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# ARCHITECTURAL NARRATIVE

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## ARCHITECTURAL NARRATIVE

DATE September 12, 2018  
PROJECT NAME Ann Arbor Train Station  
N/S PROJECT NUMBER 2016124

### VISION STATEMENT

The City of Ann Arbor, MI, in partnership with the Michigan Department of Transportation (MDOT) proposes to construct a new intermodal station, platform, and parking within the City of Ann Arbor (the "Project"). This Project supports both the existing and planned expansion of the Amtrak intercity service between Detroit/Pontiac, MI and Chicago, IL.

The vision of the project is to provide a state-of-the-art intermodal station and parking deck that will allow for bus services and bike parking to meet the needs of the Ann Arbor community in a park like setting adjacent to the University of Michigan Hospital complex.

The project is conceived as a two-phase project as noted below.

### PROGRAM AREAS

#### Phase One

##### 1. Parking:

- a. 539 car parking deck
- b. 109 car surface lot (existing to remain)
- c. 648 car spaces total
- d. Two vertical circulation towers – 1 stair with 1 elevator and 1 stair with 3 elevators

##### 2. Bus Station:

- a. With in parking deck on ground floor
- b. 4 parking bays for buses (two for articulating buses)
- c. Ticket office
- d. Waiting area
- e. Toilet facilities
- f. Support offices – Manager and Accounting/Reports
- g. Support areas – Mechanical, electrical and communications
- h. Storage rooms – Baggage/Cart and Office equipment
- i. Bus warming shelters

##### 3. Bike Station:

- a. With in parking deck on ground floor
- b. 133 secured bike parking
- c. Bicycle maintenance area

## **ARCHITECTURAL NARRATIVE**

Ann Arbor Train Station

2016124

09-12-2018

Page 2

### **4. Train Station:**

- a. Elevated train station above tracks.
- b. Waiting area providing seating for 153 passengers
- c. Information kiosk and passenger information display system
- d. Ticket office / Baggage check with four stations
- e. News and brochures rack
- f. Vending area
- g. Pay phone area
- h. Toilet facilities including two family toilet rooms
- i. Optional tenant spaces
- j. Support areas – Mechanical, electrical and communications
- k. Ticket agent's office
- l. Ticket agent's work niche
- m. Ticket agent's locker room
- n. Ticket agent's break room
- o. Amtrak storage
- p. CCTV/Security equipment room
- q. 2 Stair cores and 2 elevators
- r. 600-foot-long south platform

### **Phase Two**

#### **1. Parking:**

- a. 723 car parking deck expansion
- b. One vertical circulation tower – 1 stair
- c. Removal of 109 on grade parking spaces

#### **2. Parking Phase One and Phase Two Combined:**

- a. 1332 car parking

#### **3. Bus Station:**

- a. 5 parking bays for buses added
- b. 9 parking bays for buses total

#### **4. Train Station**

- a. Add escalator to phase one stair core
- b. Stair, two elevators and one escalator core to service north track
- c. 600-foot-long north platform

## **PROPOSED DESIGN**

The proposed design is intended for development of overall function and feasibility of the intermodal station. It is intended that the design be presented and reviewed with community. Based on comments received by the community the intent is to provide additional concepts of the exterior expression for additional comments and then to present a final aesthetic expression of the complex.

Multiple conceptual schemes were developed and refined during several sets of meetings with the City of Ann Arbor. The program for the project is consistent with the March 2018 Environmental Assessment Ann Arbor Intermodal Station City of Ann Arbor, Washtenaw County, Michigan, Scheme 3A and space program information provided in the August 2016 Alternative Analysis.

## **ARCHITECTURAL NARRATIVE**

Ann Arbor Train Station

2016124

09-12-2018

Page 3

The project is located south of Fuller Road and east of East Medical Center Drive in the City of Ann Arbor. The project is located adjacent to the University of Michigan Hospital campus and close to Downtown Ann Arbor featuring a vibrant mixture of shops, cafes and restaurants in a highly walkable and bikeable setting.

The new Intermodal Station is intended to provide a level of service consistent with the life styles in the Ann Arbor community. The site is currently a surface parking lot serving the Ann Arbor community and adjacent to park land.

