spaces, seven (7) off-street parking spaces and 304 bicycle parking spaces. The Phase I residential tower, which is 98 percent leased in this first operating year, includes studio and one, two, three, four and five bedroom apartment units ranging in size from approximately 400 to 1,700 square feet.

Phase II of University House will be constructed near the southeast corner of the same 1.62 acre Site where a 28 space surface parking lot currently exists. Phase II will consist of an additional 18-story tower providing 72 student housing apartments (242 bedrooms), three levels of above-grade structured parking providing 52 vehicle parking spaces, two (2) accessible parking spaces to be provided within the Phase I portion of the parking garage, one (1) additional off-street parking space and 84 additional bicycle parking spaces. Phase II includes a mix of two, three and four bedroom single level apartment units. There is no additional retail or restaurant space included in Phase II.

At full build-out, University House will consist of 18 and 19-story towers providing a combined total of 341 student housing apartment units (879 bedrooms), 15,954 sq. ft. of retail space and 9,618 sq. ft. of restaurant space on the ground level, three levels of above-grade structured providing 213 parking spaces, 18 on-site surface parking spaces, eight (8) off-street parking spaces, 388 bike parking spaces, and a multitude of common area amenities, including a pool, club room, fitness area, sports court and seating areas located on the terrace level and lobby spaces located on the ground level.

Both the height of the Phase II Tower (approximately 190 feet) and the combined number of total beds in both phases (879) comply with the previously approved P.A.D. dated March 26, 2012.

The Site is a prime opportunity for further development given its proximity to the ASU Campus, the Mill Avenue & Lake Districts, the transportation center and light rail station located at 5th Street and College Avenue. The Site's location at an intersection strategically located between Mill Avenue and the heart of the ASU Campus also provides an opportunity to expand upon the significant statement already made by the Phase I improvements with the introduction of an additional high-quality residential tower representative of the ongoing private and public investment in downtown Tempe.

Site Area

The Site, which is approximately 1.62 acres in size, is located at the southeast corner of College Avenue and Veterans Way. The formal address of the Site is 323 East Veterans Way, Tempe. A legal description of the Site is included in this application submittal

Area Context

As indicated above, the Site is located at the southeast corner of College Avenue and Veterans Way. As expected for an urban area, the area surrounding the Site consists of a mix of existing and planned uses. "A" Mountain is located to the north across Veterans Way. ASU's Sun Devil Stadium and Wells Fargo Arena are respectively located to the northeast and east across Veterans Way. A four-level ASU parking garage and ASU's Mona Plummer Aquatic Center adjoin the Site to the east and south, respectively. ASU's five-story mixed-use development known as College Avenue Commons / Block 12 is located to the southeast across College Avenue and 6th Street. The four-story Studios 5c office building, the eight-story ASU University Towers dormitory and multiple restaurants are located west of the Site across College Avenue. The Tempe Transportation Center, including a transit plaza serving the METRO light rail and local and regional bus patrons, is located immediately to the northwest across College Avenue and 5th Street. Other existing uses in the surrounding area include the 142-foot tall Marriott Residence Inn Tempe Downtown/University hotel located at the southwest corner of Forest Avenue and 5th Street and the 72-foot tall ASU Foundation Center located at the northeast corner of College Avenue and University Drive. See **Exhibit B** for an aerial photograph depicting the location of existing uses in the surrounding area. The Applicant envisions that the development of Phase II of University House will continue to significantly enhance the area's urban environment and its connectivity to Arizona State University, as well as continue to serve as a catalyst for future redevelopment and vital tenancy opportunities along College Avenue and in the downtown area.

Planning Context

General Plan 2030

The land use and projected residential density for the Site by General Plan 2030 are mixed-use and high-density (greater than 25 units per acre). According to General Plan 2030, the mixed-use category is designed to accommodate a land use mixture of residential and commercial uses. This category also encourages creatively designed developments that create a living environment which reflect a "village" concept where there is opportunity to live, work and play within one development or area. The development of the University House's Phase II tower will provide additional opportunities to live, work (and study), and play in one area. University House, including the Phase II tower, is the type of mixed-use, high-density project envisioned by General Plan 2030. The Applicant is proposing a high-density residential tower within an existing mixed use development providing accompanying amenity, lobby, and commercial/retail and restaurant street-level uses that will continue to energize both College Avenue and Veterans Way.

Downtown / Mill Avenue District and Vicinity Community Design Principles

The Site is located in the Downtown / Mill Avenue District (the "District") planning area. In April 2006, design principles were accepted for the District with the intent of encouraging the ongoing development of this area of the City toward the achievement of a high-quality built environment with a special sense of place. The foundation of the design principles include encouraging mixed-use designs, pedestrian movement, architecture that will withstand changes

in style and economy, responding to climatic factors and human comfort, and the provision of opportunities for interaction and observation.

The Phase II residential tower represents a substantial and continuing investment in a viable mixed-use project that will continue to foster an enjoyable and diverse living environment in downtown Tempe. Phase II of University House is a contemporary design intended to complement its Phase I neighbor, to fit well into the physical environment, to create visual interest and to provide a secure environment for its residents. We believe this design will stand the test of time both aesthetically and logistically by encouraging pedestrian movement and interaction through active street-level uses and appropriate streetscape and landscaping that provide a comfortable environment year-round.

Zoning

The Site is zoned mixed use, high density (MU-4) with a planned area development (the "PAD") overlay and is located in the transportation overlay district's (TOD) station area. The Applicant is not seeking to rezone the Site or amend the PAD.

The current PAD dated March 26, 2012 allows building heights up to 225 and 195 feet for Phases I and II, respectively, a total of 423 residential units, a total of 879 bedrooms, 17,400 square feet of retail space and 6,000 square feet of restaurant space. Pursuant to the Tempe Zoning & Development Code, all mixed use zoning districts "require the integration of commercial and residential uses to support pedestrian circulation and transit as alternates to driving and to provide employment and housing options". Consistent and compliant with the Site's approved PAD, the Phase II residential tower will further add to the mix of uses already established on the Site by the Phase I improvements. The additional residential units will also further integrate both the Site's and surrounding area's mix of commercial, institutional, entertainment and residential uses. See **Exhibit C** for a current zoning map of the Site and surrounding area.

Project Description – Phase II

The Site's location between Mill Avenue to the west and the ASU Campus to the east and south has allowed University House's Phase I improvements to already make a significant architectural statement in downtown Tempe. The construction of University House's Phase II tower will strengthen this statement, especially from the view corridor approaching Downtown from the east along Veterans Way. Consistent with the City's vision, as reflected by the approval of the Site's PAD zoning, the intent of this Application is to honor the prior City approvals and to further energize the area by constructing an additional residential tower on the Site that will provide additional modern and high-quality student housing opportunities in immediate proximity to the ASU Campus, Mill Avenue, and the public transportation hub of the East Valley. It is worth noting that current residents of University House use light rail to access classes at the ASU Downtown campus without needing a car to do so.

To further encourage the ongoing City and University vision of a new and dynamic College Avenue and to enhance pedestrian activity between College and Mill Avenues and University Drive and Veterans Way, the Phase II residential tower will provide additional high-quality housing opportunities on the Site and along the College Avenue mixed-use corridor, that

are primarily designed to appeal to students and parents, from Maricopa County, from Arizona and beyond. The apartment units will accommodate residents who in turn will increase demand for supporting commercial services on both the Site and along College Avenue. This will sustain and grow the active and urban presence desired for this area.

While improved over recent years, housing for ASU students continues to place pressure on Tempe's residential neighborhoods. Considering that the localized population significantly increases in size during peak enrollment, the transient nature of the student population continues to be taxing on residential neighborhoods and City services. While purpose-built student housing developments, including Phase I of University House, have come online recently, the demand for well located, quality student housing still exceeds the supply of such housing. This certainly seems proven by the high occupancy of the Phase I residential tower of University House. This Application represents an opportunity to continue to reduce the number of ASU students living in neighborhood rental units, to continue an environmentally smart approach to Downtown parking and to reduce the strain on City services. Due to the Site's proximity to the ASU Campus, public transportation, the entertainment and recreational opportunities of Mill Avenue and Tempe Town Lake, as well as the leasing success of the University House's Phase I residential tower, the Applicant strongly believes that University House, including the Phase II tower, will continue to have a strong and sustainable appeal to students.

Specifically, this Application pertains to the design of Phase II of University House, which will consist of the construction of an 18-story residential tower located near the southeast corner of the Site that will:

- provide an additional 72 apartment units (242 bedrooms) on the Site;
- replace the temporary surface parking lot located near the southeast corner of the Site with an extension of the existing three-level above-grade parking structure;
- provide 26 additional on-site parking spaces and one (1) additional off-street parking space, increasing the total amount of on-site and off-street vehicle parking provided to 239 spaces;
- provide 84 additional bike parking spaces, increasing the total amount of on-site bike parking to 388 spaces; and,
- provide architectural enhancements along the Site's south and east property lines, including the provision of a contemporary residential tower floating above a parking structure wrapped by a living green screen

The mix of residential units to be provided in the Phase II tower includes two, three and four bedroom flat style apartment units. The building height and density are consistent with the current P.A.D. and the City's vision established by the Community Development Department's concept study for downtown building heights. In addition, the proposed building form will provide a significant urban presence along both Veterans Way and the 6th Street alignment.

No new resident amenities are contained in Phase II. Phase II tower residents will enter and exit through the current lobby and will have access to the multitude of common area amenities already provided at the 4th level as part of the Phase I improvements. These amenities include a pool, club room, fitness area, sports court and seating areas. The commercial and lobby

spaces located on the ground level of University House will also provide convenient services for residents of the Phase II tower.

Project Design – Phase II

Phase II of University House is a modern but timeless design that will fit well into the physical environment, create visual interest and provide a secure residential environment. The façade design includes a combination of building materials (concrete, painted stucco, metal panels, aluminum framed window systems and large expanses of glass) that will accomplish the desired aesthetic.

The design concept is based on a simple juxtaposition between a mosaic façade mixed with panels of stucco and alternating glass areas, framed by a more horizontal oriented glass and solid panel recessed wall. The overall façade design concept and patterning is a respectful and contextual response to the existing Phase I tower. Phase II strives to harmonize with its neighboring residential tower, while refining and improving on the visual character and coloration. A key connective element between the two (2) phases occurs at the northeast corner of the Phase II tower, where the stucco color matches and ties into the Phase I color scheme. The northeast corner of Phase II, likely the most visually prominent element of the new tower, takes on a promontory angular shape, intended to create visual drama, and a strong focal point for the tower.

The east façade of the Phase II tower combines colors from Phase I with a new, softer palette deemed by the current design and development team to be more responsive to the existing visual landscape. The exposed concrete floor slab edges, which permeate both the Phase I and II towers, are used to create even further articulation and visual drama on the east façade of the Phase II tower. A subtle angle introduced at the northeast corner of the Phase II tower connects to the slab edges forming extensions, which create a unique and dramatic shadow pattern giving the façade warmth and depth. The subtly sloping shadows, which will change shape over time and season, are inspired by the subtle visual changes that occur temporally in the surrounding landscape and the angular forms present in the local flora and fauna. The shadowing effects created by these elements will also provide shading for the residential windows and the exterior wall assembly, reducing heat load on the building skin.

The west façade facing over the existing amenity deck takes on a subtly different character through the use of a color gradient, which blends from a deep and lush color at the base to a light sky color at the top that blends the Phase II tower into the sky. The beltline floor on the west picks up the main stucco color of Phase I to tie the towers together and then transitions to the soft color gradation above. The subtle color shift, which moves up the Phase II tower, is intended to draw the viewer's eye to the sky and to lighten the overall feel of both the new and existing towers.

The parking podium, which is connected directly to the Phase I podium, will continue the same rhythm of plant screens that is provided in Phase I. Elevated planting boxes will allow vines to quickly cover the screens and clad the exterior of the podium with a living wall of greenery.

The design will establish a clear base and top for the building by providing a distinct delineation between the podium at the street-level and the residential tower located above. This will be accomplished by creating a recessed beltline floor at the base of the Phase II tower, over which the tower will float. To provide further articulation, the coloration of the beltline floor will re-emerge at the top level of the outward facing tower façade.

Inland American strongly believes in the incorporation of environmentally responsible design practices into their projects. For this reason, the Applicant will strive for Leadership in Energy and Environmental Design (LEED) certification for University House, including the Phase II tower.

Landscape Design

The overall landscape coverage percentage for the Site is approximately 39 percent, a significant amount for an urban development. The landscape palette already provided along the College Avenue and Veterans Way street frontages, as well as along the 6th alignment, as part of the Phase I improvement of the Site in combination with the approved street-level commercial and restaurant uses will establish an active and pedestrian friendly environment along the street frontages. The trees selected for the street frontages provide ample shade for pedestrians passing by the Site, as well as for future patrons enjoying outdoor seating areas. Appropriate landscape materials for creating an aesthetically pleasing and comfortable environment have already been provided on University House's amenity deck as part of the Phase I improvements. A conceptual landscape plan depicting both existing and proposed landscape enhancements is provided as part of the Application.

Site Circulation and Parking

Parking for residents of the Phase I and II towers, as well as parking for patrons of University House's commercial space and guests, is accessed from College Avenue via a drive south of the building which provides access to an entrance located along the south side of the on-site three-level garage. This same drive accesses the ASU Parking Garage located immediately east of the Site. The University House parking garage serves the parking needs of residents in a safe and secure manner. In addition, to serve the parking needs of non-residents, off-street parking is available on College Avenue and a limited number of on-site surface parking spaces are provided along the Site's south property line. The Phase I improvements of University House have established an active and inviting street environment by wrapping the garage with commercial and lobby spaces adjoining the public right-of-way.

As part of the Phase II improvement of University House, the existing three-level parking structure on the Site will be extended to the east where a temporary surface parking lot providing 28 vehicle parking spaces currently exists. The parking structure extension will replace the 28 spaces within the existing parking lot and will provide an additional 52 on-site parking spaces (a 24 space gain). As part of the Phase II improvement, two (2) additional accessible parking spaces will also be provided within the Phase I portion of the parking garage and one (1) additional off-street parking space will be provided. Subsequent to the completion of the Phase II improvements, University House will provide a total of 239 vehicle parking spaces consisting of:

- 213 spaces within the three-level above-grade parking structure;
- 18 on-site surface parking spaces provided along the Site's south property line; and,
- 8 off-street spaces

In addition, subsequent to the completion of the Phase II improvements, a total of 388 spaces for bike parking will be provided on-site.

The opening of the Phase I residential tower, which is 98 percent leased, has not resulted in any spillover parking or traffic congestion impacts on adjoining or nearby properties. In part, the favorable result is a reflection of: 1) vehicular needs of University House students varying from the general ASU population; 2) the Site being located within short walking distance of the ASU Campus, the Mill Avenue District and public transportation, including multiple bus routes and the light rail station at 5th Street and College Avenue; 3) ASU's institution of policies to discourage students parking on campus; and, 4) the larger national trend of the decreasing percentage of students bringing cars to campus.

An updated parking study prepared by CivTech, Inc. has been provided as part of the Application submittal. As detailed in the updated parking study, the parking ratio of 0.24 spaces per bedroom resulting from the development of Phase II of University House is consistent with the parking ratio provided as part of the Phase I improvements and will satisfy the parking needs of residents.

Phoenix Aviation Department Correspondence

Since the Site is located within close proximity of the flight path for Sky Harbor International Airport, the Applicant's representative contacted Phoenix Aviation Department staff to confirm that the height of the Phase II tower is appropriate for the area. Based on our correspondence with Phoenix Aviation Department staff, the building height of the Phase II tower is appropriate for the area and is well below an elevation level that could disturb operations at Sky Harbor International. The Applicant will also file a notice of proposed construction or alteration with the Federal Aviation Administration in the near future for the Phase II tower.

Conclusion

University House is a high-quality, well managed, mixed-use student housing, retail and restaurant project providing needed viable long-term housing opportunities in close proximity to the ASU Campus. University House offers superior amenities to residents, and provides a well-conceived link with the increasingly dynamic College Avenue and Veterans Way street environments and to adjoining properties. University House has already served as a catalyst for other redevelopment projects in the immediate area that are continuing to enhance the urban and university environment and customer experience that Tempe is known for and continues to enhance. The building height, density and provided parking associated with the Phase II improvements are consistent with the Site's approved PAD. Lastly, the Phase II residential tower is a timeless and thoughtful design that will:

- fit well into the physical environment;

- create visual interest, especially to the east along Veterans Way;
- provide a secure environment; and
- complete the overall design concept originally envisioned for University House

Inland American is very pleased to add a second ASU project to its ownership and management portfolio and its local and national representatives look forward to discussing the design proposal for the Phase II tower with City and community stakeholders in the near future. We respectfully request your support.

ATTACHMENT 11

CivTech

September 12, 2013

Mr. Ross Robb
Director of Public Private Partnerships
Inland American Communities Group, Inc.
502 S. College Avenue
Suite 310
Tempe, Arizona 85281

RE: Updated Parking Study for the University House (323 East Veterans Way) Phase 2 - Tempe, Arizona

Dear Mr. Robb:

CivTech Inc. has been retained by Inland American Communities Group, Inc. to provide an updated parking study for the Phase 2 of the HUB, now called University House. This updated parking review, completed as part of the Phase 2 planning for University House, was a condition of approval for Phase 1 of the HUB presumably since the parking requirements for private student housing, particularly at a location immediately adjacent to ASU, were not well understood at the time Phase 1 was approved.

The site is located on the southwest corner of College Avenue and Veterans Way immediately adjacent to the Arizona State University Tempe campus. It was approved for two phases. The first phase has already been constructed and the residential component is fully occupied. The site is located immediately south of the light rail corridor. The Tempe Transportation Center is located just 700 feet, or 3 minutes walking distance from the site. The project location and adjacency to campus and public transportation promotes non-automotive travel. The adjacency to light rail and public transportation attracts Arizona State University students who largely choose to be without private vehicles. The site's location within the downtown area is shown in **Attachment A.**

The closest single-family residential neighborhood that could provide parking for off-site vehicles is located approximately three-quarter mile from the University House. Existing residents of Phase I of University House have not used this area to park private vehicles, as evidenced by the lack of complaints from the neighborhood. The distance to the closest neighborhood is greater than the typical walking distance found acceptable by residents, approximately one-quarter mile.

ASU currently provides decal only parking in the Stadium Structure located just eat of University House. According to discussions with Neil Calfee, the Director of University Real Estate Development, this lot will be converted to a pay lot prior to the projected opening of Phase 2 (August 2015). The garage will be available for parents, guests and potential retail visitors.

A parking study was prepared by EPS Group, dated August 17, 2011, for the site in conjunction with the planning and approval of the project. During the project approval phase, an updated parking study was stipulated as a condition for the Phase 2 development.

Phase 2 includes a request for reduced parking which is consistent with the prior approval. A parking update and analysis has been requested by the City of Tempe to justify the parking reduction request based on actual activity and usage now that the project is open and operating. The purpose of this letter is to clarify any disparity between the number of spaces required and the number of spaces provided.

EXISTING CONDITIONS

The existing site contains approximately 637 beds within 269 dwelling units and 21,000 square feet of retail/restaurant use. There are 155 garaged parking spaces that can be leased by residents. An additional 25 surface parking spaces are provided on the east side of the garage with another 25 spaces available on-street, adjacent to the site in the alley and along College Avenue. All 155 garaged parking spaces are leased to the residents. There are a total of 362 bicycle parking spaces provided for the Phase 1 of University House.

