

University Village
MUV - Phasing Report

January 9th, 2006

PHASE 1

Stages of Development Build Out -

Phase 1 will include the demolition of the University Inn Motel building, the completion of buildings 2, 6, and 7, and the site work and landscaping associated with these buildings, as well as the storm water, and utility infrastructure for the entire University Village project. All of the underground parking structure will be installed at this time. The internal traffic circulation system leading into the property and through the main plaza will be finished in its entirety. The off site road, bike, and pedestrian improvements proposed along Raleigh, Prestwick, Hamilton, and Finley Roads will be included in the initial phase although some accommodations for future construction, staging, and access will be required on Prestwick.

Sequences of Development for Land Uses

The first phase shall include residential use in building 7, residential and retail uses in buildings 6, and office and retail uses in building 2. All three of the required use categories will be included in the first phase of University Village.

Internal and External Traffic Systems

The main entrance into the property, the internal plaza street network, and the structured parking facility will be fully operational at the conclusion of Phase 1. The surface parking area in front of building #1 and on the southeast side of building #7 will remain as a staging area for future phases. A section of underground parking below building #5 could remain unfinished; subject to ingress/egress parking garage code requirements. The underground parking and entrance under building #2, #6, and #7 would be open and operational.

All off-site improvements on Prestwick, Raleigh, Finley, and Hamilton Roads will be complete at the conclusion of Phase 1.

Amenities and Utility Improvements

The "oak park", and pedestrian amenities leading in and out of the main entrance to the site, as well as all pedestrian improvements in front of phase 1 buildings will be completed. The pedestrian/bike improvements along HWY 54 will be completed. All utility infrastructure improvements will be concluded at the end of phase 1.

17-2

Size in GSF (58% of total heated GSF)

Phase 1 will include approximately 112,463 gsf of residential, 120,214 gsf of office, 50,825 gsf of retail, and 211,247 gsf of structured parking.

Expected Impact

Streets - $5600 \times .58 = 3248$ trips per day

Transit - $3248 \times 1.05 = 3410$

$3410 - 3248 =$

$= 162$ transit trips per day

Schools - Adequacy analysis done prior to ZCP

Water and Sewer - Phasing will be done in accordance with all OWASA service capacities

Public Safety - The phasing will be designed to ensure the general well being of the public.

Phase 2

Stages of Development Build Out -

Phase 2 will include the completion of building 5. The landscape and pedestrian improvements associated with building 5 will be complete at this time

Sequences of Development for Land Uses

The second phase shall include residential and retail uses in building 5.

Internal and External Traffic Systems

The underground parking section below building #5 and the pedestrian improvements adjacent to building #5 will be completed during phase 2.

Amenities and Utility Improvements

The park and pedestrian amenities, including the rooftop pool and club area and "stage/seating area", will be completed by the conclusion of phase 2.

Size in GSF (16% of total heated GSF)

Phase 2 will include approximately 67,582 gsf of residential and 12,388 gsf of retail.

Expected Impact

Streets - $5600 \times .16 = -896$ trips per day

Transit - $896 \times 1.05 =$
 $940 - 896 =$
-44 transit trips per day

Schools - Adequacy analysis done prior to ZCP

Water and Sewer - Phasing will be done in accordance with all OWASA service capacities

Public Safety - The phasing will be designed to ensure the general well being of the public.

Phase 3

We request that phase is able to be included as part of phase 2 if the market allows.

Stages of Development Build Out -

Phase 3 will include the completion of building 1. The landscape and pedestrian improvements associated with building 1 will be complete at this time.

Sequences of Development for Land Uses

The third phase shall include residential use in building 1.

Internal and External Traffic Systems

The surface parking and pedestrian improvements adjacent to building #1 and along the southeast corner of building #7 will be complete at the conclusion of phase 3

Amenities and Utility Improvements

(17-4)

All of the park and pedestrian amenities will be completed by the conclusion of phase 3.

Size in GSF (14% of total heated GSF)

Phase 3 will include approximately 69452 gsf of residential.

Expected Impact

Streets - $5600 \times .14 = -784$ trips per day

Transit - $784 \times 1.05 =$
 $823-784 =$
 -39 transit trips per day

Schools - Adequacy analysis done prior to ZCP

Water and Sewer - Phasing will be done in accordance with all OWASA service capacities

Public Safety - The phasing will be designed to ensure the general well being of the public.

Hotel Phase

Stages of Development Build Out -

The hotel phase will include the completion of building 4. The landscape and pedestrian improvements associated with building 4 will be complete at this time. This phase may occur in conjunction with any other phase, or as its own phase at the end of phase 3.

Sequences of Development for Land Uses

The hotel phase shall include hotel use in building 4.

Internal and External Traffic Systems

(175)

The surface parking and pedestrian improvements under and adjacent to building #4 will be completed at the conclusion of the hotel phase.