### **ARCHITECTURAL STYLE**

The City of Ann Arbor (nicknamed Tree Town) combines a wide variety of traditional structures, and newer, more contemporary buildings. The exteriors often include warm tones of terra-cotta colored masonry, combined with limestone, glass and dark bronze or silver metal. Recent University of Michigan buildings include larger elements of metal siding and alternative exterior cladding materials such as fired terra-cotta clay tile rain screen systems. The new Intermodal Station Project is intended to offer a contextual response and be more visually tied to the existing architecture typology. The existing buildings have very clean lines, flat roofs and large areas of glass. These features will be incorporated into the new design. The featured space of the station will be the Waiting Area with a tall peaked wood-beamed space with large banks of windows facing east and west with views down the tracks and to wooded areas. The parking deck will incorporate a new iconic tower element proposed on the east end adjacent to the park. The entry canopies to the parking deck will be constructed of glass and metal while the façade of the deck will be clad with randomly spaced vertical perforated metal panels. In addition, a wire mesh screen will be provided on levels 2 through 6 of the parking deck behind the metal panels for suicide prevention. The first through third floor vertical perforated metal panels in phase 1 on the Fuller Road deck façade will be allowed to rotate to provide visual movement along the north façade and a new public sculpture will be commissioned and installed on the north side of the project, visible from Fuller Road.

### **BUILDING PARTI**

The new intermodal station is composed of four elements; the train station, the bus station, bike parking and car parking. The new train station is conceived as a one-story structure elevated above the tracks with mechanical space below the main level. The station's Main Level has a third-floor connection to the adjacent parking deck as well as a pedestrian bridge connection to the University of Michigan Medical Complex to the south. The parking deck will incorporate a ground level bus terminal and enclosed bike parking area. The parking deck is conceived as a stepped structure with 6 levels to the south and 4 levels to the north to have an appropriate scale along Fuller Road and the elevated grade to the south of the Hospital Campus. Entry to the parking deck will be along Fuller Road with separate entry points for cars and busses. Bike access will also be separated and entered off Fuller Road. The new iconic tower anchors the east parking deck and provides a focal point to the park while creating a visual identifier of the intermodal station from west bound Fuller Road

### **TRAIN STATION BUILDING HEIGHT**

The new train station is proposed to have a finished floor of 32' above the ground level of the parking deck and a vaulted interior space of 34' for a total overall height of 66' from the ground level parking. The parking deck is proposed to have floor-to-floor dimensions of 20'-0" on the ground level and 12'-0" on Level 2 thru 6. The overall height of the parking structure is approximately 73' measured from finish first floor to top of the highest parapet. The iconic tower is approximately 94' high as measured from finish first floor. The site slopes from a low point at the east to the west approximately 8' across the north building face.

## **ARCHITECTURAL NARRATIVE**

Ann Arbor Train Station

2016124

09-12-2018

Page 4

### **TRAIN STATION BUILDING SHELL**

The central waiting area of the station is proposed to be glulam wood arches with an exposed T&G wood ceiling, SIPs roof assembly, and standing seam metal roof. The flanking support areas are constructed of structural insulated panel (SIPs) walls and roof assemblies with a metal rain-clad system for the exterior walls and an elastomeric roof membrane. The large glassed areas at the east and west end of the building are to be a curtain wall glazing system with approximately 12" deep vertical mullions at 24" o.c. to provide sun shading. The base substructure consists of a precast concrete system with mechanical mezzanines suspended by a steel frame as described in the narrative provided by structural engineers, Desai Nasr.

### **TOTAL BUILDING AREA PHASE 1 AND PHASE 2**

The train station including circulation and mechanical spaces for Phase 1 totals 14,204 GSF. There is a 600-foot-long platform to the south of the existing track with a stair/elevator core in Phase I. In Phase 2 an additional 2,137 GSF will provide for an escalator added to the phase one core and another stair/elevator/escalator core provided to serve the new 600-foot-long platform to the north of the new north track. The total station for Phase 1 and Phase 2 totals 16,341 GSF.

The parking deck including the bus and bike areas for Phase 1 totals 254,548 GSF, and the expansion to the parking deck in Phase 2 totals 280,322 GSF for a combined area for Phase 1 and 2 of 537,870 GSF.

The bus station is 2220 GSF

The bike parking is 4080 GSF.