The parking study originally prepared for the site by EPS concluded that the propensity of non-automobile transportation service in the immediate vicinity of the site significantly diminishes the need for vehicles and therefore the need for parking. Since parking is limited and must be leased at an additional cost, the site attracts residents who choose to use transportation services independent of private automobiles. The site as developed provided a parking supply of 0.25 parking spaces per bed.

The site is located within Tempe's Transit Oriented Development (TOD) overlay in downtown Tempe and is adjacent to the Arizona State University (ASU) Tempe campus which is home to more than 58,000 students. ASU's shift towards on-campus residence for its students is planned to continue in the future as the school looks for ways to increase enrollment without providing additional roadway infrastructure. There are more than 30,000 jobs within this downtown area, 16,000 residents within walking distance, and approximately 4,000,000 visitors to the area each year.

The area is within the TOD with the Tempe Transportation Center, a major multi-model transportation hub located approximately 700-feet door to door. The area is serviced by the Valley Metro, Flash and the Orbit neighborhood transit circulators. The Flash has designated transit stop locations within and around the ASU campus and runs generally from 7:00 AM to 6:00 PM daily. The Orbit operates with "flag stops" which provide direct origin to destination service along the designated bus routes. The Orbit operates throughout the City of Tempe from 6:00 AM to 10:00 PM (generally), Monday through Saturday with limited hours on Sunday. There is currently no cost to the riders for these services. The Valley Metro provides direct origin to destination service in and around Tempe. The Valley Metro operates through the City of Tempe and surrounding City destinations from 4:45AM to 12:30 AM (Generally), Monday through Saturday with limited hours on Sunday.

Table 1 lists the routes immediately adjacent and those within 1/8-mile walking distance to the site. These routes have connectivity with the other free neighborhood circulators as well as the Tempe Transportation Center and the nearest light rail station to the site.

Table 1: Existing Transit Opportunities Adjacent to the Site

Circulator	Route	Hours	Headway
ASU Flash	Forward	7:00AM-6:00PM	15 min
ASU Flash	Backward	7:00AM-6:00PM	15 min
Tempe Orbit	Juniper	6:00AM-10:00PM	15 min
Tempe Orbit	Mercury	6:00AM-10:00PM	15 min
Tempe Orbit	Venus	6:00AM-10:00PM	15 min
Valley Metro	30 – University	4:45AM-12:30AM	30 min
Valley Metro	56 – Priest	5:15AM-10:00PM	15-30 min
Valley Metro	62 – Hardy/Guadalupe	5:30AM-13:30AM	30 min
Valley Metro	65 – Mill/Kyrene	4:45AM-12:30AM	30-60 min
Valley Metro	66 – Mill/Kyrene	4:45AM-12:30AM	30-60 min
Valley Metro	72 – Scottsdale/Rural	4:45AM-12:30AM	20-30 min

Mill Avenue is considered to have the highest pedestrian volume in the state of Arizona (according to CVS Pharmacy which used this data to support a curb front store at the southeast corner of Mill Avenue and University Drive). The *Downtown Tempe Pedestrian Count Report* prepared by The Downtown Tempe Community (DTC) in February 2011 indicates that Mill Avenue at University Drive (located just 300 feet west of the site) receives between 500 and 850 pedestrians per hour for several hours of the day.

PROPOSED DEVELOPMENT

University House is proposing to expand the number of dwelling units and beds available for rent by students. The second phase will provide 79 dwelling units containing 265 beds in a new 19-story tower. The 25 existing surface parking spaces located east of the garage will be removed with the construction of Phase 2. Fifty-four new parking spaces will be added within the parking structure which will be available for lease by the University House residents for a total of 209 leasable parking spaces. Bicycle parking will be increased by 92 spaces for a total of 454 spaces. No additional retail/restaurant uses are proposed with Phase 2.

TRANSPORTATION ORIENTED DEVELOPMENT OVERLAY

Given the pedestrian and transit opportunities mentioned above, Tempe considers all of the property in this area as part of its TOD. The TOD is a special designation to encourage redevelopment that is consistent and complementary to the City's large investment in transit, pedestrian and bicycle infrastructure. According to *Chapter 6 – Transportation Overlay District* as shown within the City's Amended Zoning and Development Code, "This Overlay District regulates land uses and established development standards in order to prevent developments which would interrupt the transit, bicycle and pedestrian experience." The specific objectives of the TOD are listed as:

1. Promote and develop livable and sustainable neighborhoods;
2. Promote and increase the use of alternative modes of transportation such as walking, bicycling, car-pooling, riding the bus or light rail;
3. Encourage a mix of uses and balance of densities and intensities within identified activity areas accessible to alternative modes of transportation;
4. Provide a quality of urban design (as defined within the standards) that attracts and encourages pedestrian activity;

5. Reinforce public investments and private development to achieve a compact form of development conducive to walking, bicycling, and transit use; and
6. Provide facilities that create a safe, *accessible*, comfortable and pleasant environment for people; maintain safe access for automobiles and adequate parking and minimize conflicts between vehicles and pedestrians.

Although not specifically stated, promotion of uses and owners which operate businesses knowingly dependent upon alternate modes of transportation is encouraged within the TOD.

PARKING GENERATION & PROPOSED PARKING RATES

Parking for multi-family residences is typically calculated based on the number of dwelling units. A typical multi-family dwelling unit would contain between one and three bedrooms. Student housing differs from typical multi-family housing. First, a typical student housing dwelling unit contains between one and five beds. Second, depending on the vicinity of the student housing to the campus, residents may not own a motorized vehicle. The University House is located immediately adjacent to the ASU campus and offers housing primarily for students that do not need motorized vehicles. Due to the factors mentioned above, the typical parking rates provided for multi-family/apartments by the City of Tempe within the Zoning and Development Code do not logically apply to the parking provided at University House.

A comparison of the existing parking supply with that proposed after the completion of Phase 2 is shown in **Table 2**. Table 2 excludes the on-street parking within the 6th Street alignment and along College Avenue since that is also available for use by the retail/restaurant patrons (many of which are residents within University House or pedestrians).

Table 2: Existing and Proposed Parking Rates

	Dwelling Units	Beds	Leasable Vehicular Parking	Vehicular Parking Rate/Bed	Bicycle Parking	Bicycle Parking Rate/Bed
Existing	269	637	155	0.24	362	0.57
Proposed	348	902	209	0.23	454	0.50

The proposed vehicular parking rate mirrors the parking provided with Phase 1 of University House. All of the existing 155 parking spaces are leased by residents and it is anticipated that the additional 54 spaces will also be leased without excess.

The retail uses provided in Phase I are intended to serve both phases. The retail and restaurant space supports the residential use, as opposed to being destinations from outside the immediate area. Therefore, we do not estimate any need for parking the retail uses. To the extent the retail uses need parking, that parking is accommodated by the available on-street parking and public parking available in close proximity to the University House.

CITY OF TEMPE PARKING CALCULATIONS AND REQUIREMENTS

Parking rates are provided by the City of Tempe for several conditions. The two primary conditions evaluated herein are the rates established in the City of Tempe's Zoning and Development Code, amended June 2007, and the rates established as part of the City's

Transportation Overlay District (TOD) which reduces the parking requirement based on the availability of alternate transportation modes. Recognizing that the proposed residential development is located adjacent to the ASU campus and will serve ASU students who will have less likelihood of owning motorized vehicles, a greater reduction in parking, than that provided by the TOD standards, is appropriate. This is further evidenced by the success of the existing parking provided for Phase 1 of University House. Ninety-nine percent of the spaces are leased with no apparent parking on neighborhood streets.

For information purposes, the proposed site plan and the rates shown within Tempe's Zoning and Development Code for TOD were used to calculate the number of spaces required. It should be noted that the City does not provide parking rates for student housing. Assuming that University House would be parking similarly to multi-family house, **Table 3** depicts the minimum parking required within the TOD per Code for the proposed University House Phase 2.

Table 3: University House Phase 2 Parking Required Per the City of Tempe

Land Use	Dwelling Units	Vehicle Parking Minimum per Code	Required Spaces
Multi-Family	79	0.75 spaces per dwelling unit	60

Table 3 reveals that Phase 2 would be required to provide 60 parking spaces to meet with Tempe Zoning and Development Code. Fifty-four parking spaces will be provided.

CONSIDERATION OF OTHER PARKING RATES

Since the City of Tempe's Zoning and Development Standards Parking Ratio Requirements does not consider a category for student housing or dormitory rooms, the American Planning Association (APA) publication, *Parking Standards*, was considered for this study. This publication and the rates provided were also used within the original parking study prepared for Phase 1 of the development.

The most applicable category within Parking Standards is 'dormitory'. The dormitory land use is has suggested parking rates ranging from 1 space per 2 beds to 1 space per 5 beds. This equates to a range of 0.20 spaces per bed to 0.50 spaces per bed. Since the data used to calculate the parking rates was taken from several sample locations and sample sizes, it is assumed that those located in closer proximity to the university would require less parking while those located further away would require more parking. The parking required using rates provided in Parking Standards is shown in **Table 4**.

Table 4: *Parking Standards* Dormitory Requirement for University House Phase 2

Land Use	Beds	Vehicle Parking Minimum per Code	Required Spaces
Dormitory	265	0.20-0.50 spaces per bed	53-133

Parking Standards suggests a range of 53 to 155 parking spaces to support the 265 beds proposed with Phase 2 of development. Fifty-four parking spaces will be provided.

PARKING RECOMMENDATIONS

The recommended range provided by the APA in Parking Standards required the use of engineering judgment to determine the best application of parking for the use given its location, demographics, and the general need for parking. University House is located immediately adjacent to the ASU campus, within 3-minutes walking distance of light rail, and within 1/8-mile of eleven different transit routes providing access to local Tempe destinations throughout the metro region. Ownership and parking of a vehicle at University House is optional. A vehicle in this location is not required for the mobility of students.

The parking ratio of 0.24 spaces per bed as proposed provides 54 parking spaces for the Phase 2 development. This is within the range suggested by APA and mirrors the parking ratio provided with the Phase 1 development. Based on the mobility conditions presented above, parking at the lower end of the range presented in *Parking Standards* will meet the needs of the residents without impacting the ability to rent units to students.

CONCLUSIONS

Based on our analysis, we have the following facts, recommendations and conclusion:

- University House is located immediately adjacent to the ASU campus with access to a multitude of alternate travel modes such as light rail, bus, bicycle and walking.
- Phase 1, already constructed and occupied, consists of 637 beds and provides 155 vehicular parking spaces which can be leased by residents. A total of 362 bicycle parking spaces are provided for use by residents without incurring any additional cost.
- Phase 1 was approved with a parking ratio of 0.25 leasable parking spaces per bed. The parking has been operating successfully since the opening of the development at 99% occupancy.
- All existing parking spaces are currently leased by residents and the first phase is fully occupied. Therefore, many students choose to reside in University House without the need to park a motorized vehicle.
- The existing restaurant/retail use will not be modified with Phase 2. It is anticipated that a majority of the patrons to the restaurant/retail uses will be residents from the University House that have no need to drive/park.
- Phase 2 will provide an additional 265 beds and will increase the leasable vehicular parking by 54 spaces. Bicycle parking will be increased by 92 parking spaces. The proposed parking is supportable in this location due to the high propensity of alternate modes available for transportation.
- A parking ratio of 0.24 leasable vehicular parking spaces per bed has been proposed for Phase 2.
- The City of Tempe does not have parking standards applicable to student housing within the TOD. Therefore, the APA *Parking Standards* was utilized. According to *Parking Standards*, a range of parking between 53 spaces and 133 spaces would satisfy the parking demand of Phase 2. The guidelines suggest that judgment should be used in the application of the parking needs for a given site.

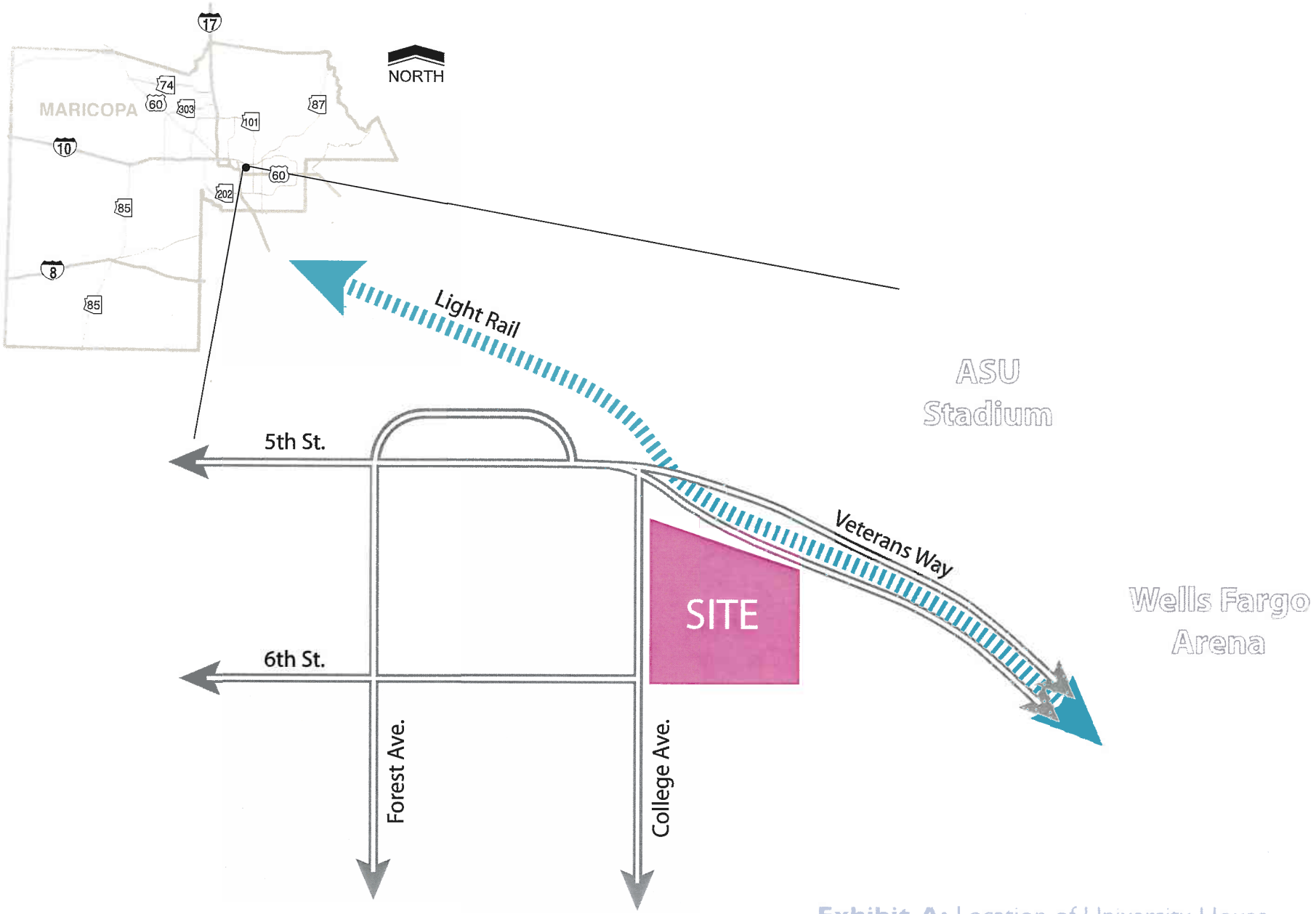


Exhibit A: Location of University House in Downtown Tempe

ATTACHMENT 18

ATTACHMENT 19

Project:

UNIVERSITY HOUSE - PHASE II
323 E. VETERAN'S WAY
TEMPE, AZ 85281

Project Number
13073.100

DRC SUBMITTAL

OCTOBER 8, 2013

architect
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ATTACHMENT 20

PROJECT SUMMARY - PHASE II (PROPOSED BUILDING)

SUBMITTED BY: INLAND AMERICAN COMMUNITIES GROUP INC.
502 S. COLLEGE AVENUE, SUITE 310
TEMPE, AZ 85281
CONTACT: ROSS ROBB
(P) 480-921-1070

PROJECT ARCHITECT: BOKA POWELL, LLC
327 CONGRESS AVENUE, SUITE 600,
AUSTIN, TX 78701
CONTACT: ERIC VAN HYFTE
(P) 512-687-0699

PROJECT NAME: UNIVERSITY HOUSE - PHASE II
PROJECT ADDRESS: 323 E. VETERAN'S WAY, TEMPE, AZ 85821

SCOPE OF WORK: 19-STORY MULTI-USE PROJECT WITH 79 RESIDENTIAL DWELLING UNITS / 265 BEDS AND 3 LEVEL PARKING GARAGE ON SAME SITE AND CONNECTED TO PHASE I BUILDING

SLEGAL DESCRIPTION:
PARCEL NO. 1: LOT 1 OF 323 EAST VETERANS WAY, ACCORDING TO THE PLAT OF RECORD IN THE OFFICE OF THE COUNTY RECORDER OF MARICOPA COUNTY, ARIZONA, RECORDED IN BOOK 954, PAGE 20, MARICOPA COUNTY RECORDERS NUMBER 2007-114301

AND

THE PORTION OF THE SOUTHEAST QUARTER OF SECTION 15, TOWNSHIP 1 NORTH, RANGE 4 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA MORE PARTICULARY DESCRIBED AS FOLLOWS:
COMMENCING FOR A TIE AT THE SOUTH QUARTER CORNER OF SAID SECTION 15;
THENCE NORTH 00° 09' 04" WEST, ALONG THE CENTER LINE OF COLLEGE AVE., A DISTANCE OF 865.53 FEET;
THENCE NORTH 88° 03' 57" EAST A DISTANCE OF 50.02 FEET TO A POINT ON THE EAST RIGHT-OF-WAY-LINE OF COLLEGE AVENUE, SAID POINT ALSO BEING THE SOUTHWEST CORNER OF LOT OF FINAL PLAT OF "323 EAST VETERANS WAY" AS RECORDED IN BOOK 954 OF MAPS, PAGE 20 MARICOPA COUNTY RECORDER;
THENCE NORTH 00° 09' 04" WEST ALONG THE WEST PROPERTY LINE OF SAID LOT 1, A DISTANCE OF 293.27 FEET TO THE POINT OF BEGINNING;
THENCE NORTH 00° 09' 04" WEST A DISTANCE OF 20.83 FEET TO A POINT WHICH IS 40.00 FEET SOUTH OF THE CENTERLINE OF VETERANS WAY;
THENCE SOUTH 71° 56' 44" EAST ALONG A LINE WHICH 40.00 FEET SOUTH AND PARALLEL TO THE CENTERLINE OF VETERANS WAY A DISTANCE OF 19.47 FEET TO THE NORTHERNMOST CORNER OF SAID LOT 1;
THENCE SOUTH 53° 57' 06" WEST ALONG THE PROPERTY LINE OF SAID LOT 1, A DISTANCE OF 23.45 FEET TO THE NORTHWEST CORNER OF SAID LOT 1;
THENCE SOUTH 00° 09' 04" EAST ALONG THE WEST PROPERTY LINE OF SAID LOT , A DISTANCE OF 0.83 FEET TO SAID POING OF BEGINNING

PARCEL NO. 2: THAT BENEFICIAL AND APPURTENANT EASMENT FOR INGRESS AND EGRESS AS SET FORTH IN RECORDING NO. 2006-1648123.