Amenities and Utility Improvements

All of the park and pedestrian amenities will be completed by the conclusion of the hotel phase.

Size in GSF (14% of total heated GSF)

Hotel phase will include approximately 70,000 gsf of residential.

Expected Impact

Streets - $5600 \times .14 = -784$ trips per day

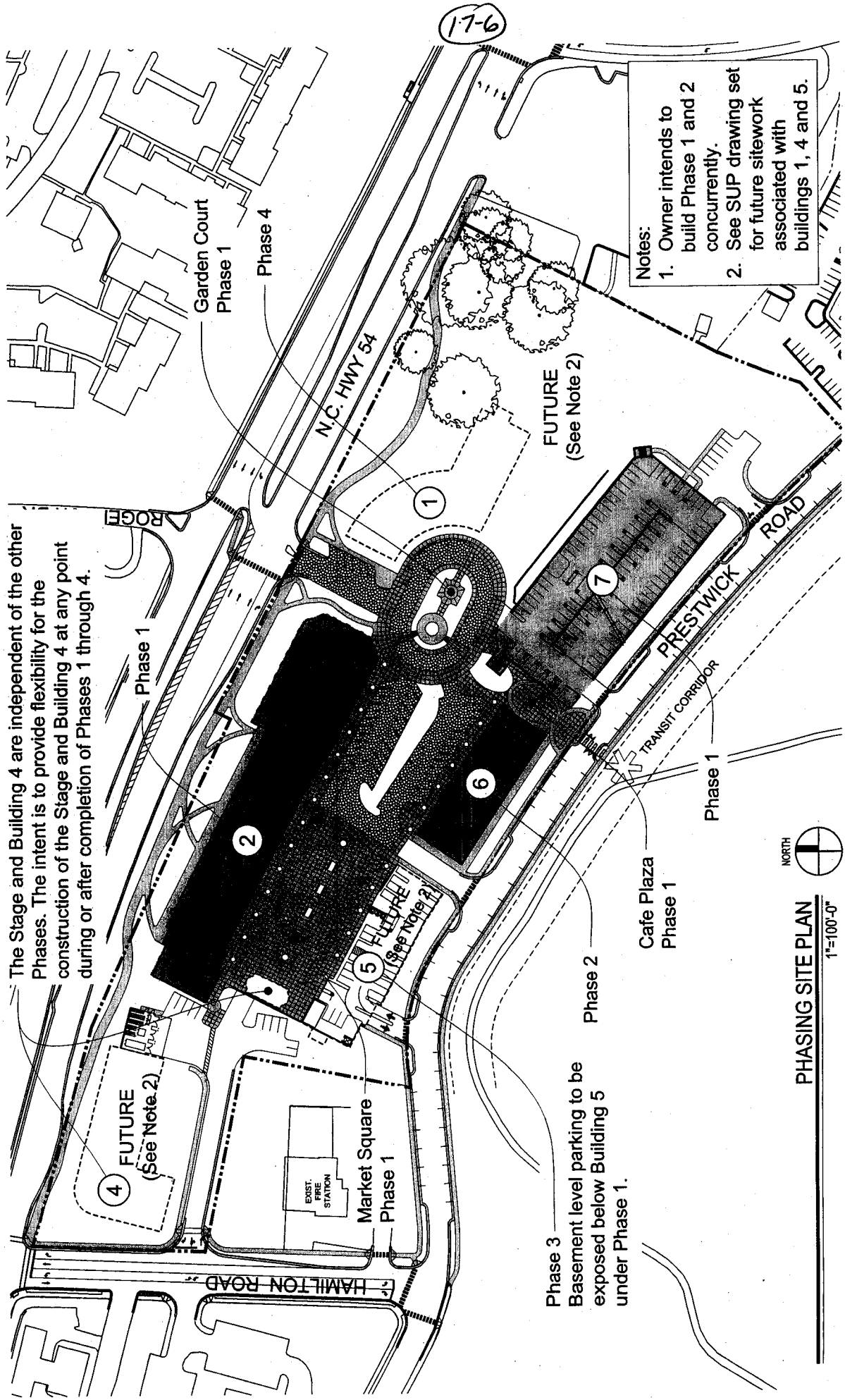
Transit - $784 \times 1.05 =$
 $823 - 784 =$
 -39 transit trips per day

Schools - Adequacy analysis done prior to ZCP

Water and Sewer - Phasing will be done in accordance with all OWASA service capacities

Public Safety - The phasing will be designed to ensure the general well being of the public.

The Stage and Building 4 are independent of the other Phases. The intent is to provide flexibility for the construction of the Stage and Building 4 at any point during or after completion of Phases 1 through 4.



Notes:
 1. Owner intends to build Phase 1 and 2 concurrently.
 2. See SUP drawing set for future sitework associated with buildings 1, 4 and 5.



PHASING SITE PLAN
 1"=100'-0"