### **EXTERIOR BUILDING MATERIALS**

The train station and the deck will be clad in two colors of metal panel with a third white accent color. Brick will be used as well on entry elements, column bases and stair towers. Both buildings use clear anodized aluminum window framing with high-performance Low-E insulated glazing. The lobbies and portions of the stairs will be glazed with clear anodized aluminum frames and high-performance Low-E insulated glazing. Window sills will be pre-cast concrete or natural limestone. Window heads will include painted steel lintels. Flat roofs will match the aesthetic of the existing University of Michigan Hospital Campus while the sloped roof of the train station will incorporate a sloped metal roofing system.

The main iconic tower will feature a mixture of brick and metal panel along with clear anodized aluminum 3" wide x 7" deep curtainwall window framing with high-performance Low-E insulated glazing in the Public areas. Punched window opening in Support areas will be 2" x 5" clear anodized aluminum storefront systems.

### **INTERIOR FINISHES**

The train station will be finished using highly durable finishes including porcelain tile wainscots and exposed wood, bent-frame glulam structural framing and stained T&G linear wood ceilings in Public areas. Public areas will have clear anodized aluminum 3" wide x 7" deep horizontal framing and 12" deep vertical framed curtainwall window system with high-performance Low-E insulated glazing. Punched window openings in Support areas will be 2" x 5" clear anodized aluminum storefront systems. The vestibules will have walk off carpet tile. The floors in the public waiting spaces will be terrazzo or polished concrete with areas of carpet to add warmth and help acoustics. The ticket area is to have solid wood cabinets with solid surface counters.

## **ARCHITECTURAL NARRATIVE**

Ann Arbor Train Station

2016124

09-12-2018

Page 5

Back of house office spaces to have painted gyp. board walls with luxury vinyl tile flooring and 24" x 24" lay-in ceiling tile. Employee break room to have painted gyp. board walls with luxury vinyl tile flooring and 24" x 24" lay-in ceiling tile. Public toilet rooms to have phenolic ceiling hung toilet partitions; painted, abuse and mold-resistant gypsum board ceilings with porcelain tile floors and walls. All Service areas will utilize painted, abuse and mold-resistant gypsum board walls, exposed ceilings, and sealed concrete floors. Janitor closets to have resinous flooring. All mechanical spaces to have sealed concrete floors with floor drains.

The parking deck, bus and bike areas will be finished using highly durable finishes including painted masonry, painted abuse and mold-resistant gypsum board walls and ceilings. The vestibules will have walk off carpet tile. The floors in the public waiting spaces will be terrazzo with areas of carpet. The ticket area is to have solid wood cabinets with solid surface counter. Back of house office spaces to have painted walls with luxury vinyl tile flooring and 24" x 24' lay-in ceiling tile. Public toilet rooms to have phenolic ceiling hung toilet partitions, painted abuse and mold-resistant gypsum board ceilings with porcelain tile floors and walls. Service areas will utilize painted abuse and mold-resistant gypsum board walls exposed ceilings, and sealed concrete floors, janitor closets to have resinous flooring all mechanical spaces to have sealed concrete floors.

## **SUSTAINABILITY**

The intermodal project is intended to use sustainable site design strategies, use water efficiently, reduce the use of energy and impact on the atmosphere, utilize materials and resources responsibly, and improve indoor environmental quality. The project will strive to utilize innovation in design and to emphasize regional priority when optimizing sustainable design. The intent is to meet the requirements for a Certified Level of the USGBC LEED version 4 for New Construction.

## **SITE DESIGN**

The site is currently occupied by a surface parking lot. The site is bounded by park to the east, University of Michigan Medical Campus to the south, East Medical Center Drive to the west and Fuller to the north.

The existing parking lot will be removed and replaced with a new intermodal station and train platforms consistent with the March 2018 Environmental Assessment Ann Arbor Intermodal Station City of Ann Arbor, Washtenaw County, Michigan, Scheme 3A.

Phase one will occupy the east side of the existing parking area and phase two will occupy the west side of the existing parking area.

Entry drop-off areas for 4 buses will be incorporated at the ground level of the deck in phase one and for 5 buses in phase two for a total of 9 bus locations which include two articulating buses.

New trash enclosure will be provided to serve the new intermodal station.

A snow melt system will be incorporated at the pedestrian entrance to the bus and bike entrance.

A building generator will be provided and enclosed.

## **PREPARED BY:**

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