LIST OF USE PERMITS OR VARIANCES: NONE REQUIRED

CODE/ ZONING - PHASE I

SITE DATA: PARCEL # 1 A.P.N. # 132-26-101
GENERAL PLAN 2030
PROJECT LAND USE: MIXED USE
PROJECT DENSITY: HIGH DENISTY (>25 DU/ACRE)

EXISTING ZONING: MU-4 WITH TOD OVERLAY, STATION AREA (PAD)
PROPOSED ZONING: MU-4 WITH TOD OVERLAY, STATION AREA (PAD)

CONSTRUCTION TYPE: TYPE 1-A PER 2006 IBC/SPRINKLERED

GROSS & NET ACRES: 1.616 ACRES (70,386 SF)
BUILDING AREA (PHASE I): 410,147 G.S.F.

BUILDING HEIGHT ALLOWED: 225 FT
PROPOSED NEW BLDG HEIGHT: 205'-0"
NUMBER OF STORIES: 19

RESIDENTIAL UNITS (PHASE I):

42	STUDIO
54	1 BR
72	2 BR
37	3 BR
34	4 BR
30	5 BR
269	TOTAL

RESIDENTIAL DENSITY
PHASE I : = 166 DU/ACRE

LANDSCAPE COVERAGE AREA: 39 % (27,796 SF)
FIRST FLOOR PARKING ISLANDS: 958 SF
4TH FLOOR TERRACE: 26,838 SF

TOTAL COMMERCIAL (PHASE I): 25,572 SF
22,522 SF + 3,050 SF MEZZ @ REST.
RETAIL = 15,954 SF
RESTAURANT = 9,618 SF

PARKING GARAGE: 23,415 SF
% OF LOT COVERAGE (BUILDING) 72% FOR PHASE I

CODE/ ZONING - PHASE II

SITE DATA: PARCEL # 1 A.P.N. # 132-26-101
GENERAL PLAN 2030
PROJECT LAND USE: MIXED USE
PROJECT DENSITY: HIGH DENISTY (>25 DU/ACRE)

EXISTING ZONING: MU-4 WITH TOD OVERLAY, STATION AREA (PAD)
PROPOSED ZONING: MU-4 WITH TOD OVERLAY, STATION AREA (PAD)

CONSTRUCTION TYPE: TYPE 1-A PER 2009 IBC/SPRINKLERED

GROSS & NET ACRES: 1.616 ACRES (70,386 SF)
PROPOSED BLDG. AREA (PHASE II): 127,930 G.S.F.

BUILDING HEIGHT ALLOWED: 195 FT PER PREVIOUSLY APPROVED P.A.D.

PROPOSED NEW BUILDING
HEIGHT FOR PHASE II: 189'-6"
NUMBER OF STORIES: 18

RESIDENTIAL UNITS PHASE II:

14	2 BR/ 1 BA
1	2 BR/ 2 BA
15	3 BR/ 2 BA
1	3 BR/ 3 BA
28	4 BR/ 3 BA
13	4 BR/ 4 BA
72	TOTAL

RESIDENTIAL DENSITY
PHASE II: 72 PH II = 72/1.616 = 44.6 DU/ACRE

LANDSCAPE COVERAGE AREA: 39 % (28,006 SF)
EXISTING FIRST FLOOR PARKING ISLANDS: 1528 SF
EXISTING4TH FLOOR TERRACE: 26,478 SF
*NOTE: 360 SF OF LANDSCAPE AREA IS REMOVED FROM THE 4TH FLOOR TERRACE AS A PART OF PHASE II WORK, AND IS REPLACED WITH 570 SF OF LANDSCAPE AREA ON LEVEL 1

TOTAL COMMERCIAL (PHASE II): 0 SF
RETAIL = 0 SF
RESTAURANT = 0 SF

PARKING GARAGE: 8,382 SF
% OF LOT COVERAGE (BUILDING) 11.9% FOR PHASE II

CODE/ ZONING - PHASE I & II TOTALS

SITE DATA: PARCEL # 1 A.P.N. # 132-26-101
GENERAL PLAN 2030
PROJECT LAND USE: MIXED USE
PROJECT DENSITY: HIGH DENISTY (>25 DU/ACRE)

EXISTING ZONING: MU-4 WITH TOD OVERLAY, STATION AREA (PAD)
PROPOSED ZONING: MU-4 WITH TOD OVERLAY, STATION AREA (PAD)

CONSTRUCTION TYPE: TYPE 1-A PER 2009 IBC/SPRINKLERED

GROSS & NET ACRES: 1.616 ACRES (70,386 SF)
PHASE I AREA: 410,147 G.S.F. PER PREVIOUSLY APPROVED P.A.D.
PROPOSED BLDG. AREA (PHASE II): 128,945 G.S.F.
TOTAL: PHI & PHII 539,092 G.S.F.

BUILDING HEIGHT ALLOWED: 205 FT PH I, 195 FT PH II PER PREVIOUSLY APPROVED P.A.D.
EXISTING PHASE I BLDG. HEIGHT: 205'-0"
PROPOSED PHASE II BLDG. HEIGHT: 189'-6"
NUMBER OF STORIES: 19

RESIDENTIAL UNITS PHASE I: 269 PER PREVIOUSLY APPROVED P.A.D.
RESIDENTIAL UNITS PHASE II:

14	2 BR/ 1 BA
1	2 BR/ 2 BA
15	3 BR/ 2 BA
1	3 BR/ 3 BA
28	4 BR/ 3 BA
13	4 BR/ 4 BA
72	TOTAL

RESIDENTIAL DENSITY
PHASE I & PHASE II: 269 PH I + 72 PH II = 341/1.616 = 211 DU/ACRE

LANDSCAPE COVERAGE AREA: 39 % (28,006 SF)
FIRST FLOOR PARKING ISLANDS: 1528 SF
4TH FLOOR TERRACE: 26,478 SF
*NOTE: 360 SF OF LANDSCAPE AREA IS REMOVED FROM THE 4TH FLOOR TERRACE AS A PART OF PHASE II WORK, AND IS REPLACED WITH 570 SF OF LANDSCAPE AREA ON LEVEL1

TOTAL COMMERCIAL (PHASE I&II): 25,572 SF
22,522 SF + 3,050 SF MEZZ @ REST.
RETAIL = 15,954 SF
RESTAURANT = 9,618 SF

PARKING GARAGE: 31,797 SF
% OF LOT COVERAGE (BUILDING) 83.9% FOR PHASE I & II

PARKING - PHASE I

PER PAD 11009: PARKING RATIOS APPROVED ARE:

RESIDENT PARKING: 0.14 SPACES PER BEDROOM
637 BEDROOMS x 0.14 = 89.2 SPACES
GUEST PARKING: 0.011 SPACES PER UNIT
269 UNITS x 0.011 = 3 SPACES
COMMERCIAL PARKING: 1 SPACE /300 SF W/50% REDUCTION
15,954 SF/300 X .5 = 26.6 SPACES
RESTAURANT PARKING: 1 SPACE/75 SF W/50% REDUCTION PER PAD
9,618-2,500=7,118 SF/75 X .5 = 47.5 SPACES

PARKING REQUIRED: 167 SPACES

PARKING PROVIDED: 212 SPACES

BICYCLE PARKING WITHIN COMMUTE AREA
RESIDENTIAL BICYCLE PARKING REQUIRED:

(30) 5 BEDROOM x 1.0 PER UNIT	= 30 SPACES
(34) 4 BEDROOM x 1.0 PER UNIT	= 34 SPACES
(37) 3 BEDROOM x 1.0 PER UNIT	= 37 SPACES
(72) 2 BEDROOM x .75 PER UNIT	= 54 SPACES
(54) 1 BEDROOM x .75 PER UNIT	= 40.5 SPACES
(42) STUDIO X .75 PER UNIT	= 31.5 SPACES
(269) VISITOR PARKING x .2 PER UNIT	= 53.8 SPACES

COMMERCIAL BICYCLE PARKING:
1 PER 7,500 S.F. (4 MIN.) = 4 SPACES
RESTAURANT BICYCLE PARKING
1 PER 500 S.F. = 19.2 SPACES

TOTAL BICYCLE PARKING REQUIRED = 304 SPACES
TOTAL BICYCLE PARKING PROVIDED = 304 SPACES

PARKING - PHASE II

PER PAD 11009: PARKING RATIOS APPROVED ARE:

RESIDENT PARKING: 0.14 SPACES PER BEDROOM
242 BEDROOMS x 0.14 = 34 SPACES
GUEST PARKING: 0.011 SPACES PER UNIT
72 UNITS x 0.011 = 1 SPACES

PARKING REQUIRED: 35 SPACES

PARKING PROVIDED: 54 SPACES TOTAL
- 51 NEW SPACES IN PHASE II GARAGE
- 2 NEW ACCESSIBLE SPACES IN PHASE I GARAGE
- 1 NEW ON STREET PARKING SPACE

BICYCLE PARKING WITHIN COMMUTE AREA
RESIDENTIAL BICYCLE PARKING REQUIRED:

(41) 4 BEDROOM x 1.0 PER UNIT	= 41 SPACES
(16) 3 BEDROOM x 1.0 PER UNIT	= 16 SPACES
(15) 2 BEDROOM x .75 PER UNIT	= 12 SPACES
(72)VISITOR PARKING x .2 PER UNIT	= 15 SPACES

TOTAL BICYCLE PARKING REQUIRED = 84 SPACES
TOTAL BICYCLE PARKING PROVIDED = 84 SPACES

PARKING - PHASE I & II TOTALS

PER PAD 11009: PARKING RATIOS APPROVED ARE:

RESIDENT PARKING: 0.14 SPACES PER BEDROOM
879 BEDROOMS x 0.14 = 123.06 SPACES
GUEST PARKING: 0.011 SPACES PER UNIT
341 UNITS x 0.011 = 3.75 SPACES
COMMERCIAL PARKING: 1 SPACE /300 SF W/50% REDUCTION
15,954 SF/300 X .5 = 26.6 SPACES
RESTAURANT PARKING: 1 SPACE/75 SF W/50% REDUCTION PER PAD
9,618-2,500=7,118 SF/75 X .5 = 47.5 SPACES

PARKING REQUIRED: 201 SPACES

PARKING PROVIDED: *184 SPACES (PHASE I)*+ 55 SPACES (PHASE II) = 239 SPACES

NOTE: 28 PARKING SPACES ARE LOST FROM PHASE I ON THE SURFACE PARKING LOT FOR THE CONSTRUCTION OF THE PHASE II GARAGE

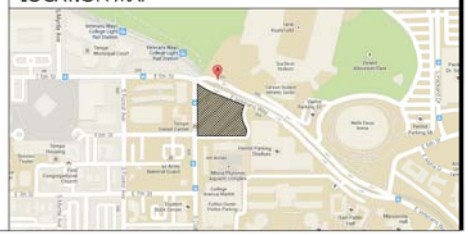
BICYCLE PARKING WITHIN COMMUTE AREA
RESIDENTIAL BICYCLE PARKING REQUIRED:

(30) 5 BEDROOM X 1.0 PER UNIT	= 30 SPACES
(75) 4 BEDROOM x 1.0 PER UNIT	= 75 SPACES
(53) 3 BEDROOM x 1.0 PER UNIT	= 53 SPACES
(87) 2 BEDROOM x .75 PER UNIT	= 65.25 SPACES
(54) 1 BEDROOM x .75 PER UNIT	= 40.5 SPACES
(42) STUDIO X .75 PER UNIT	= 31.5 SPACES
(341) VISITOR PARKING x .2 PER UNIT	= 69 SPACES

COMMERCIAL BICYCLE PARKING:
1 PER 7,500 S.F. (4 MIN.) = 4 SPACES
RESTAURANT BICYCLE PARKING
1 PER 500 S.F. = 19.2 SPACES

TOTAL BICYCLE PARKING REQUIRED = 388 SPACES
TOTAL BICYCLE PARKING PROVIDED = 304 SPACES (PH I)+84 SPACES (PH II)
388 SPACES TOTAL

LOCATION MAP



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PRELIMINARY ISSUE

These documents are issued for interim review only and may not be used for bidding, permit or other construction purposes.

Archt Chris Barnes Reg. No.# 45819
Archt Michael Kennedy Reg. No.# 48138

10.08.2013

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project
University House - Phase II
323 E. Veteran's Way
Tempe, AZ 85281

DRC SUBMITTAL

NOT FOR CONSTRUCTION

revisions

title
PROJECT DATA

project number 13073.100
date 10.08.2013
sheet
A0.10

CODE/ ZONING - PHASE I

SITE DATA:	PARCEL # 1 A.P.N. # 132-26-101
GENERAL PLAN 2030	
PROJECT LAND USE:	MIXED USE
PROJECT DENSITY	HIGH DENISTY (>25 DU/ACRE)
EXISTING ZONING:	MU-4 WITH TOD OVERLAY, STATION AREA (PAD)
PROPOSED ZONING:	MU-4 WITH TOD OVERLAY, STATION AREA (PAD)
CONSTRUCTION TYPE:	TYPE 1-A PER 2006 IBC/SPRINKLERED
GROSS & NET ACRES:	1.616 ACRES (70,386 SF)
BUILDING AREA (PHASE I):	410,147 G.S.F.
BUILDING HEIGHT ALLOWED:	225 FT
PROPOSED NEW BLDG HEIGHT:	205'-0"
NUMBER OF STORIES:	19

RESIDENTIAL UNITS (PHASE I):

42	STUDIO
54	1 BR
72	2 BR
37	3 BR
34	4 BR
30	5 BR
269	TOTAL

RESIDENTIAL DENSITY PHASE I :	= 166 DU/ACRE
LANDSCAPE COVERAGE AREA:	39 % (27,796 SF)
FIRST FLOOR PARKING ISLANDS:	958 SF
4TH FLOOR TERRACE:	26,838 SF
TOTAL COMMERCIAL (PHASE I):	25,572 SF 22,522 SF + 3,050 SF MEZZ @ REST. RETAIL = 15,954 SF RESTAURANT = 9,618 SF
PARKING GARAGE:	23,415 SF
% OF LOT COVERAGE (BUILDING)	72% FOR PHASE I

PARKING - PHASE I

PER PAD 11009: PARKING RATIOS APPROVED ARE:

RESIDENT PARKING:	0.14 SPACES PER BEDROOM 637 BEDROOMS x 0.14 = 89.2 SPACES
GUEST PARKING:	0.011 SPACES PER UNIT 269 UNITS x 0.011 = 3 SPACES
COMMERCIAL PARKING:	1 SPACE /300 SF W/50% REDUCTION 15,954 SF/300 X .5 = 26.6 SPACES
RESTAURANT PARKING:	1 SPACE/75 SF W/50% REDUCTION PER PAD 9,618-2,500=7,118 SF/75 X .5 = 47.5 SPACES
PARKING REQUIRED:	167 SPACES
PARKING PROVIDED:	212 SPACES

BICYCLE PARKING WITHIN COMMUTE AREA
RESIDENTIAL BICYCLE PARKING REQUIRED:

(30) 5 BEDROOM x 1.0 PER UNIT	= 30 SPACES
(34) 4 BEDROOM x 1.0 PER UNIT	= 34 SPACES
(37) 3 BEDROOM x 1.0 PER UNIT	= 37 SPACES
(72) 2 BEDROOM x .75 PER UNIT	= 54 SPACES
(54) 1 BEDROOM x .75 PER UNIT	= 40.5 SPACES
(42) STUDIO X .75 PER UNIT	= 31.5 SPACES
(269) VISITOR PARKING x .2 PER UNIT	= 53.8 SPACES
COMMERCIAL BICYCLE PARKING: 1 PER 7,500 S.F. (4 MIN.)	= 4 SPACES
RESTAURANT BICYCLE PARKING 1 PER 500 S.F.	= 19.2 SPACES
TOTAL BICYCLE PARKING REQUIRED	= 304 SPACES
TOTAL BICYCLE PARKING PROVIDED	= 304 SPACES

CODE/ ZONING - PHASE II

SITE DATA:	PARCEL # 1 A.P.N. # 132-26-101
GENERAL PLAN 2030	
PROJECT LAND USE:	MIXED USE
PROJECT DENSITY	HIGH DENISTY (>25 DU/ACRE)
EXISTING ZONING:	MU-4 WITH TOD OVERLAY, STATION AREA (PAD)
PROPOSED ZONING:	MU-4 WITH TOD OVERLAY, STATION AREA (PAD)
CONSTRUCTION TYPE:	TYPE 1-A PER 2009 IBC/SPRINKLERED
GROSS & NET ACRES:	1.616 ACRES (70,386 SF)
PROPOSED BLDG. AREA (PHASE II):	127,930 G.S.F.
BUILDING HEIGHT ALLOWED:	195 FT PER PREVIOUSLY APPROVED P.A.D.
PROPOSED NEW BUILDING HEIGHT FOR PHASE II:	189'-6"
NUMBER OF STORIES:	18

RESIDENTIAL UNITS PHASE II:

14	2 BR/ 1 BA
1	2 BR/ 2 BA
15	3 BR/ 2 BA
1	3 BR/ 3 BA
28	4 BR/ 3 BA
13	4 BR/ 4 BA
72	TOTAL

RESIDENTIAL DENSITY
PHASE II: 72 PH II = 72/1.616 = 44.6 DU/ACRE

LANDSCAPE COVERAGE AREA:	39 % (28,006 SF)
*EXISTING FIRST FLOOR PARKING ISLANDS:	1528 SF*
*EXISTING4TH FLOOR TERRACE:	26,478 SF*

*NOTE: 360 SF OF LANDSCAPE AREA IS REMOVED FROM THE 4TH FLOOR TERRACE AS A PART OF PHASE II WORK, AND IS REPLACED WITH 570 SF OF LANDSCAPE AREA ON LEVEL 1

TOTAL COMMERCIAL (PHASE II):	0 SF
	RETAIL = 0 SF
	RESTAURANT = 0 SF
PARKING GARAGE:	8,382 SF
% OF LOT COVERAGE (BUILDING)	11.9% FOR PHASE II

PARKING - PHASE II

PER PAD 11009: PARKING RATIOS APPROVED ARE:

RESIDENT PARKING:	0.14 SPACES PER BEDROOM
	242 BEDROOMS x 0.14 = 34 SPACES
GUEST PARKING:	0.011 SPACES PER UNIT
	72 UNITS x 0.011 = 1 SPACES
PARKING REQUIRED:	35 SPACES
PARKING PROVIDED:	54 SPACES TOTAL
	- 51 NEW SPACES IN PHASE II GARAGE
	- 2 NEW ACCESSIBLE SPACES IN PHASE I GARAGE
	- 1 NEW ON STREET PARKING SPACE

BICYCLE PARKING WITHIN COMMUTE AREA
RESIDENTIAL BICYCLE PARKING REQUIRED:

(41) 4 BEDROOM x 1.0 PER UNIT	= 41 SPACES
(16) 3 BEDROOM x 1.0 PER UNIT	= 16 SPACES
(15) 2 BEDROOM x .75 PER UNIT	= 12 SPACES
(72)VISITOR PARKING x .2 PER UNIT	= 15 SPACES
TOTAL BICYCLE PARKING REQUIRED	= 84 SPACES
TOTAL BICYCLE PARKING PROVIDED	= 84 SPACES

