

September 23, 1964

A PROPOSAL

to utilize the air rights over the Municipal Parking Lot located between Division and Fifth in the block between Liberty and William Streets. The use would be primarily for dwelling units.

ADVANTAGES TO THE CITY

1. Additional revenue to the Parking Authority
2. Additional taxes ~~taxes~~ or revenue to the city.
3. The development would act as a catalyst to further private redevelopment of the Central Business District.
4. The occupants would provide some additional income to existing downtown businesses.
5. The units would provide much-needed accommodations for good urban housing.
6. The visual blight of a parking lot would be replaced by ~~the~~ handsome pedestrian-oriented housing, resulting in better urban design for the downtown area.
7. The development would serve as a pilot project for other similar future projects. The concept of ~~deck~~ parking as opposed to parking in lots or garages is one which might well be encouraged as a general solution in the future.

PROGRAM

Parking: It is proposed that the same number of cars that can now be parked in the combined lots (194) be parked at a level approximately four feet below grade. These will be accommodated by one of two means: 1; by acquiring additional land to compensate for the loss of spaces to be incurred by the addition of a structural system or 2; to provide a double layer of parking to the extent necessary to compensate for the loss due to structure.

Inasmuch as the proposed development would be primarily of a residential nature, the majority of cars that will be added to the parking load will be driven to work during the day and parked in the lots at night. If the anticipated parking load ~~would~~ generated by the proposed facilities would be in excess of the parking capacity, that excess would have to be compensated for.

Land Use: In addition to the use of the land for parking, the air rights would be used for town houses intended to help fill what is considered by many to be a need for intown housing of an urban character. They would be designed to appeal to University faculty members, to downtown businessmen, to city officials, professionals and to some alumni and retirees who would like to be near both downtown and the University. The townhouses would be of two or three floors and be reached from a pedestrian level located approximately 8 or 9 feet above the parking levels or four feet above grade. If additional land would be required to complete the design, it would be necessary to provide apartment facilities in a multi-story building. This building might well be a faculty club for the University. There might also be some small shops or studios or offices, possibly a sidewalk cafe.

Air Rights: These might be acquired in one of three ways: through purchase, through a long term lease, or by trading additional land acquired by the developer for the ~~air~~ air rights. In the first case, occupants of the dwelling units could have the option of leasing their units or of purchasing them through condominium. Taxes would be paid to the city. In the second case, occupants could only lease their units; no taxes would be paid, but a certain sum would be paid by the developer to the city for ~~the~~ ~~the~~ leasing the air rights. In the third case, additional land could be traded for either a long-term lease without payments or with very low payments or the land could be traded for ownership of the air rights.

The developer would pay for the cost of replacing the present parking paving with new surface and lighting and would compensate the city for loss of revenue due to construction of the units.

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