

From: Piotr Michalowski <piotrm@umich.edu>
Sent: Tuesday, January 07, 2020 2:33 PM
To: Kahan, Jeffrey <JKahan@a2gov.org>
Subject: Re: The Standard Staff Report

Dear Mr. Kahan

Thank you for sending me the report. I was shocked to read on p. 2:

“Residents are expected to be comprised mostly of students, grad students, and young professionals who either go to the University of Michigan, work in the area, or wish to take advantage of the building’s proximity to the Main Street commercial district. The development is not anticipated to generate a significant amount of vehicular traffic given that there are only 102 vehicular on-site parking spaces, the close proximity to typical destinations for residents, and the proposed 84 bicycle spaces on site.”

With all due respect, whoever wrote this is living in a different world. Such a group means that Ubers, taxis, food delivery at all hours, Amazon and UPS deliveries, etc., some blaring music, will be constant, making life miserable for those living on 4th Avenue whose windows look out at the alley. The alley comes out on one side opposite the 4th St parking garage entry/exit and on Packard right opposite Baker Commons—because of the large number of people with disabilities living there, the immediate area has blocked traffic many times a week due to the presence of ambulances and fire trucks coming for emergencies. There are people living in the Commons who travel in electric chairs and other who constantly cross Packard right at the alley entrance to go through to E. William. E. William now has a wide bicycle lane and as a result has only one lane of traffic in each direction, with no turn lanes—this is already creating incredible traffic congestion, which will only be increased by the traffic coming to and from the new building. I have no alternative solution, but the alley access is a disaster in the making, dangerous to people in the Commons, a major nuisance to people living on 4th Avenue, and a potential traffic nightmare on E. William and possibly on Packard, especially at rush hour. I do sense that any of this was taken into account by the people who did the traffic evaluation.

Sincerely
Piotr Michalowski
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