CODE/ ZONING - PHASE I & II TOTALS

SITE DATA:	PARCEL # 1 A.P.N. # 132-26-101
GENERAL PLAN 2030	
PROJECT LAND USE:	MIXED USE
PROJECT DENSITY	HIGH DENISTY (>25 DU/ACRE)
EXISTING ZONING:	MU-4 WITH TOD OVERLAY, STATION AREA (PAD)
PROPOSED ZONING:	MU-4 WITH TOD OVERLAY, STATION AREA (PAD)
CONSTRUCTION TYPE:	TYPE 1-A PER 2009 IBC/SPRINKLERED
GROSS & NET ACRES:	1.616 ACRES (70,386 SF)
PHASE I AREA:	410,147 G.S.F. PER PREVIOUSLY APPROVED P.A.D.
PROPOSED BLDG. AREA (PHASE II):	128,945 G.S.F.
TOTAL: PHI & PHII	539,092 G.S.F.
BUILDING HEIGHT ALLOWED:	205 FT PH I, 195 FT PH II PER PREVIOUSLY APPROVED P.A.D.
EXISTING PHASE I BLDG. HEIGHT:	205'-0"
PROPOSED PHASE II BLDG. HEIGHT:	189'-6"
NUMBER OF STORIES:	19
RESIDENTIAL UNITS PHASE I:	269 PER PREVIOUSLY APPROVED P.A.D.
RESIDENTIAL UNITS PHASE II:	14 2 BR/ 1 BA 1 2 BR/ 2 BA 15 3 BR/ 2 BA 1 3 BR/ 3 BA 28 4 BR/ 3 BA 13 4 BR/ 4 BA 72 TOTAL
RESIDENTIAL DENSITY PHASE I & PHASE II:	269 PH I + 72 PH II = 341/1.616 = 211 DU/ACRE
LANDSCAPE COVERAGE AREA:	39 % (28,006 SF)
*FIRST FLOOR PARKING ISLANDS:	1528 SF*
*4TH FLOOR TERRACE:	26,478 SF*

*NOTE: 360 SF OF LANDSCAPE AREA IS REMOVED FROM THE 4TH FLOOR TERRACE AS A PART OF PHASE II WORK, AND IS REPLACED WITH 570 SF OF LANDSCAPE AREA ON LEVEL1

TOTAL COMMERCIAL (PHASE I&II):	25,572 SF 22,522 SF + 3,050 SF MEZZ @ REST. RETAIL = 15,954 SF RESTAURANT = 9,618 SF
PARKING GARAGE:	31,797 SF
% OF LOT COVERAGE (BUILDING)	83.9% FOR PHASE I & II

PARKING - PHASE I & II TOTALS

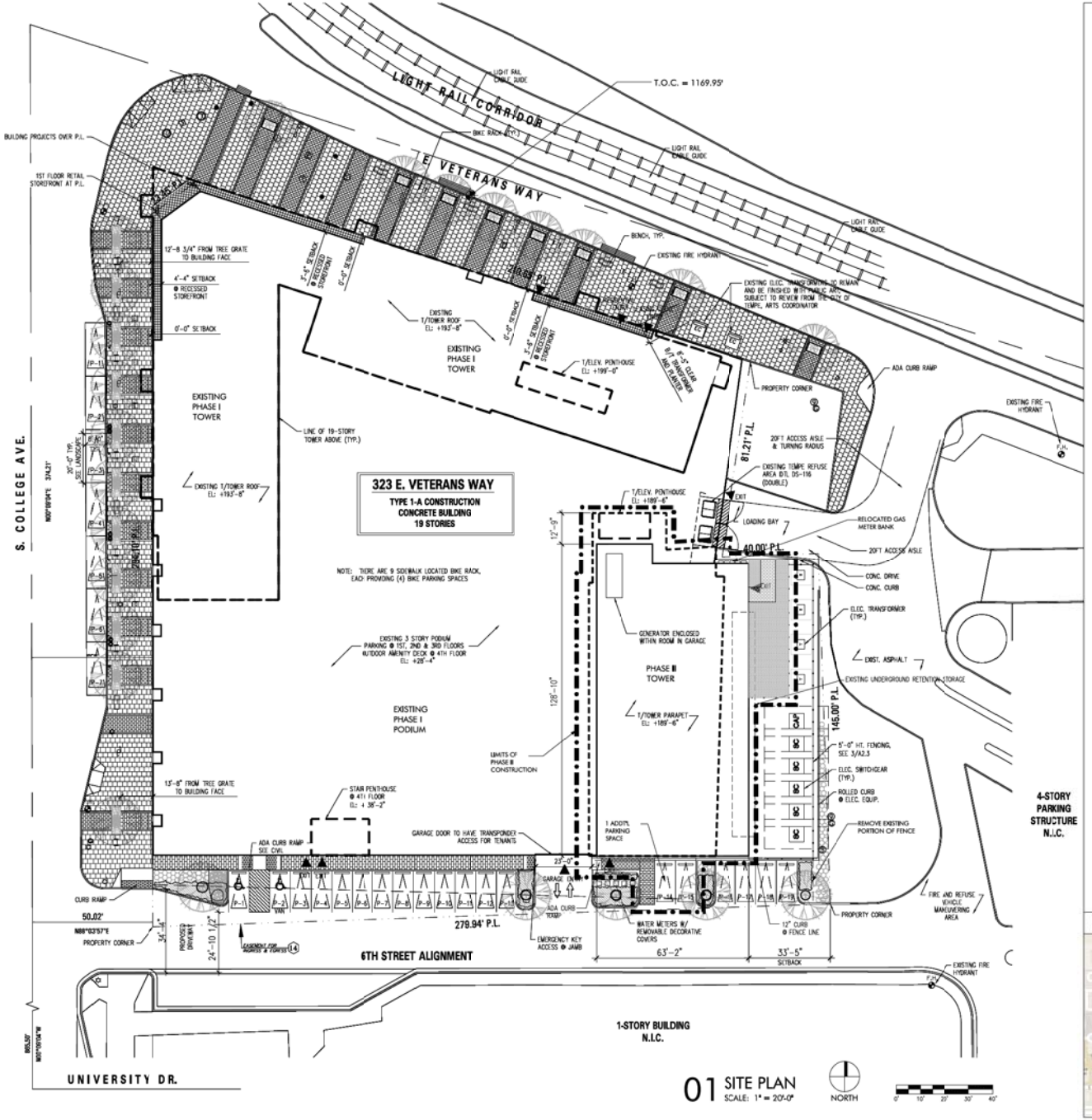
PER PAD 11009: PARKING RATIOS APPROVED ARE:

RESIDENT PARKING:	0.14 SPACES PER BEDROOM 879 BEDROOMS x 0.14 = 123.06 SPACES
GUEST PARKING:	0.011 SPACES PER UNIT 341 UNITS x 0.011 = 3.75 SPACES
COMMERCIAL PARKING:	1 SPACE /300 SF W/50% REDUCTION 15,954 SF/300 X .5 = 26.6 SPACES
RESTAURANT PARKING:	1 SPACE/75 SF W/50% REDUCTION PER PAD 9,618-2,500=7,118 SF/75 X .5 = 47.5 SPACES
PARKING REQUIRED:	201 SPACES
PARKING PROVIDED:	*184 SPACES (PHASE I)*+ 55 SPACES (PHASE II) = 239 SPACES

NOTE: 28 PARKING SPACES ARE LOST FROM PHASE I ON THE SURFACE PARKING LOT FOR THE CONSTRUCTION OF THE PHASE II GARAGE

BICYCLE PARKING WITHIN COMMUTE AREA
RESIDENTIAL BICYCLE PARKING REQUIRED:

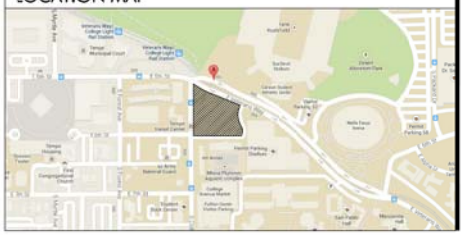
(30) 5 BEDROOM X 1.0 PER UNIT	= 30 SPACES
(75) 4 BEDROOM x 1.0 PER UNIT	= 75 SPACES
(53) 3 BEDROOM x 1.0 PER UNIT	= 53 SPACES
(87) 2 BEDROOM x .75 PER UNIT	= 65.25 SPACES
(54) 1 BEDROOM x .75 PER UNIT	= 40.5 SPACES
(42) STUDIO X .75 PER UNIT	= 31.5 SPACES
(341) VISITOR PARKING x .2 PER UNIT	= 69 SPACES
COMMERCIAL BICYCLE PARKING: 1 PER 7,500 S.F. (4 MIN.)	= 4 SPACES
RESTAURANT BICYCLE PARKING 1 PER 500 S.F.	= 19.2 SPACES
TOTAL BICYCLE PARKING REQUIRED	= 388 SPACES
TOTAL BICYCLE PARKING PROVIDED	= 304 SPACES (PH I)+84 SPACES (PH II) 388 SPACES TOTAL



LEGEND

- LIMITS OF PHASE II CONSTRUCTION
- LINE OF TOWER ABOVE
- PROPERTY LINE
- EXISTING TREE
- SIDEWALK / HARDSCAPE
- LANDSCAPE AREA

LOCATION MAP



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Archt Michael Kennedy Reg. No.: 48138

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University House - Phase II
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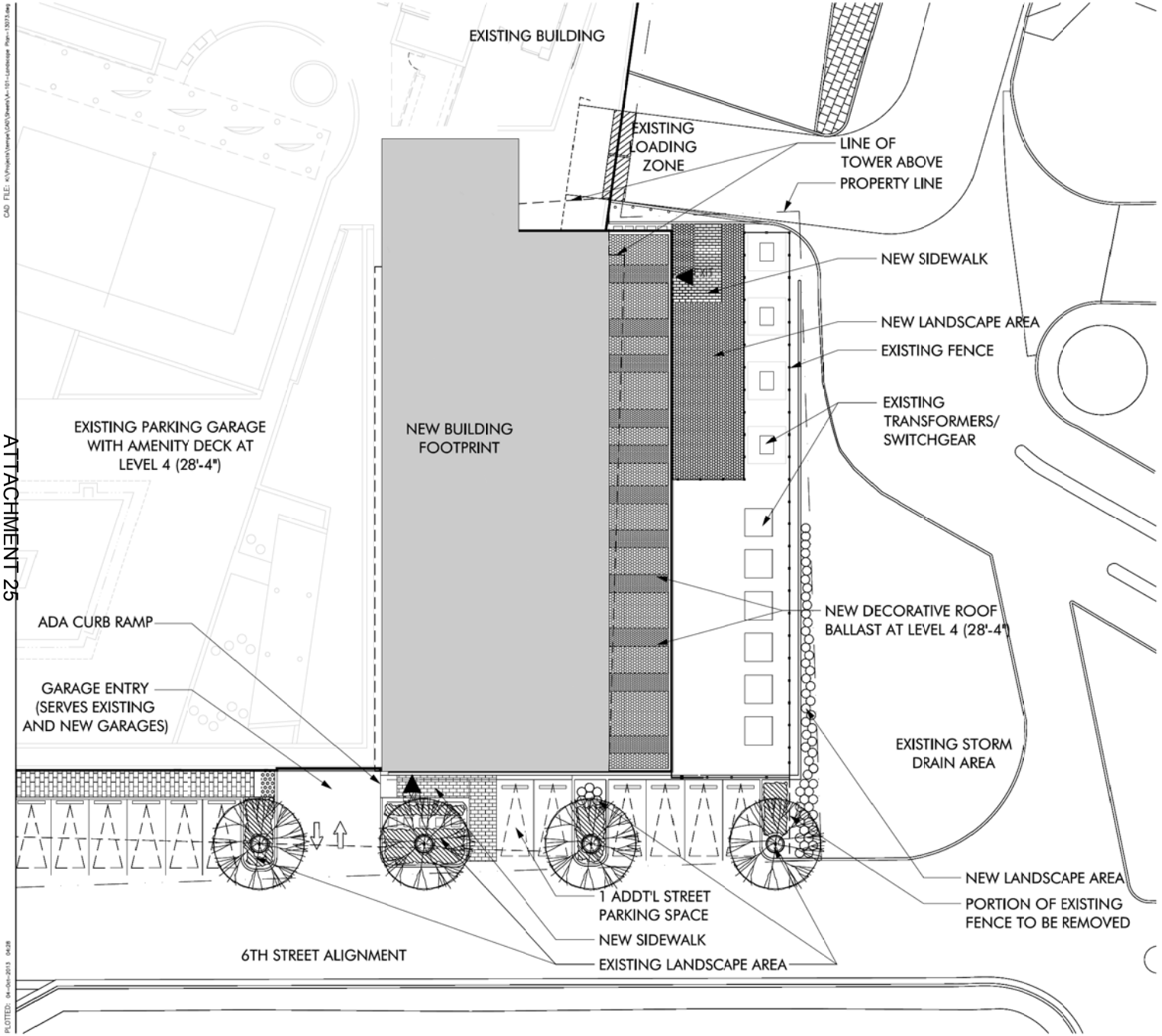
SITE PLAN

project number 13073.100
date 10.08.2013
sheet
A1.00



01 LANDSCAPE PLAN
SCALE: 1" = 10'

0' 5' 10' 20' 30'

NORTH

ATTACHMENT 25

CAD FILE: K:\Projects\Vantage\CAD\Sheets\A-101-Landscape Plan-13073.dwg

PLOTTED: 04-Oct-2013 04:28

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LANDSCAPE PLAN

project number 13073.100
date 10.08.2013
sheet
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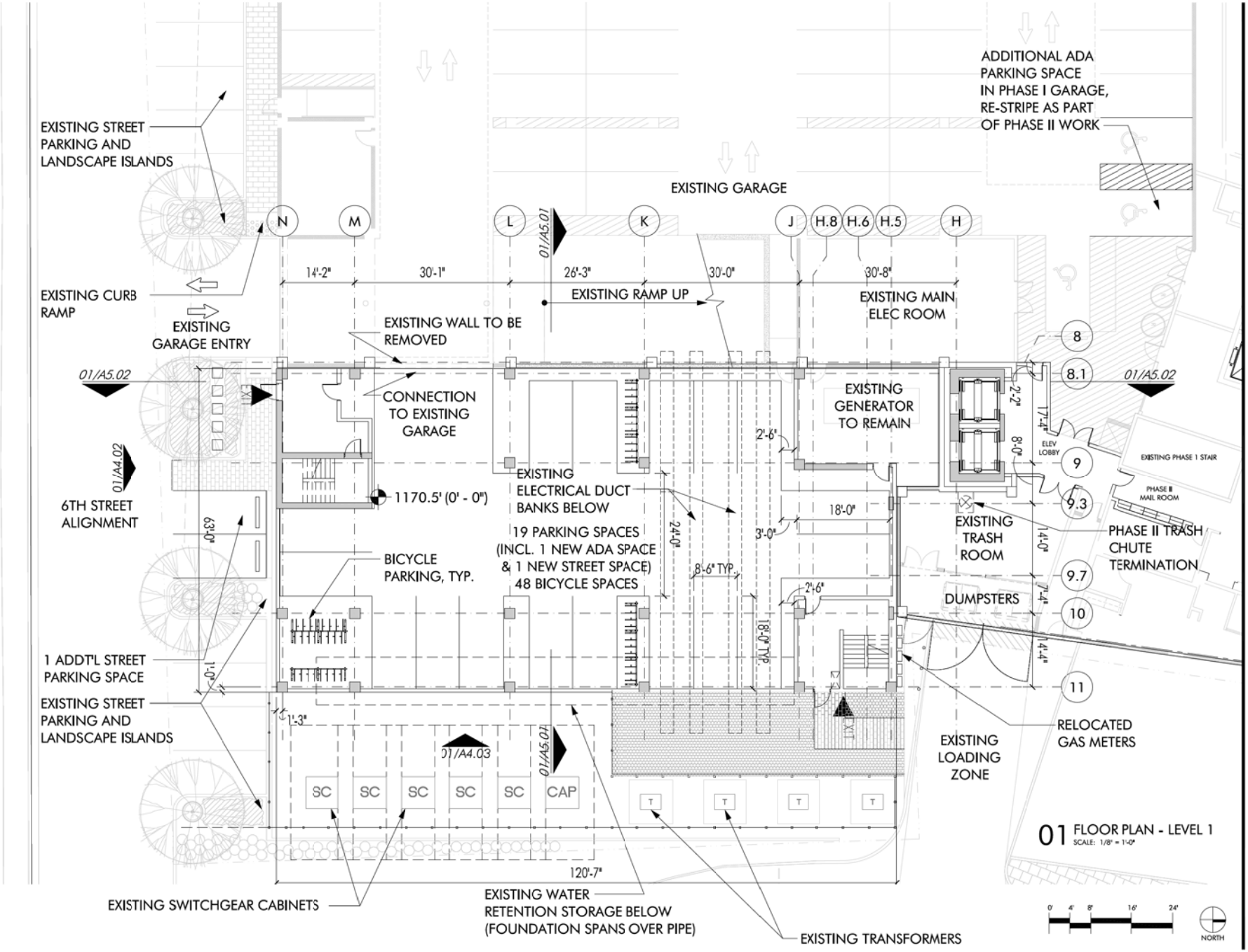

