

FEBRUARY 10, 2010

1. Transit

- a. This afternoon I received an excerpt of SEMCOG website indicating FTA rec to suspend “preferred alternative” of the regional rail/transit plan. Rec local funding of demo project. Is this new info?
- b. Will existing soccer field be provided with additional bus transit discussed in later phases?
- c. What would the estimated train traffic increase be?
- d. Is there any evidence of the future need for this station? From what I've heard, the need for this station only exists with several assumptions regarding an influx of workers; new and those who previously drove their cars.
- e. Please discuss the possible time frame and routes of the connector. It seems this thinking should be done early. What are U of M's plans for Pfizer? Conference center?
- f. Is the proposed train service a “demonstration project” that is required to demonstrate the actual passengers use sufficient to fund a full service commuter transit – according to news articles this is to be determined after 3 years. That would mean we would not know if this would be a train station until 2013?
- g. Where is the proposed second rail to be built?
- h. Was there any research done regarding whether or not these 98% of non-residents who drive to work in Ann Arbor will start using buses and trains because of this station?
- i. The current leasing agreement with UM states (p. 3) that the development of a mass transit service at this site will decrease UM's need for parking at this site. Isn't the addition of a 1,000 car parking structure counter-productive to encouraging use of mass transit?
- j. What are the anticipated number of parking spaces needed for specifically bus, train users at Fuller Road Station?
- k. How many parking spaces are needed for the train station? (not UM parking)
- l. If there is a train back to airport, doesn't car parking need increase significantly?

2. Park

- a. Will the “signature” line remove existing soccer field on south side of Fuller next to FRS?

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- b. It was noted that the B2B trail will traverse the site. However, the laser pointer landed on a bend east of US 23. It is important to be clear about the proximities of trails and sensitive elements, as well as amenities.
- c. Fuller Park is part of the park corridor along the Huron. One branch of the greenway was planned close to the RR to be park like bike/pedestrian not along the highway. Where will it be?
- d. What will be the relationship of this facility with parks and recreation if this is to remain park land? Will the parks continue to have free parking?

3. Pedestrian

- a. Does the City and U of M have permissions from N&S to build walkway over RR?
- b. Has the Norfolk and Southern agreed to have a pedestrian bridge built over their rail right-of-way?
- c. How many feet/yards from parking to Medical Center? Length of travel (pedestrian) from farthest point of arrival to [what?/which?] entrance? Wheelchair or limited mobility accommodations?

4. Development

- a. Looking at peer hospitals such as Mayo and Cleveland Clinic, this site can support hotel, restaurants, retail and housing. How are you planning for these critical functions that will clearly add to sense of arrival and sense of place?
- b. Do you anticipate any additional private development in the vicinity of the station?

5. Neighborhood

- a. What would most likely happen to the property value of the homes closest to this station (like on Cedar Bend Drive)?
- b. Would trains entering and leaving station impact car traffic flow in the vicinity of the terminal?

6. Environmental

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- a. What environmental assessment will be done of the impact of this large parking structure on water quality of the river?
- b. What issues exactly will environmental studies address? Who pays for the studies?
- c. The City is paid to be responsible for an environmental impact study. When will this be complete? Prior to agreement finalized?

7. Design Considerations

- a. Accessibility! Accessibility! Accessibility! Absolutely necessary. Having 24 hour working elevator to walkway. Best if walkway can have moving walkway. This will allow people to get from train directly to hospital. Bridge is needed for employees, patients, both intermittent and long term.
- b. Inspire a welcoming and opening feeling. Have lots of windows – open views to our beautiful. Develop region into the built environment.
- c. So much to say.....This site is an appropriate, but difficult, location for a facility of this much intensity. The difficulty comes from the impact of the building(s) presence in the Huron valley. It's mass and volume, i.e., scale, on the valley floor, and it's width from north to south, pushes up and over into the park's setting. How to mitigate this impact can be a key component of the project's site and architects design. Example: The building blocks, etc. or negates the influence of the park from the track. Can there be openings from north to south to allow views from track to open space? Can the upper floors on the deck step to the south so the north façade steps back to lessen its presence? Replant the crab apples which were a memorial.
- d. In Sweden the intermodal station, Norway, DC, NY, etc., include restaurants, grocery stores, pharmacies, tourism, shopping. It allows for tremendous economic development – jobs, resources, convenience, etc.
- e. Will the top of the parking structure be no higher than the elevation of the portion of Medical Center Drive due south of the structure?
- f. How will the station address the potential risk of flooding in the flood plain area?
- g. Certainly consider the entire history of transportation, power, natural environment of the valley area since the beginning of time up to today – a major theme. See street exhibits on Broadway Bridge.
- h. Gandy Dancer was probably the most remarkable gateway architecture for 75 years. For new arrivals to Ann Arbor – do at least as well with this site.

FULLER ROAD STATION – PHASE I

PARTICIPANT COMMENTS



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- i. The station should incorporate some stone as on the old station and the Geddes Road stone wall and Fuller Road. Some are on parking structure! Will traffic lights be installed for road crossovers?
- j. Can we expect that the parking structure will look at least as nice as the parking structure on the northwest corner of 4th and Washington?
- k. How massive is building vs. existing other than UM Hospital, etc.?
- l. How will you “minimize” the design of the parking garage so that it will blend with the natural beauty of the area (i.e., preserve trees, add underground parking spaces)?
- m. Having restrooms, showers, be fully accessible. Would be great to have a large community meeting room at this station. Maintaining environmental quality regarding park and surrounding area. Need to allow economic growth at station.

8. Financial

- a. The news reported that this property was assessed a few years ago. If so, what is that figure?
- b. Who is paying for all of this? How much from tax payers? How much from the Federal and State government? How much from the University? Any loans or bonds?
- c. The City has already spent \$325,000 for design, etc, agreed to raise \$8.8 million in phase I capital, has applied for \$40 million in Federal funding, and agreed to cover \$14 million of the second phase costs – Why not a real public hearing if the Ann Arbor tax payers really want it?
- d. This is a valuable piece of park land – along the Huron. It has not been proposed that it will be sold for what in Phase I as a UM parking structure for 1,000 vehicles. Has a land swap been considered to compensate for the loss of these acres and the increased congestion of this intersection?
- e. Use of the park land for long term development essentially violates the intent of citizens to determine whether park land will be sold. (See results of November, 2008 ballot referendum; proposal B – 81% of voters (42,919) said that they want a vote on sale of park land.) Will U of M compensate the city/voters for long term use of our park land?
- f. Is the City failing its fiduciary responsibility by providing prime park land for a 1,000 vehicle parking structure with 80% going to the UM of a reduced annual lease payment (reduced from \$67,000 to approx. \$18,000 per year when the University will charge parking structure fee of over \$700 per space per year?

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- g. In the current agreement with UM, the University provides an annual payment of approx. \$31,000 each for Lot A and Lot B to the City. Under the new agreement the UM would contribute 78% of a \$24,000 payment (about \$18,000). At a time when the City is cutting its budget, why are we getting less money?

- h. Which of the features being discussed are part of this Phase I project and which are being planned in the future?