



June 14, 2010

Matt Kowalski
City of Ann Arbor

RE: 601 S. Forest, Ann Arbor, MI

Dear Mr. Kowalski,

Below is a summary of all the proposed revisions in preparation for the administrative amendment submittal:

Architectural Revision Summary:

1. We have increased the parking count to 146 parking spaces from 97. This was accomplished by relocating the water storage tank underneath the ramp in the garage rather than the two story tank adjacent to the ramp which is structurally, more feasible, as well as making for safer, more accessible parking circulation. An additional 5 spaces were added on grade.
2. Main building entry has been relocated approximately 30'-0" South of the previous location. The revised location helps the first floor layout by locating all of the retail space to the North of the residential lobby and leasing center. The lobby now leads directly to the front desk and main elevators aiding in overall building security and operation as these functions will be centralized at the main access point.
3. Two retail entrances have been added to the West Elevation.
4. We have removed two elevators from the previous design so that the main building core could be pulled inward towards the corridor reducing the gross square footage of the building. One of the elevators that was removed was to be primarily used to take trash from a trash room on each floor to the solid waste removal area on the first floor. The plan will now include a dual trash chute on each floor for recycling as well as rubbish, eliminating the need for an additional elevator. The other elevator removed was for the lower level parking floors to access the lobby. Two of the four elevators will now access the lower level parking garage.
5. In the former design, the building stepped back on the East and West elevations from the second to the third floor, while we are maintaining that setback on the Street front, we are aligning the floors at the East elevation which will decrease the overall footprint of the building at grade allowing for a wider sidewalk at the passenger drop off location. The cornice return and banding on the building will remain. The sidewalk has been increased to 18'-8" wide.
6. The mezzanine level between the second and third floor has been removed. The building amenity area will remain on the second floor with a 14'-0" ceiling. The building will remain at the exact height of the previously approved plan, this change allows for more efficiencies in constructability of the base of the building. Aesthetically, the oversized height of the first and second floor will allow for the "streetwall" design concept to remain intact with a reduction from 39' to 34'-9."
7. The projected bays on the typical residential floor were previously located on floor 4-13. We have extended them down to the third floor to emphasize the middle portion of the building as well as create a more efficient unit layout on the typical floor.
8. The floor to floor height of the top two floors (13-14) has been increased to 12'-9" from 9'-9." We feel this will help emphasize the top portion of the building in keeping with the Ann Arbor Design Guidelines.



9. The overall gross square footage of the building has been reduced by approximately 9,000SF by reducing the mezzanine level and adjusting the bay width from 15'-0" to 12'-0".
10. The northeast and southwestern corners of the building formerly had notches in the typical floor plan (floor 3-14); we have since squared them off to create a more efficient plan and better interior layout. As the building heights have been adjusted, the stair run increased and as a result required more area.
11. In the process of refining the building as a whole, we have been able to increase floor plan efficiencies on all levels and thus have a small surplus of FAR. We are proposing to utilize our remaining FAR by extending the south edge of the building roughly 9ft in length. This will allow us to maximize all of our allowable FAR, and increase our rentable floor area making the project that much more viable. With this floor area, we intend to provide for 2 more bedrooms per floor on the 2nd thru 14th floors. With this increased number of bedrooms, we would have a total of 175 units and 620 bedrooms all within the FAR allowable. As you are aware, the range per the original site plan is shown at 570-610. We are asking for an increase to 620 which represents just 1.6% increase in bedrooms. We feel this is warranted given, we are not increasing the unit count or exceeding the allowable FAR. Additionally, it will have no negative impact on the site or elevation design. Lastly, the actual bedroom count is not referenced in the developer agreement, so we presume the limiting criteria is the allowable FAR.

Civil Revision Summary:

1. Associated "Civil Engineering" changes have been made to the site plan drawing for coordination of all noted architectural modifications listed above. The following minor modifications have been made to the plans. These revisions are noted on a sheet by sheet basis.
2. Plan Sheet SP1- Boundary / Topographic / Tree Survey / Site Analysis – Modified Title Block Owner Information; Revision Block and Project Surveyor of Record.
3. Plan Sheet SP2 - General Site Plan – Modified Title Block Owner Information and Revision Block; modified architectural building footprint; removed access gates on main entry from South University Avenue; modified building entrance location for retail units # 4 and #5; added an exterior landing and ramp on the rear of retail unit #3; realigned barrier free ramp at rear of solid waste area from corner to align with exterior door location; added generator and transformed pads north of bike storage building.
4. Plan Sheet SP3 - Paving & Grading Plan (Grade Level Footprint) – Modified Title Block Owner Information and Revision Block; modified architectural building footprint; modified site grading around exterior landing and ramp area behind retail unit #3; revised site grading in rear of site behind building and ramp areas to accommodate revised architectural footprint revisions.
5. Plan Sheet SP4 – Lower Level Layout Plan – Modified Title Block Owner Information and Revision Block; modified lower level parking plans based upon architectural changes; relocated storm water detention tank location to below grade under second level parking grade; modified elevation table based upon revised elevations.
6. Plan Sheet SP5 – Preliminary Utility Plan – Modified Title Block Owner Information and Revision Block; modified gas service location to southwest corner of building adjacent to bike storage; relocated storm water detention tank location; modified elevation table based upon revised elevations.
7. Plan Sheet SP5A – Water Main Improvement Plan – Modified Title Block Owner Information and Revision Block; modified architectural building footprint; updated gas service location; relocated storm water detention tank location; modified elevation table based upon revised elevations.
8. Plan Sheet SP6 – Soil Erosion Control Plan – Modified Title Block Owner Information and Revision Block; modified architectural building footprint; clarified width of temporary crushed concrete



construction access road; added note for compliance with LEED requirements SSsp1, SSsc6.1 and SSsc6.2 references.

9. Plan Sheet SP7 – Project Notes & Details / Storm Water Management Plan – Modified Title Block Owner Information and Revision Block; modified storm water calculations, sanitary sewer mitigation calculations, and pump calculations based upon relocation of storm water detention system based upon architectural changes. The main change is an increase of 5 Footing Drain Disconnections from 32 required to 37 required based upon the revised architectural modifications.
10. Plan Sheet SP7A – Pump Detail Sheet – New sheet to detail storm water detention system pump. Modified Title Block Owner Information and Revision Block.

Sincerely,

Brad Moeller, Senior Associate
Project Manager
Hartshorne Plunkard Architecture

cc:
JJ Smith – Campus Acquisitions
Sean T. Havera - Hughes Properties
James Plunkard - Hartshorne Plunkard Architecture
Tom Pope - Hartshorne Plunkard Architecture