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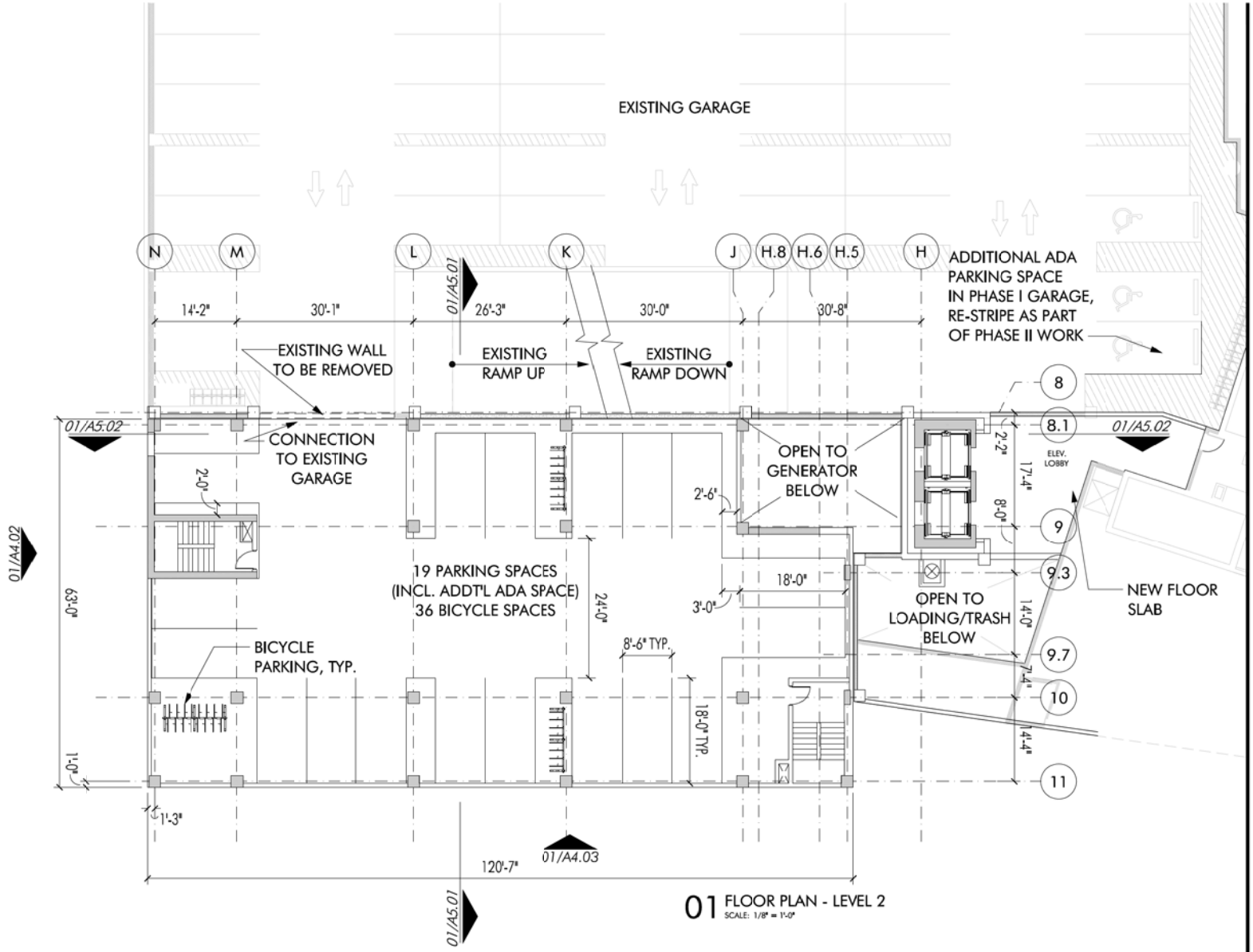
FLOOR PLAN LEVEL 1

project number 13073.100
date 10.08.2013
sheet
A2.01

ATTACHMENT 26



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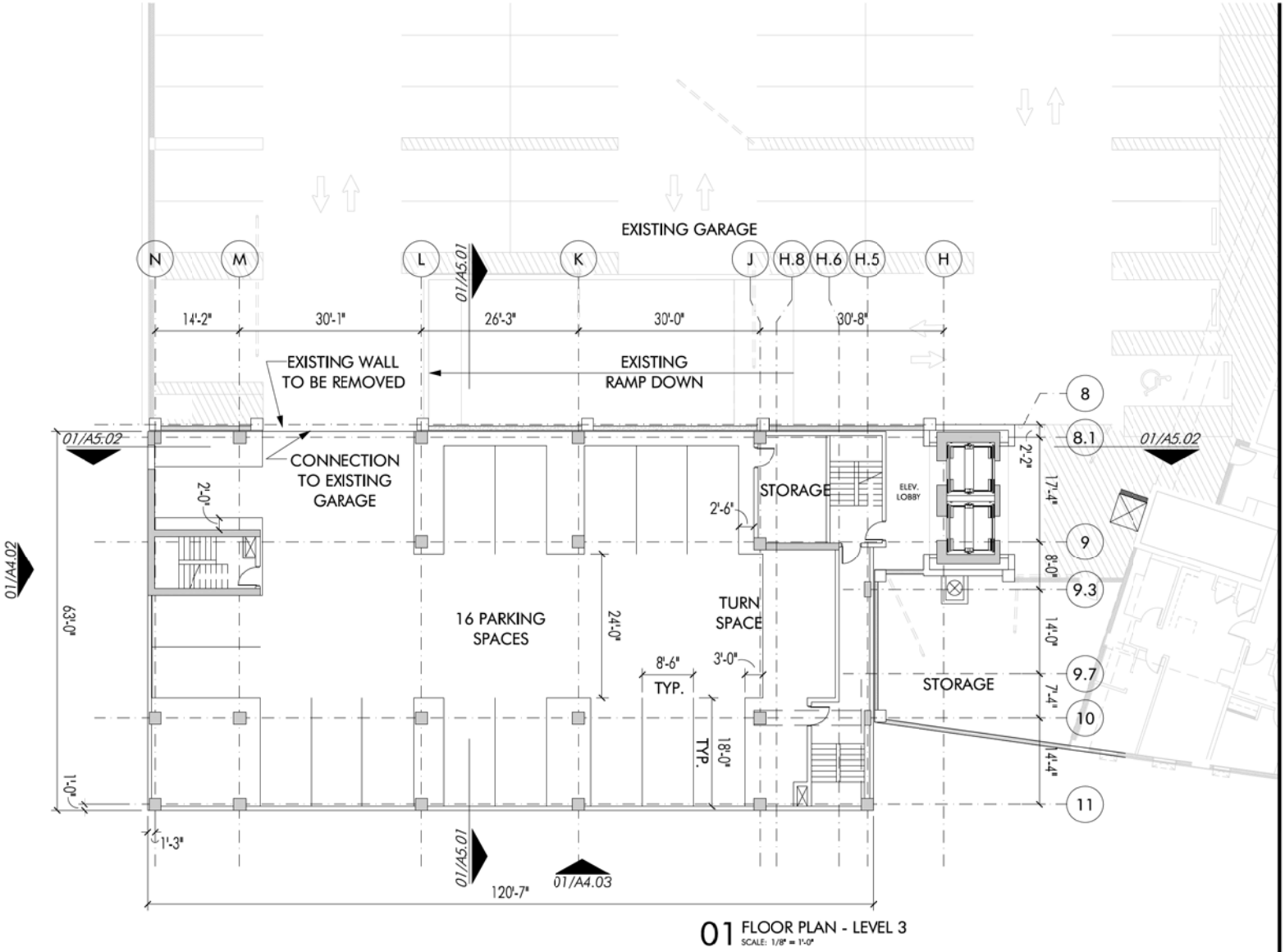
FLOOR PLAN LEVEL 2

project number 13073.100

date 10.08.2013

sheet
A2.02

ATTACHMENT 27



01 FLOOR PLAN - LEVEL 3
SCALE: 1/8" = 1'-0"

0' 4' 8' 16' 24'

NORTH

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FLOOR PLAN LEVEL 3

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date 10.08.2013
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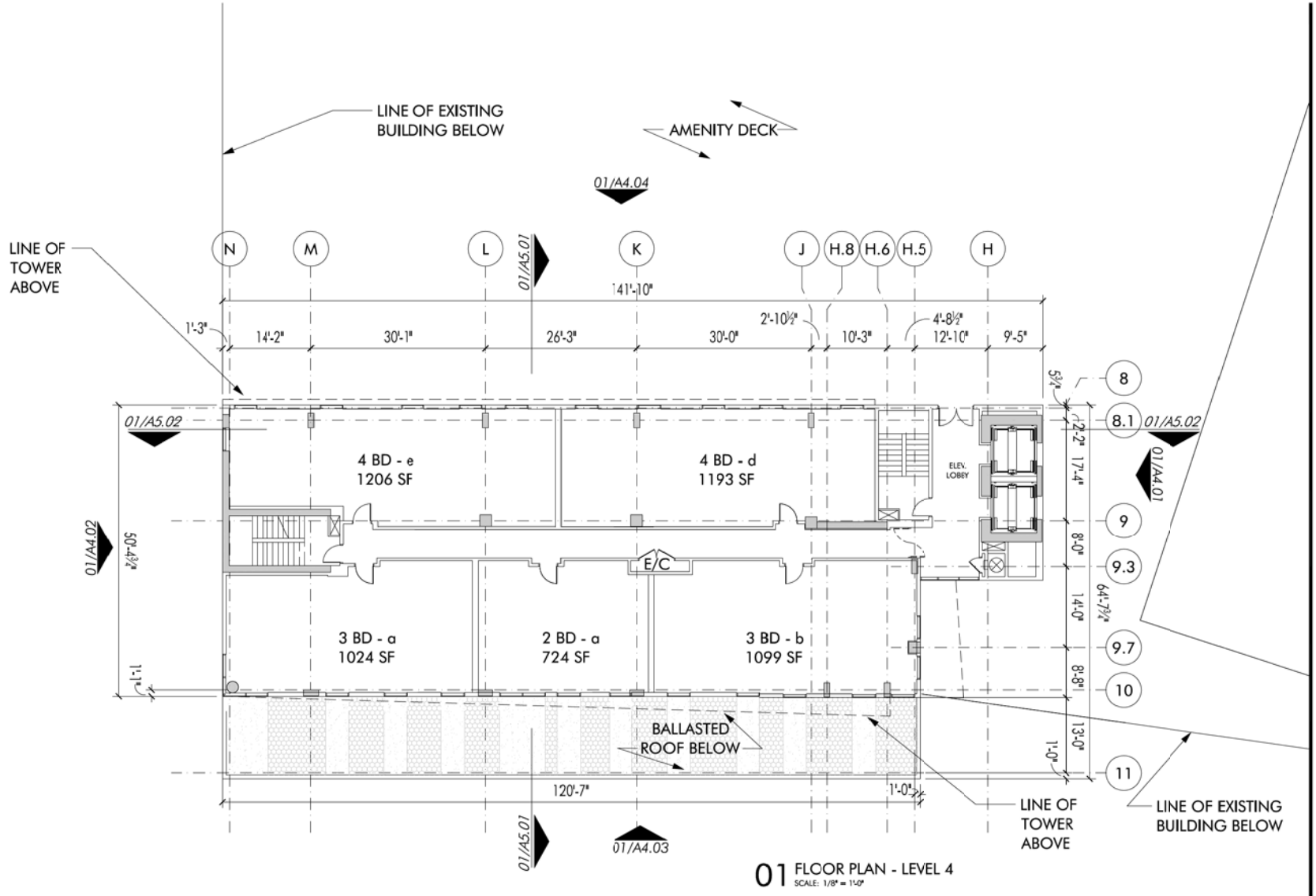
ATTACHMENT 28



01 FLOOR PLAN - LEVEL 4
SCALE: 1/8" = 1'-0"

0' 4' 8' 16' 24'

NORTH

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title
FLOOR PLAN LEVEL 4

project number 13073.100

date 10.08.2013

sheet
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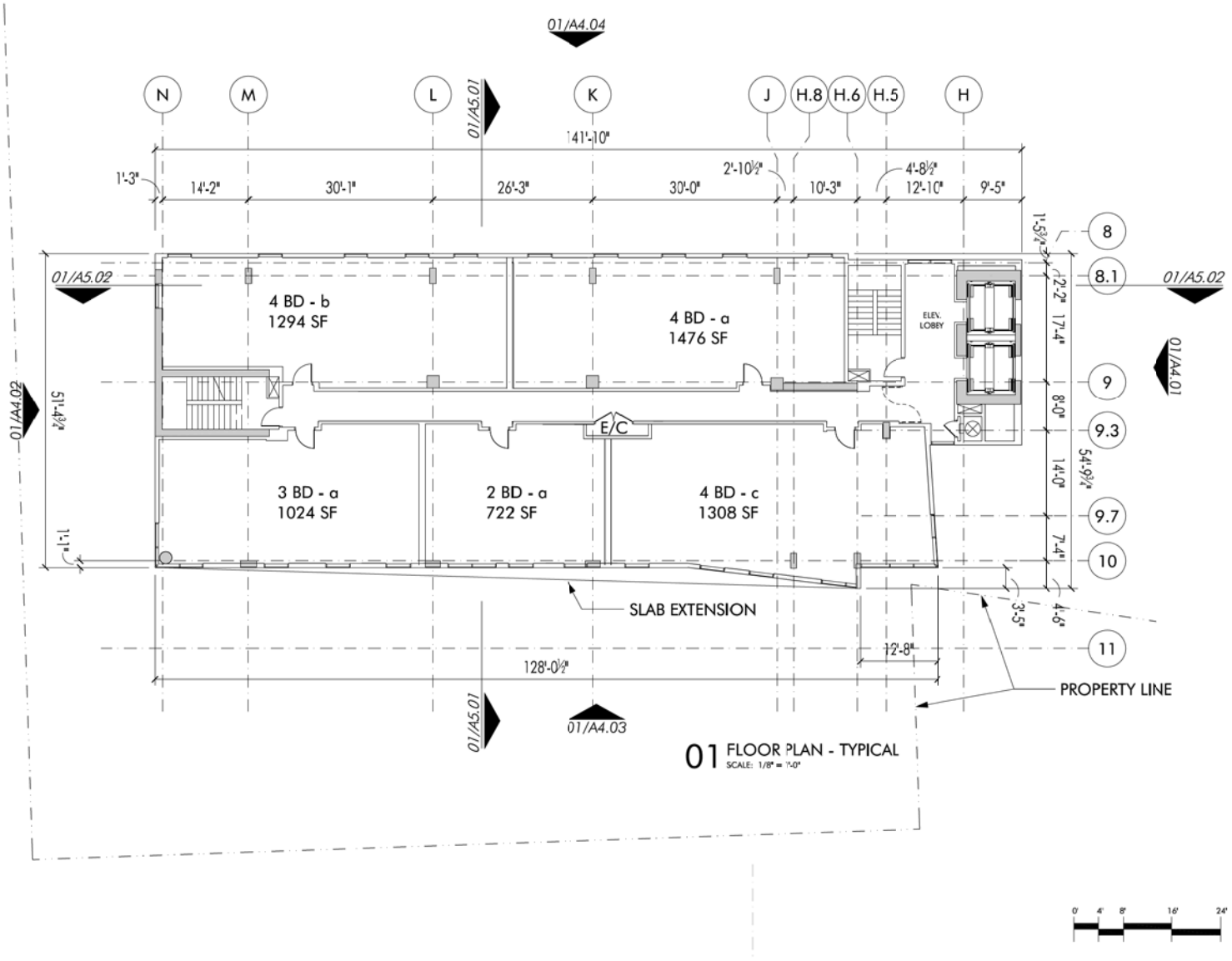

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title
FLOOR PLAN
LEVEL 5 - TYPICAL

project number 13073.100
date 10.08.2013
sheet
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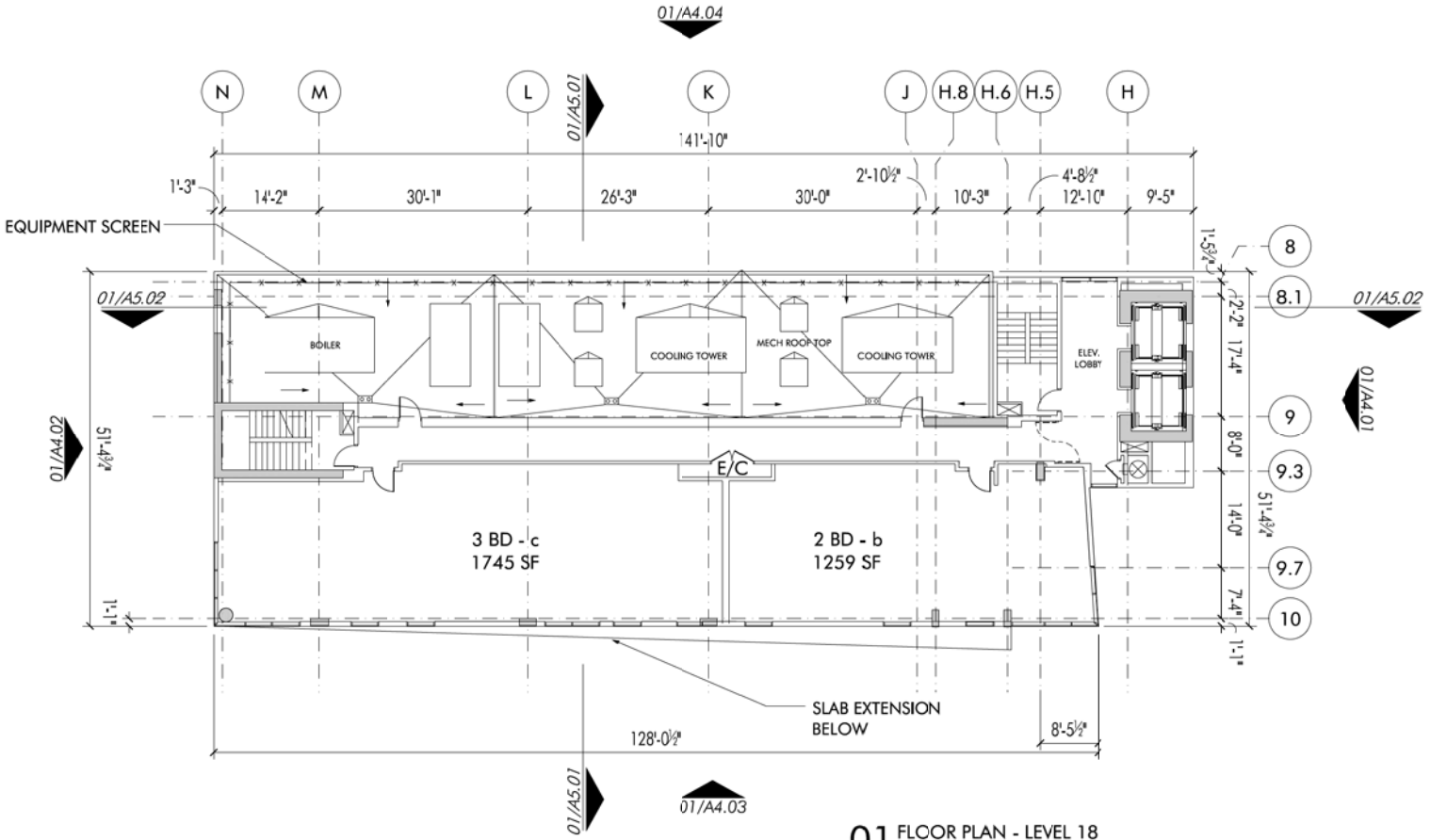

01 FLOOR PLAN - LEVEL 18
SCALE: 1/8" = 1'-0"

0' 4' 8' 16' 24'

