

Riverside Park Place

1050 Wall Street, Ann Arbor, MI 48105

April 26, 2012

Jim Kosteva
UM Director of Community Relations

Sue Gott
UM University Planner

Re: Neighborhood Homeowners' Input to Planning and Design of UM Parking Structure on Wall Street and Maiden Lane

Thank you for the opportunity to provide input on the 700 car parking structure planned for our neighborhood. We hope that you will find our concerns to be reasonable and justified and our requests and suggestions to be mutually beneficial, technically practical and economically feasible. Since many of our homes (on Wall Street and on Maiden Lane) will be immediately across the street from the structure, we will be permanently affected (24/7) by UM's design decisions on this project. We hope that these decisions will clearly reflect an understanding that this parking structure will not be sited on UM's main campus but rather in close proximity to many people's private homes. We hope also that the design process itself will reflect recognition that our neighborhood's 2000 residents, including its many private homeowners, are legitimate major stakeholders in the ultimate result.

In addition to delineating our concerns and requests below, we ask that representatives of our community be provided an opportunity to meet with UM's project management team and the architectural firm at least twice during the course of the project for the purpose of receiving the clearest possible professional feedback on the technical, economic and aesthetic aspects of our requests and suggestions: once prior to commencement of the design process, and then after the structure's major design features have been initially formulated. Appropriately selected design reviews could be ideal opportunities. We understand that the costs of incorporating additional design features will only increase as the project advances.

We are deeply concerned about many ways in which the parking structure will affect our neighborhood.

- Automotive traffic
 - Congestion
 - Pedestrian safety – especially of the children and elderly residents of our neighborhood
- Pollution
 - Air
 - Noise
 - Visual
 - Groundwater (and surface run-off of vehicle fuels and lubricants into the Huron River)
- Street crime

To help minimize the parking structure's negative impact on our neighborhood, please consider incorporating the following design features. (We recognize that some of these features might not be entirely compatible and that trade-offs may be necessary.)

1. Incorporate an architecturally detailed façade that minimizes the building's apparent identity, hides its structural skeleton, and gives it an attractive appearance. Design the building to provide a net positive contribution to the streetscape. (Possible means include:

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careful selection of materials; visual articulations; reducing horizontal lines as the dominant theme in the façade.)

2. Afford special consideration to the experience of pedestrians walking along the structure's perimeter. If at all possible: Avoid completely blank walls at the street level; make sidewalks sufficiently wide to accommodate two-way traffic comfortably; include pedestrian comfort as a criterion for building setback. Incorporate devices that animate the street frontage and provide visual interest.

3. Arrange vehicular entrances & access control points to permit sufficient stacking of arriving vehicles within the structure to avoid back-ups into the street during peak arrival times.

4. Locate the vehicular entrances and exits to utilize the existing Maiden Lane/Nielsen Court intersection to the maximum extent feasible to minimize the impact of traffic on adjoining residential uses and to minimize vehicle idling time.

5. Accommodate shuttle bus service at the west end of the structure, and manage the service to minimize buses idling on site.

6. Minimize the structure's total size relative to its desired capacity by incorporating smaller stall spaces for a substantial portion of the parking capacity.

7. Design the structure to be LEED certified at least to the Gold level.

8. Design and select lighting to minimize glare and other impacts on homes in the area. (Example: High pressure sodium lighting is very harsh.) Minimize the light shining laterally away from the structure and off the top of the structure towards local homes.

9. Include a roof or screening on the top floor to minimize the eyesore of open parking when viewed from taller buildings in the area (both residential and Kellogg).

10. Minimize noise projected by infrastructural elements (transformers, light ballasts, fans, etc.) through optimal selection, placing, mounting and muffling of components.

11. Locate the structure as far as possible to the west to enable the open land east of the structure and adjacent to a small, existing area of city parkland to be as large as possible.

Thank you very much for your consideration in these matters. In light of the results of Sue's leadership on the design of the public parking structure on 4th and Washington, we look forward to a fruitful design process.

Sincerely,

Riverside Park Place Condominium Association Board of Directors

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