NORTH

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title
FLOOR PLAN
LEVEL 18

project number 13073.100

date 10.08.2013

sheet
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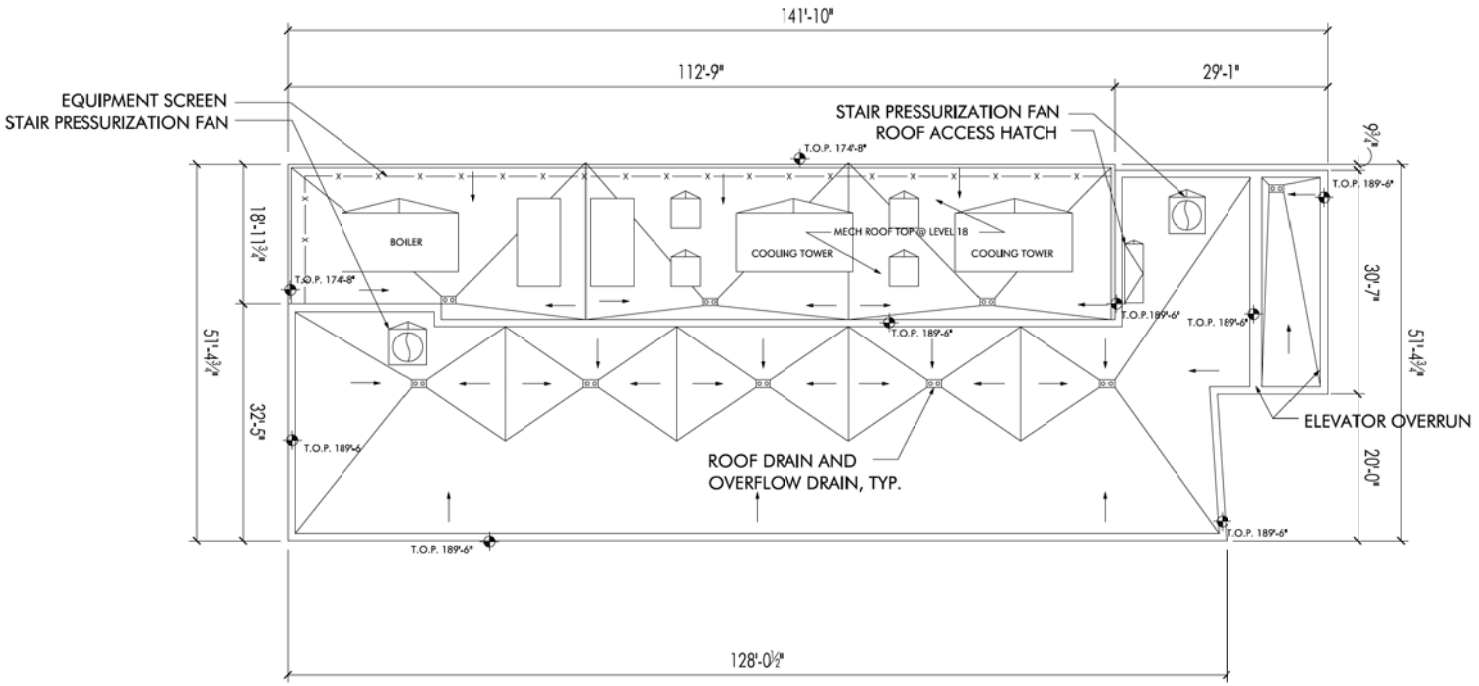
ATTACHMENT 32



01 ROOF PLAN
SCALE: 1/8" = 1'-0"

0' 4' 8' 16' 24'

NORTH

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ROOF PLAN

project number 13073.100
date 10.08.2013
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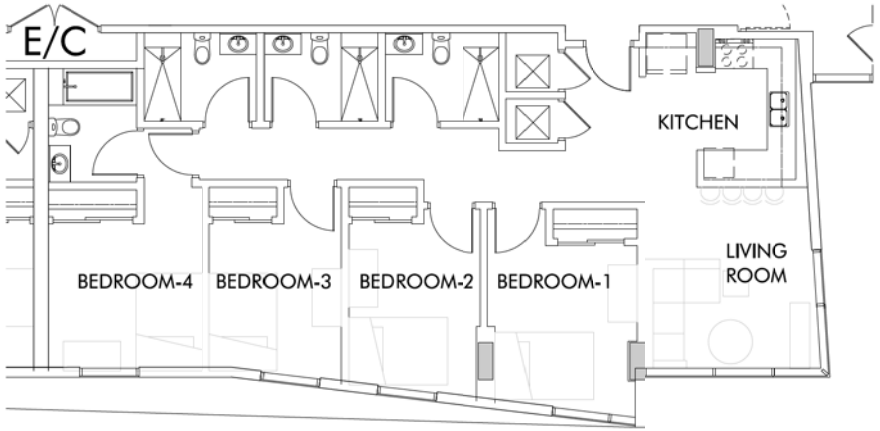
A2.07

ATTACHMENT 33



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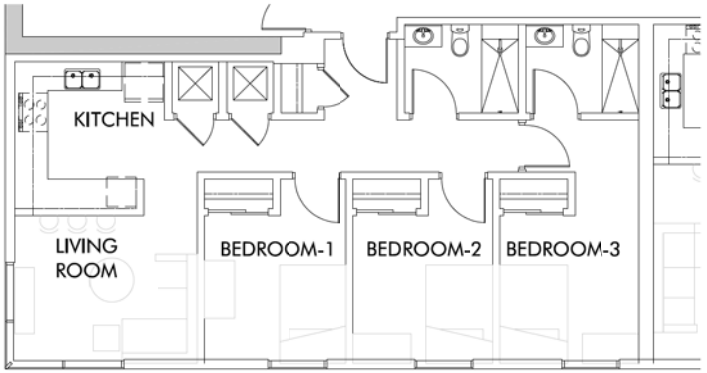

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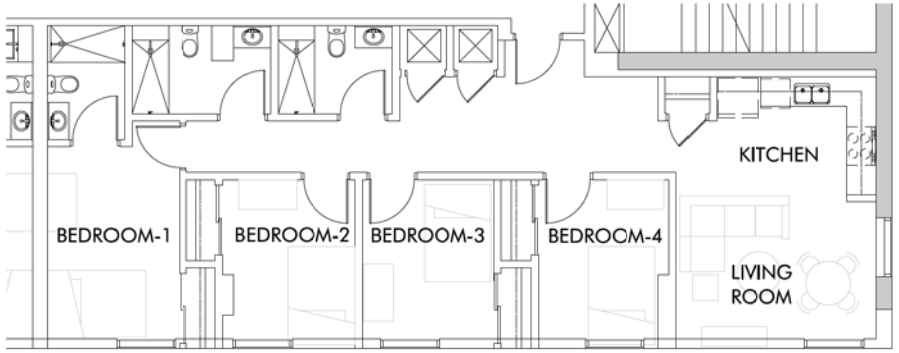

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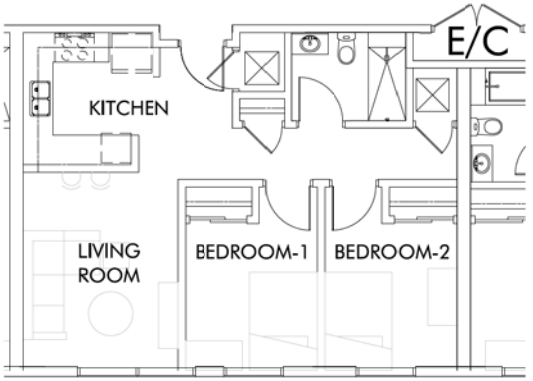

01 2 BD - a UNIT PLAN
SCALE: 1/4" = 1'-0"

0' 2' 4' 8' 12'

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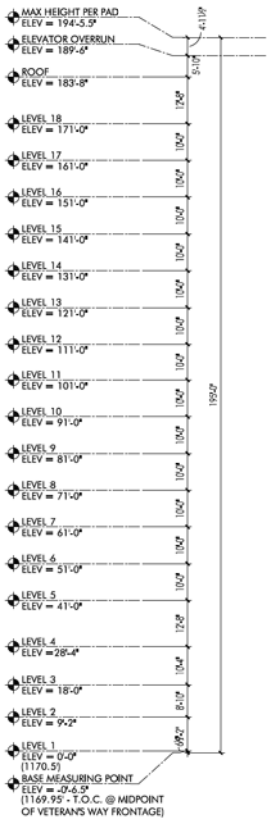
title
TYPICAL UNIT PLANS

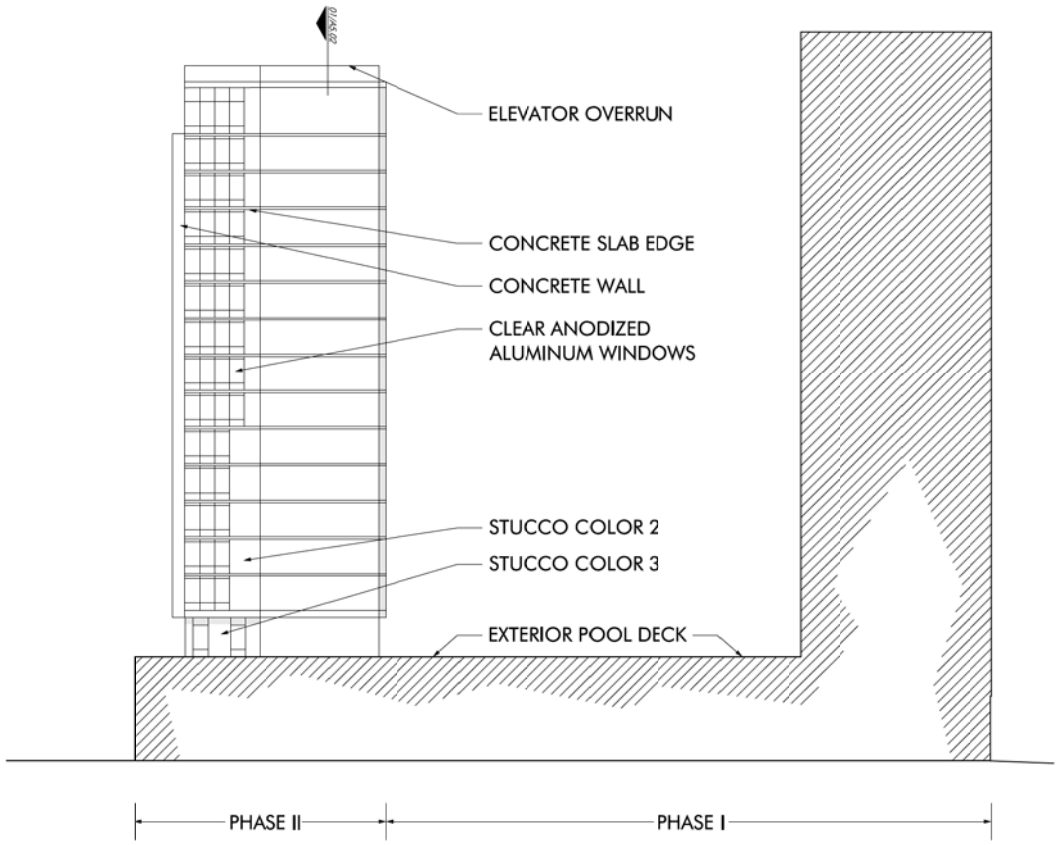
project number 13073.100
date 10.08.2013
sheet
A3.01

ATTACHMENT 34

STUCCO COLOR KEY (TO MATCH KELLY-MOORE COLORS):
COLOR 1 - KM3941-2 CORK BARK
COLOR 2 - KM3951-3 CARLTON CLAY (TO MATCH EXISTING DARK BROWN COLOR ON PHASE 1)
COLOR 3 - KM3163-1 HATTERAS HAZE
COLOR 4 - KM3167-3 SAILBOAT BLUE
COLOR 5 - MIX OF SAILBOAT BLUE AND BREEZY INDIGO
COLOR 6 - KM3166-2 BREEZY INDIGO
COLOR 7 - MIX OF BREEZY INDIGO AND MARACAY BAY
COLOR 8 - MIX OF BREEZY INDIGO AND MARACAY BAY
COLOR 9 - KM3165-2 MARACAY BAY
COLOR 10 - MIX OF MARACAY BAY AND EXOTIC PORT
COLOR 11 - KM3164-1 EXOTIC PORT
COLOR 12 - MIX OF EXOTIC PORT AND HATTERAS HAZE
COLOR 13 - MIX OF EXOTIC PORT AND HATTERAS HAZE
COLOR 14 - KM3163-1 HATTERAS HAZE
COLOR 15 - MIX OF HATTERAS HAZE AND SIERRA SPRING
COLOR 16 - KM3162-1 SIERRA SPRING

MCOLORS 4-16 OCCUR ON WEST FACADE SEQUENTIALLY PER FLOOR TO CREATE A GRADATION





01 NORTH ELEVATION
SCALE: 1/16" = 1'-0"

0' 8' 16' 32' 48'

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Tempe, AZ 85281

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revisions

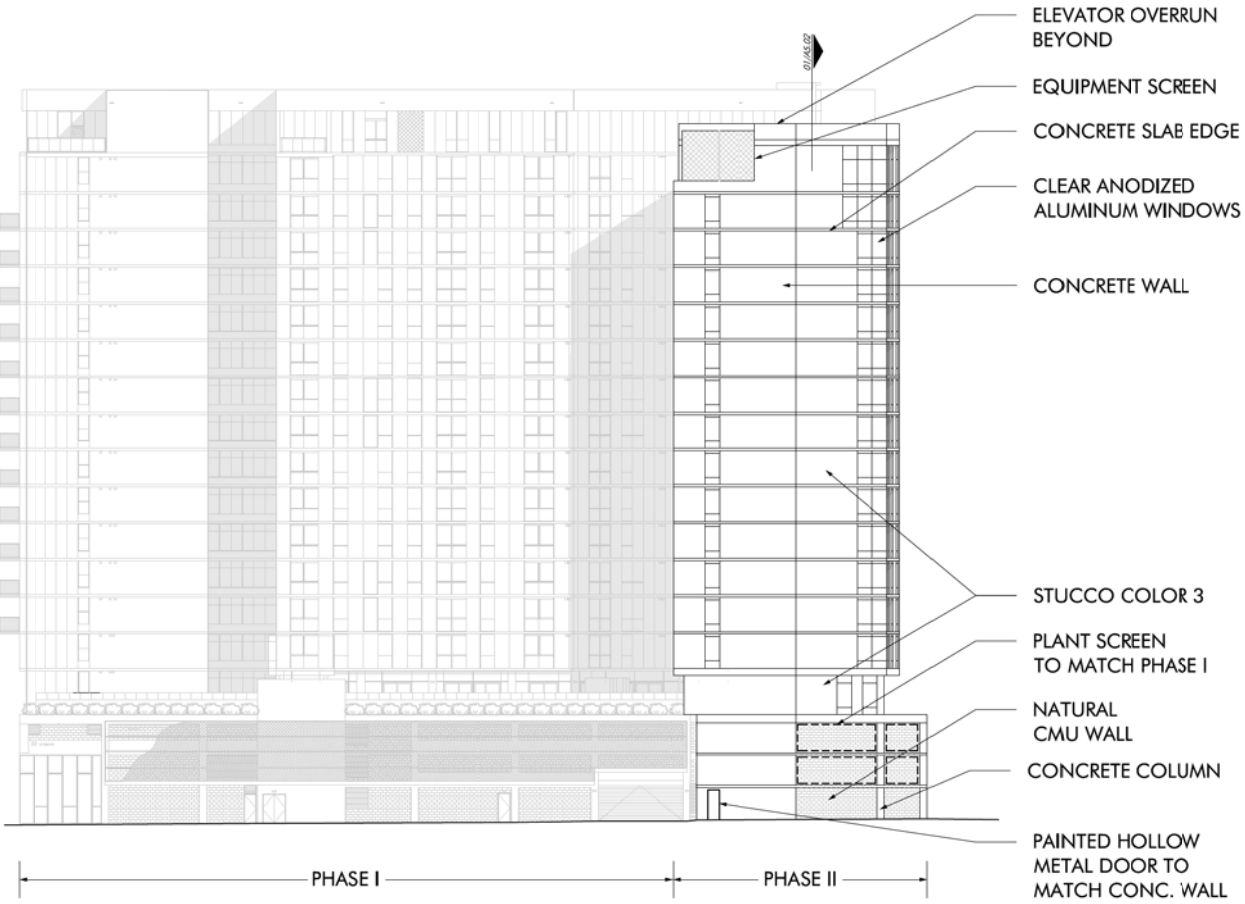
title
BUILDING ELEVATIONS

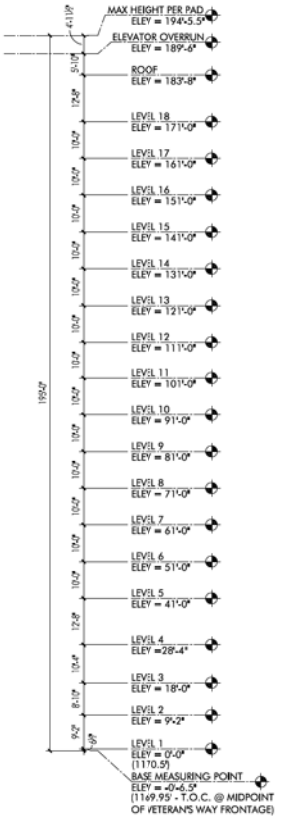
project number 13073.100
date 10.08.2013
sheet
A4.01

ATTACHMENT 35

STUCCO COLOR KEY (TO MATCH KELLY-MOORE COLORS):
COLOR 1 - KM3941-2 CORK BARK
COLOR 2 - KM3951-3 CARLTON CLAY (TO MATCH EXISTING DARK BROWN COLOR ON PHASE 1)
COLOR 3 - KM3163-1 HATTERAS HAZE
COLOR 4 - KM3167-3 SAILBOAT BLUE
COLOR 5 - MIX OF SAILBOAT BLUE AND BREEZY INDIGO
COLOR 6 - KM3166-2 BREEZY INDIGO
COLOR 7 - MIX OF BREEZY INDIGO AND MARACAY BAY
COLOR 8 - MIX OF BREEZY INDIGO AND MARACAY BAY
COLOR 9 - KM3165-2 MARACAY BAY
COLOR 10 - MIX OF MARACAY BAY AND EXOTIC PORT
COLOR 11 - KM3164-1 EXOTIC PORT
COLOR 12 - MIX OF EXOTIC PORT AND HATTERAS HAZE
COLOR 13 - MIX OF EXOTIC PORT AND HATTERAS HAZE
COLOR 14 - KM3163-1 HATTERAS HAZE
COLOR 15 - MIX OF HATTERAS HAZE AND SIERRA SPRING
COLOR 16 - KM3162-1 SIERRA SPRING

MCOLORS 4-18
OCCUR ON EAST FACADE
SEQUENTIALLY PER FLOOR
TO CREATE A GRADATION





01 SOUTH ELEVATION
SCALE: 1/16" = 1'-0"

0' 8' 16' 32' 48'

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PRELIMINARY ISSUE

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Archt Chris Barnes Reg. No.: 45819
Archt Michael Kennedy Reg. No.: 48138

10.08.2013

owner
Inland American Communities Group Inc.
502 S. College Avenue, Suite 310
Tempe, AZ 85281
Contact: Ross Rook, 480.921.1070

civil engineer
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Contact: Michael Caylor, 480.894.2820

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Contact: Cliff Paul, 480.922.8854

mep engineer
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BUILDING ELEVATION

project number 13073.100
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sheet
A4.02

STUCCO COLOR KEY (TO MATCH KELLY-MOORE COLORS):
COLOR 1 - KM3941-2 CORK BARK
COLOR 2 - KM3951-3 CARLTON CLAY (TO MATCH EXISTING DARK BROWN COLOR ON PHASE 1)
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COLOR 4 - KM3167-3 SAILBOAT BLUE
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COLOR 13 - MIX OF EXOTIC PORT AND HATTERAS HAZE
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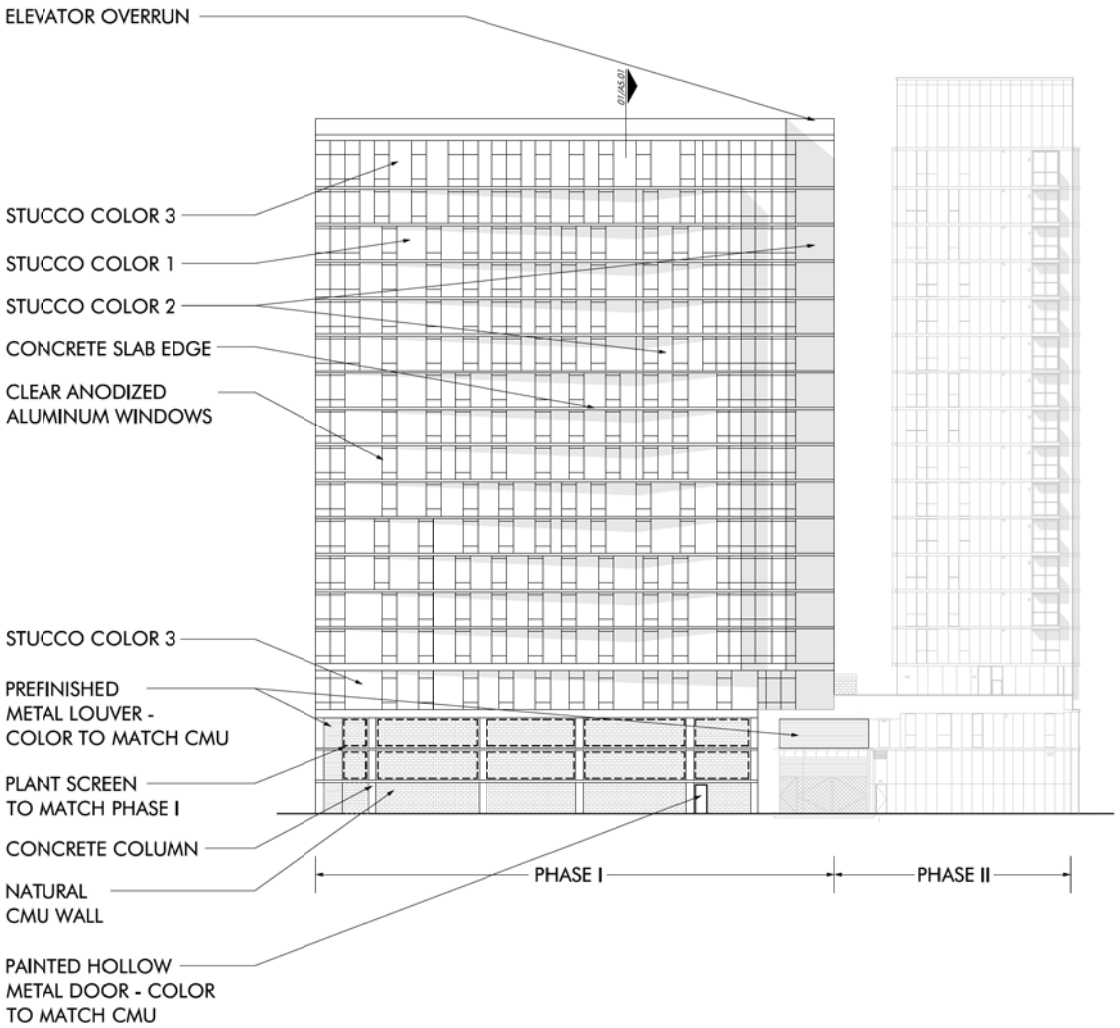
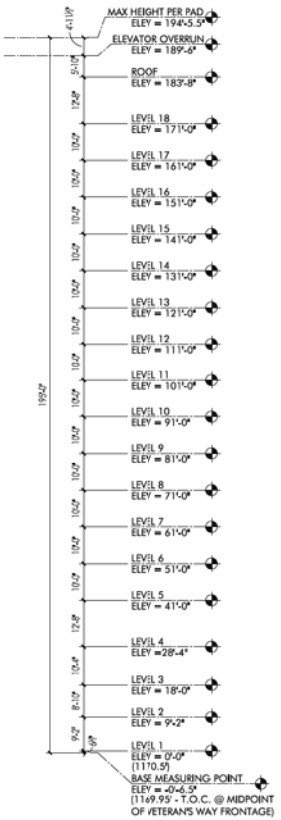
COLOR 16 - KM3162-1 SIERRA SPRING

MCOLORS 4-16 OCCUR ON THE FACADE SEQUENTIALLY PER FLOOR TO CREATE A GRADATION





01 EAST ELEVATION
SCALE: 1/16" = 1'-0"

0' 8' 16' 32' 48'

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BUILDING ELEVATION

project number 13073.100
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sheet
A4.03

STUCCO COLOR KEY (TO MATCH KELLY-MOORE COLORS):
COLOR 1 - KM3941-2 CORK BARK
COLOR 2 - KM3951-3 CARLTON CLAY (TO MATCH EXISTING DARK BROWN COLOR ON PHASE 1)
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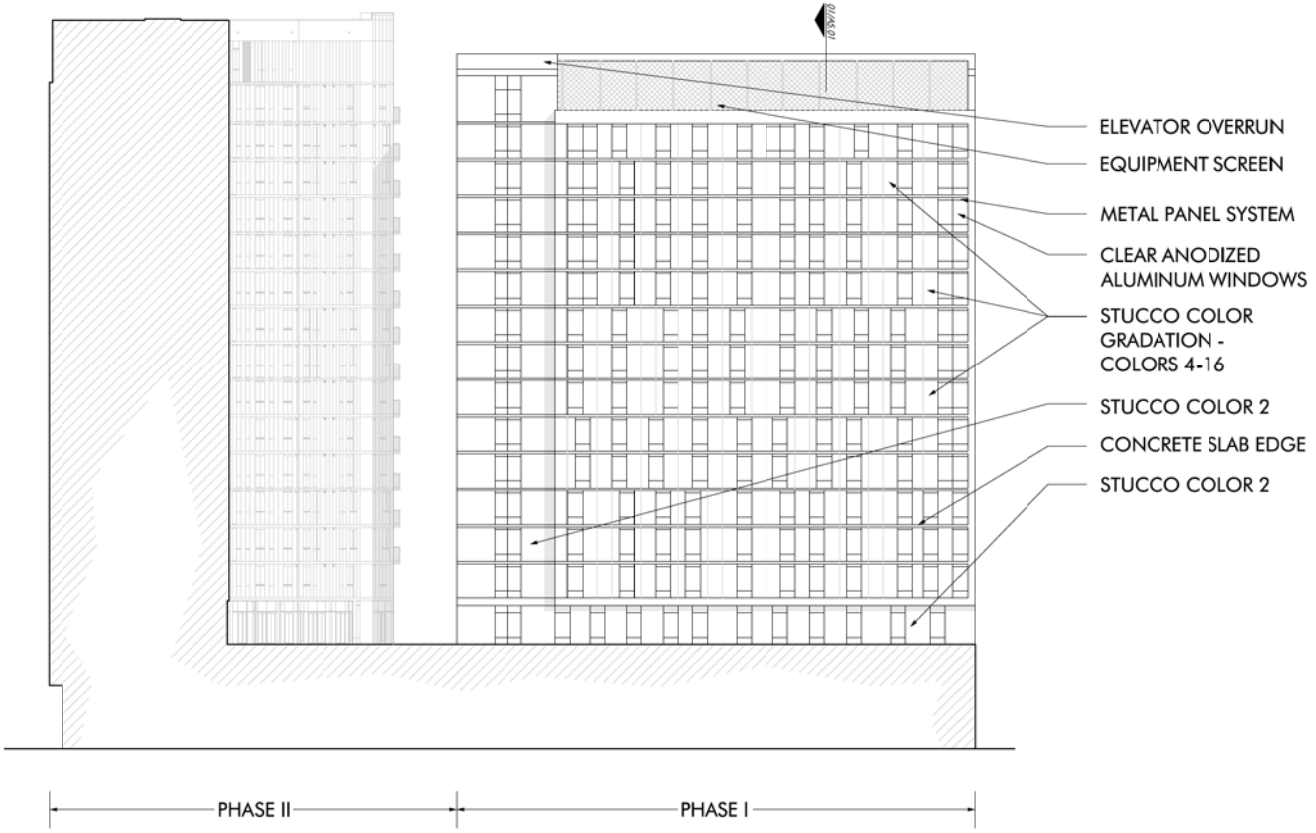
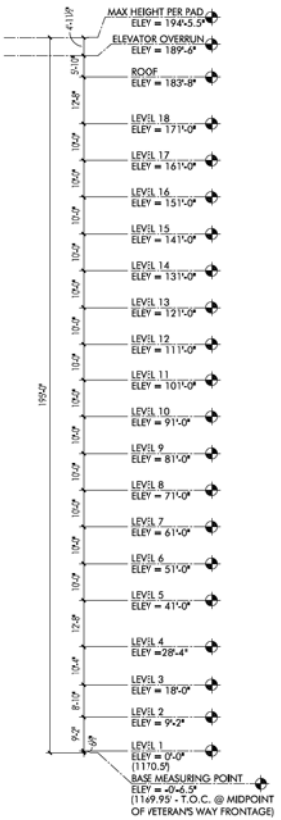
COLOR 13 - MIX OF EXOTIC PORT AND HATTERAS HAZE
COLOR 14 - KM3163-1 HATTERAS HAZE
COLOR 15 - MIX OF HATTERAS HAZE AND SIERRA SPRING
COLOR 16 - KM3162-1 SIERRA SPRING

MCOLORS 4-16
OCCUR ON WEST FACADE
SEQUENTIALLY PER FLOOR
TO CREATE A GRADATION





01 WEST ELEVATION
SCALE: 1/16" = 1'-0"

0' 8' 16' 32' 48'

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BUILDING ELEVATION

project number 13073.100
date 10.08.2013
sheet
A4.04

ATTACHMENT 38

STUCCO COLOR KEY (TO MATCH KELLY-MOORE COLORS):
COLOR 1 - KM3941-2 CORK BARK
COLOR 2 - KM3951-3 CARLTON CLAY (TO MATCH EXISTING DARK BROWN COLOR ON PHASE 1)
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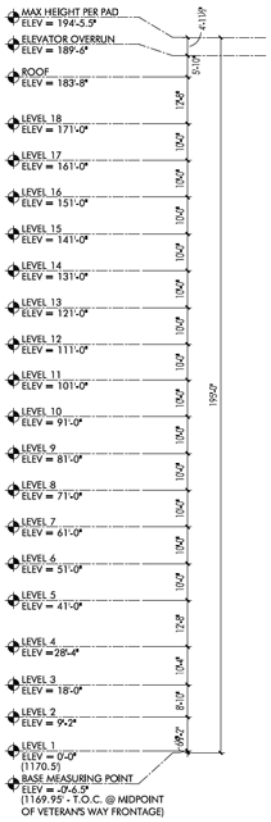
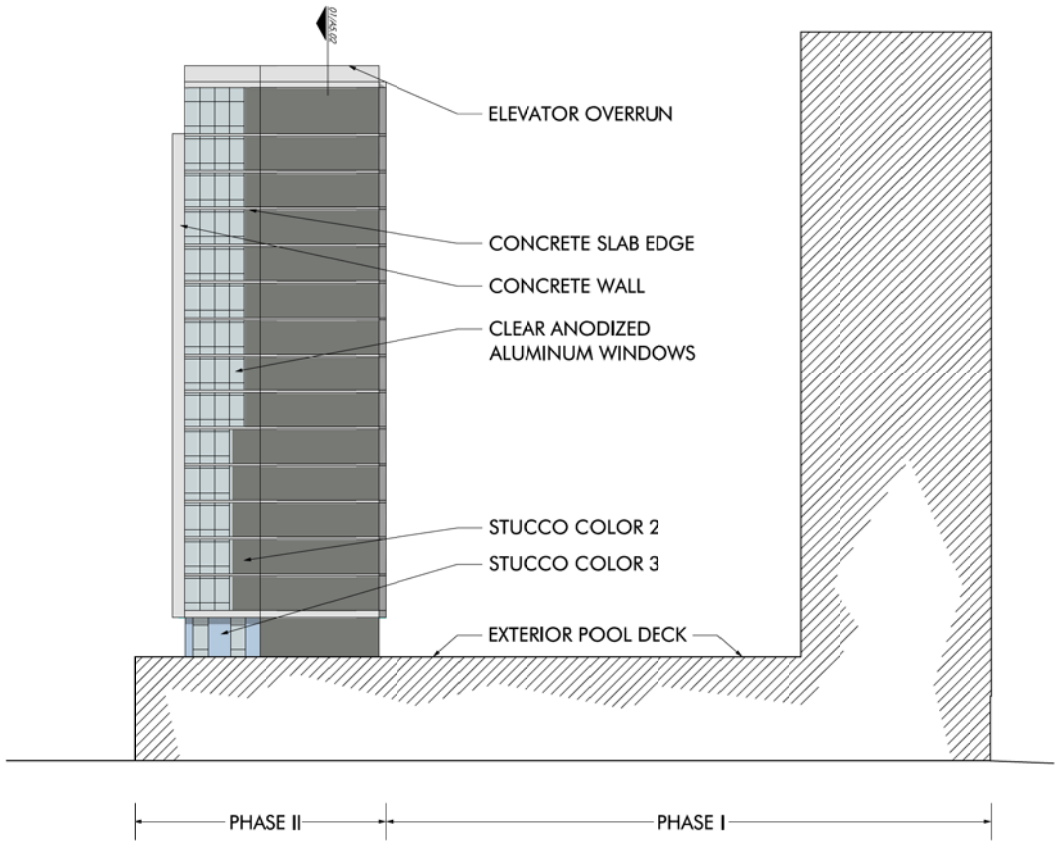
COLOR 16 - KM3162-1 SIERRA SPRING

MCOLORS 4-16 OCCUR ON EAST FACADE SEQUENTIALLY PER FLOOR TO CREATE A GRADATION





01 NORTH ELEVATION
SCALE: 1/16" = 1'-0"

0' 8' 16' 32' 48'

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title
COLORED BUILDING ELEVATION

project number 13073.100

date 10.08.2013

sheet
A4.05

ATTACHMENT 39

STUCCO COLOR KEY (TO MATCH KELLY-MOORE COLORS):
COLOR 1 - KM3941-2 CORK BARK
COLOR 2 - KM3951-3 CARLTON CLAY (TO MATCH EXISTING DARK BROWN COLOR ON PHASE 1)
COLOR 3 - KM3163-1 HATTERAS HAZE
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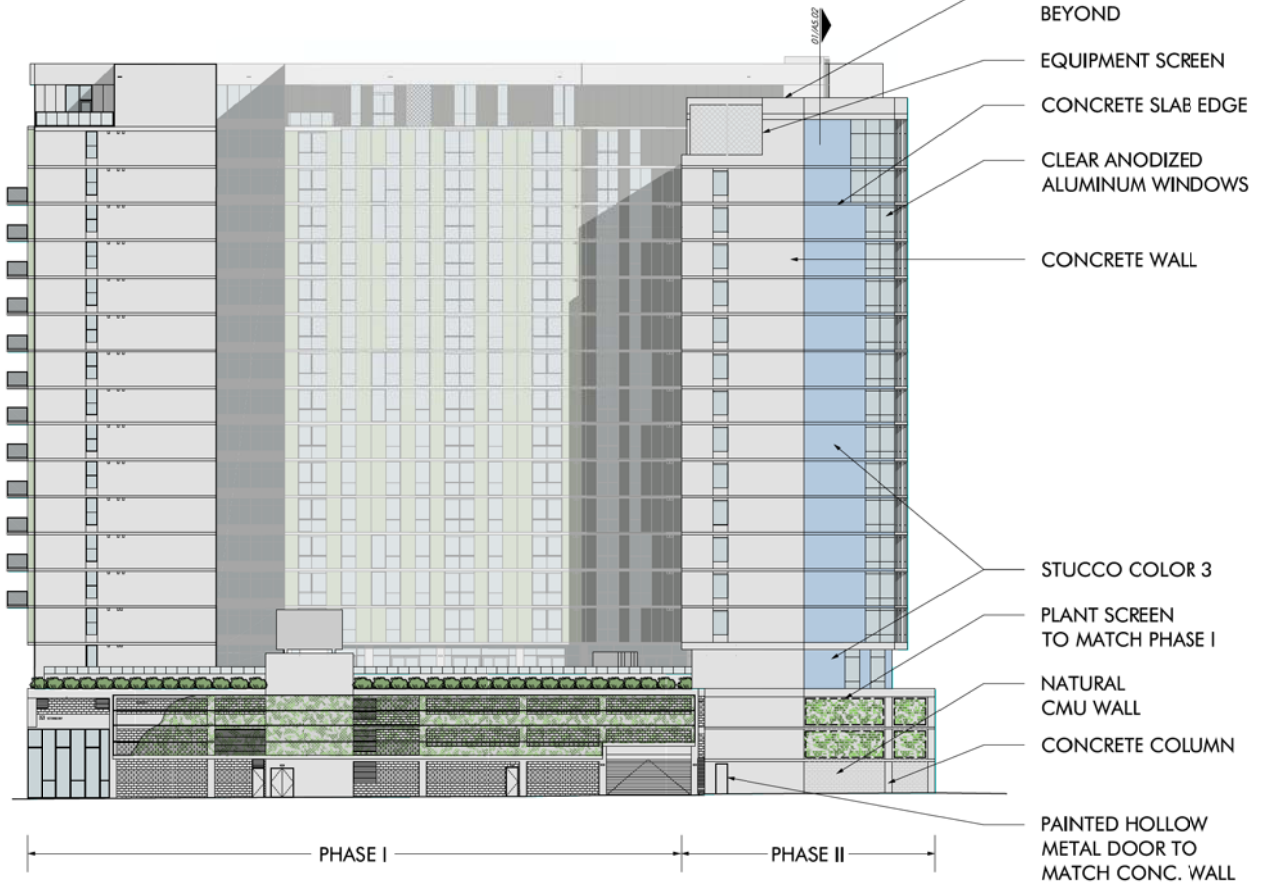
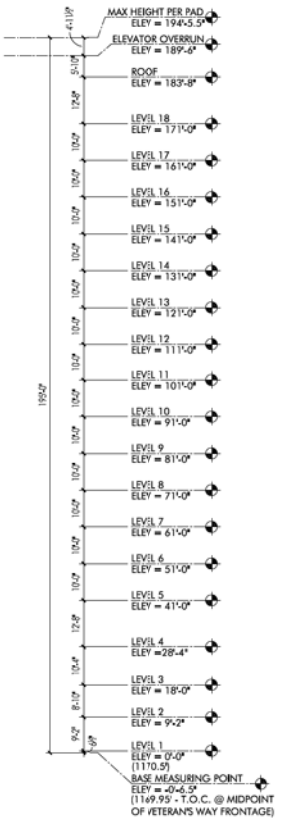
COLOR 16 - KM3162-1 SIERRA SPRING

MCOLORS 4-16
OCCUR ON EAST FACADE
SEQUENTIALLY PER FLOOR
TO CREATE A GRADATION





01 SOUTH ELEVATION
SCALE: 1/16" = 1'-0"

0' 8' 16' 32' 48'

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title
COLORED BUILDING ELEVATION
project number 13073.100
date 10.08.2013
sheet
A4.06

ATTACHMENT 40

STUCCO COLOR KEY (TO MATCH KELLY-MOORE COLORS):
COLOR 1 - KM3941-2 CORK BARK
COLOR 2 - KM3951-3 CARLTON CLAY (TO MATCH EXISTING DARK BROWN COLOR ON PHASE 1)
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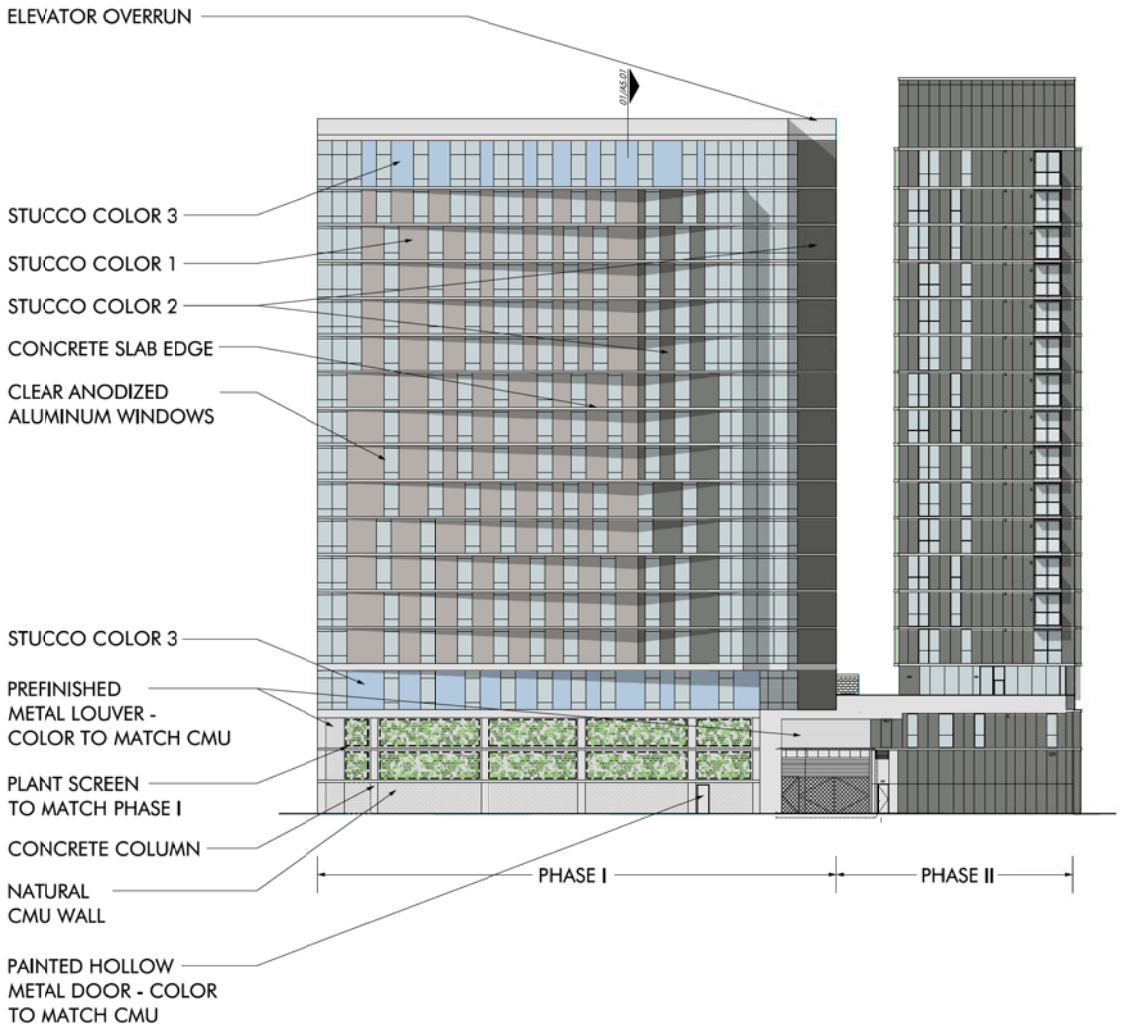
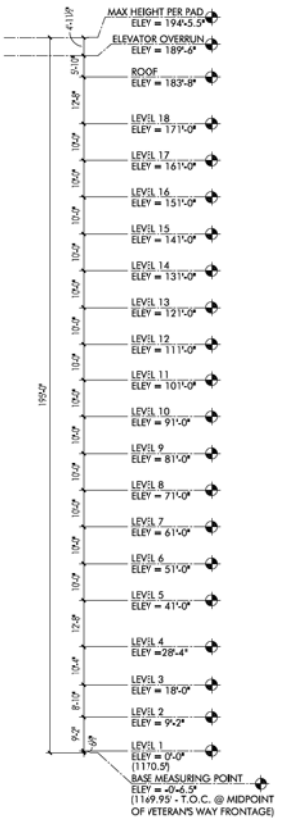
COLOR 16 - KM3162-1 SIERRA SPRING

MCOLORS 4-16 OCCUR ON EAST FACADE SEQUENTIALLY PER FLOOR TO CREATE A GRADATION





01 EAST ELEVATION
SCALE: 1/16" = 1'-0"

0' 8' 16' 32' 48'

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COLORED BUILDING ELEVATION

project number 13073.100
date 10.08.2013
sheet
A4.07

STUCCO COLOR KEY (TO MATCH KELLY-MOORE COLORS):
COLOR 1 - KM3941-2 CORK BARK
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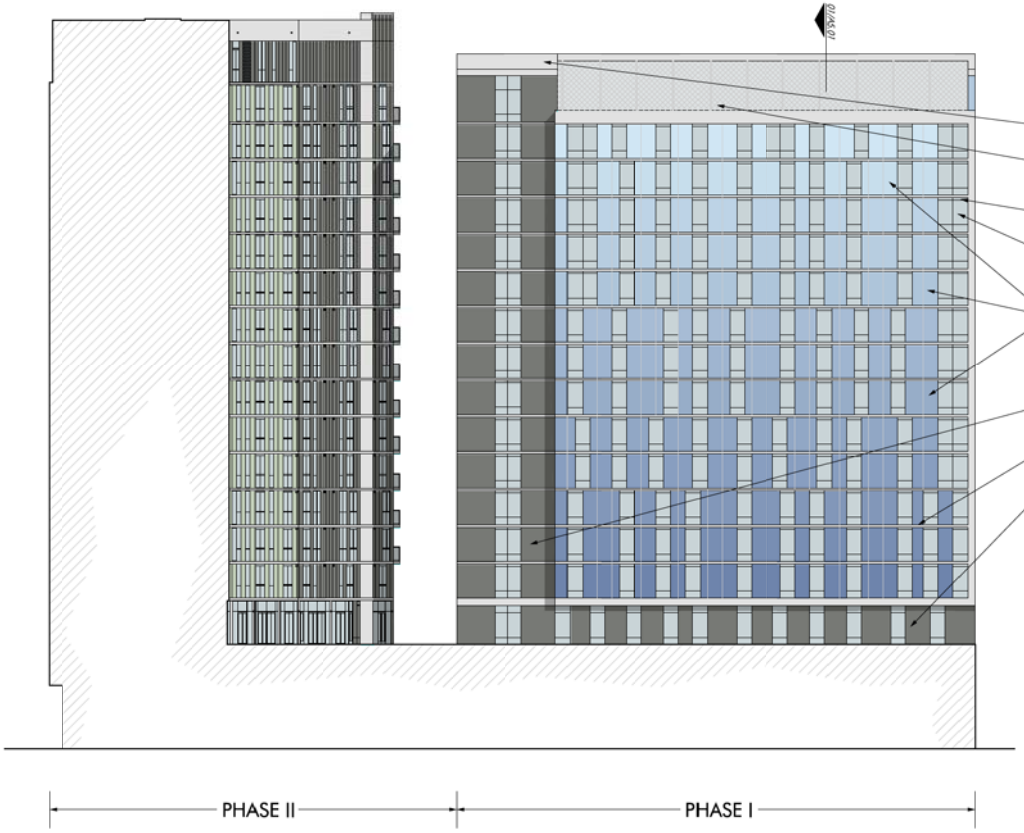
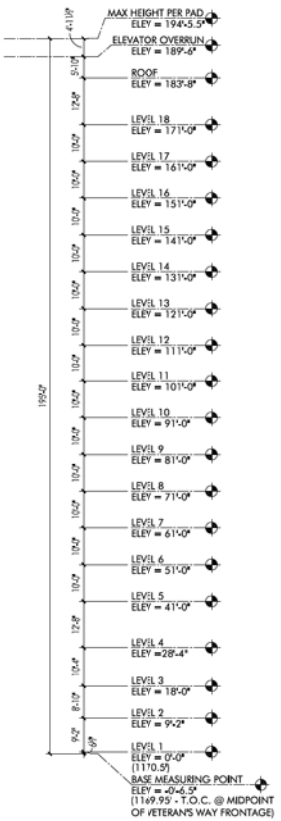
COLOR 16 - KM3162-1 SIERRA SPRING

(COLORS 4-16 OCCUR ON WEST FACADE SEQUENTIALLY PER FLOOR TO CREATE A GRADATION)





01 WEST ELEVATION
SCALE: 1/16" = 1'-0"

0' 8' 16' 32' 48'

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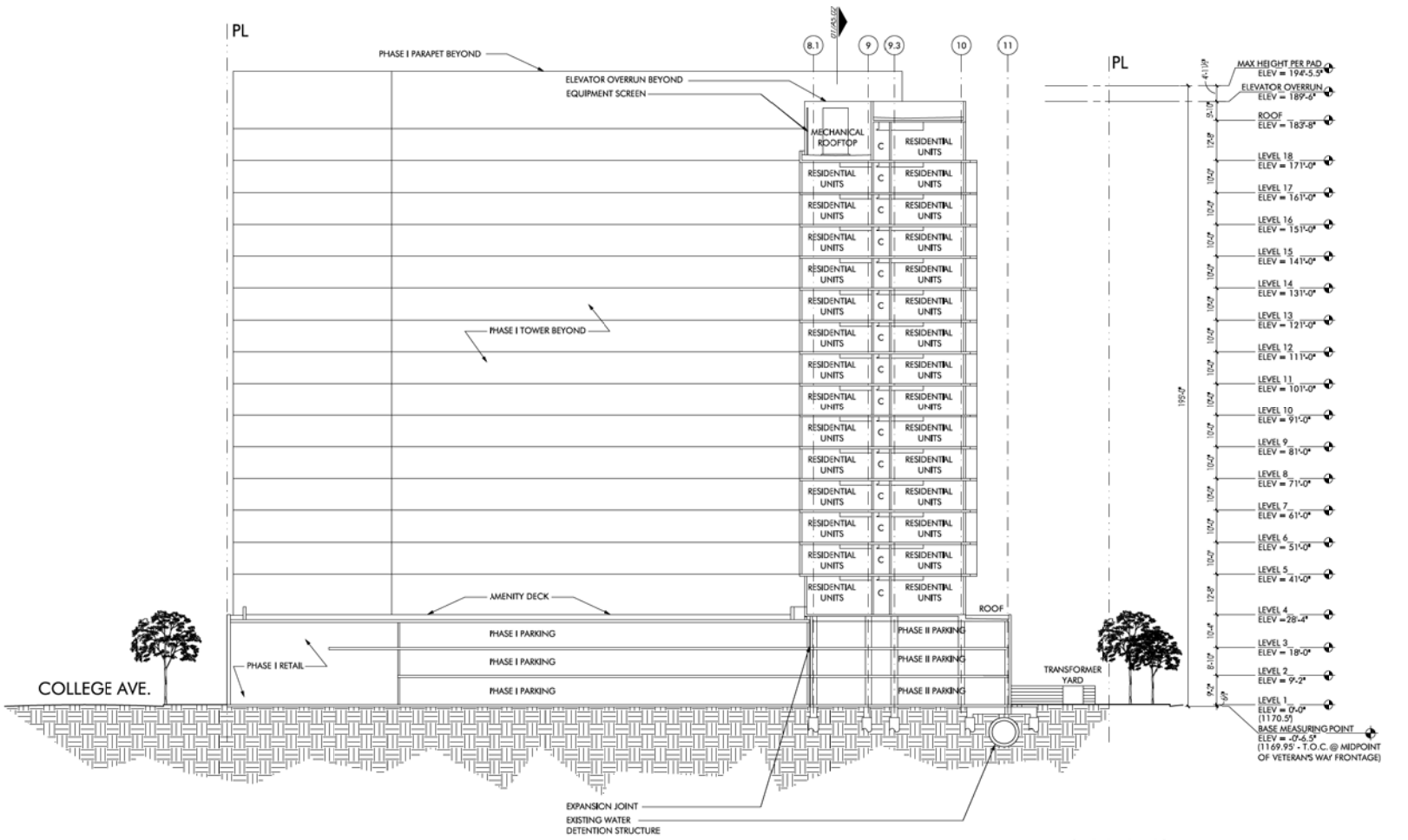
ATTACHMENT 41

ATTACHMENT 42



01 BUILDING SECTION
SCALE: 1/16" = 1'-0"

0' 8' 16' 32' 48'

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Archt Michael Kennedy Reg. No.: 28138

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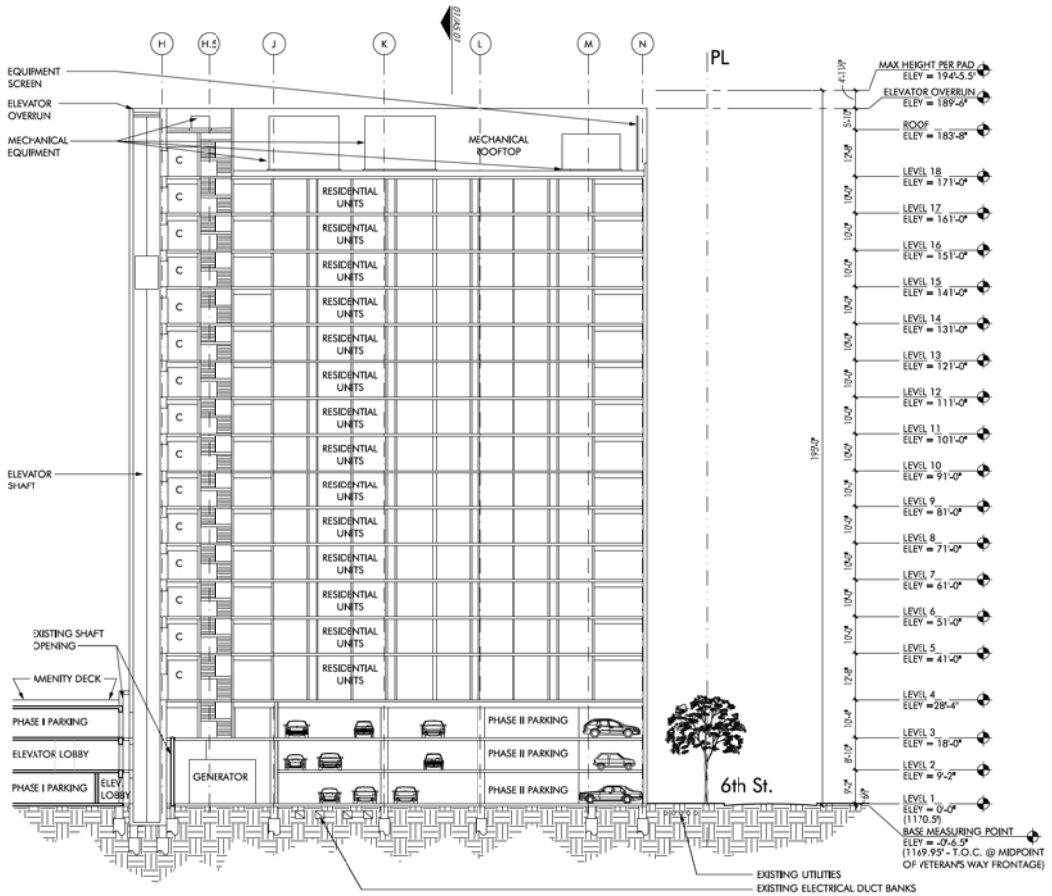

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PRELIMINARY ISSUE

These documents are issued for interim review only and may not be used for bidding, permit or other construction purposes.

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10.08.2013

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Tempe, AZ 85281
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Scottsdale, AZ 85250
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project
University House - Phase II
323 E. Veteran's Way
Tempe, AZ 85281

DRC SUBMITTAL

NOT FOR CONSTRUCTION

revisions

title
BUILDING SECTION

project number 13073.100
date 10.08.2013
sheet
A5.02

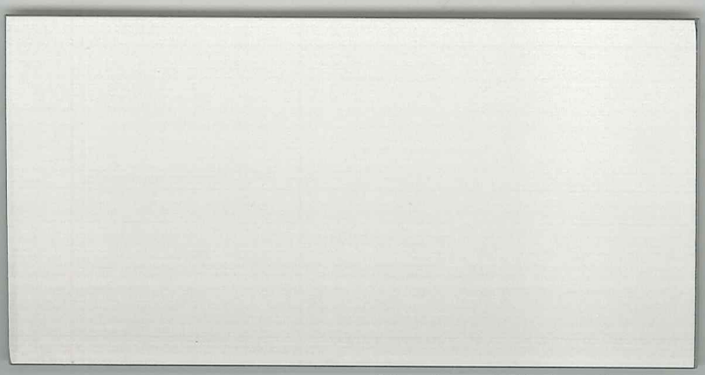
University House - Phase II Materials Board

Inland American Communities Group Inc.

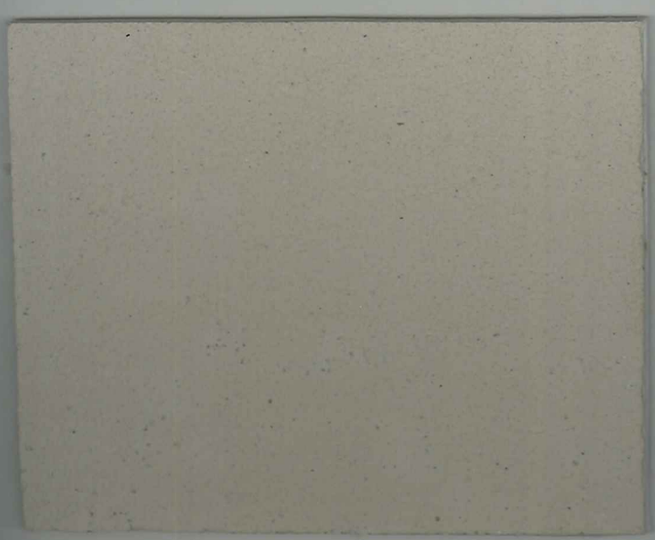
BOKA Powell

Stucco Color Selections

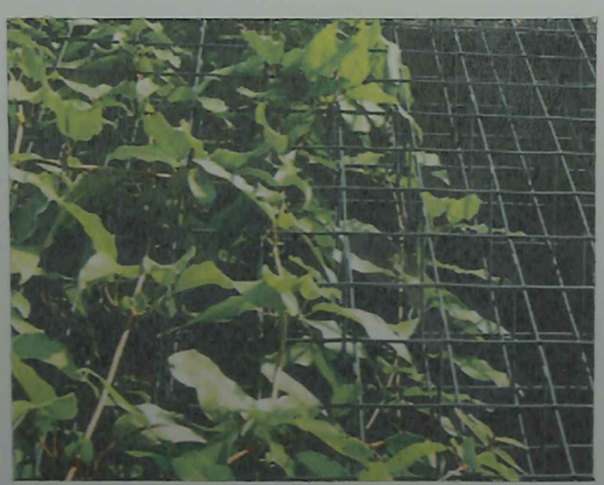
Metal Panel



Aluminum Window Systems



Stucco - Smooth Finish



Green Screen

Natural CMU

Concrete