

MAY 6, 2010

Transit

- Will Ann Arbor connector information be available on web site BEFORE the June 8 meeting?
- Given the dubious future of train connection here, how can we possibly justify spending this kind of money on a parking facility essentially for the University in a place where the City has little need for parking?
- Why do we need to build now for rail service that is decades away?
- Will drop off have some traffic management either by traffic lights or some authority so cars keep moving and don't back out to Fuller Rd.?
- What is the likelihood of bicyclists to use the facility for parking? Name the groups you are consulting. Indicate how many you anticipate will use the showers? I find it highly unlikely to be a bicycle destination.
- Will the train station have its own 250 car parking surface lot?
- What is the rush to build a parking deck before the train has been financed and approved?
- Please comment with specifics: How is commuter rail expected to benefit the AA area? (economically, etc. with examples from other cities in U.S.)
- The current lease (item 4, p. 3) indicates its assumption that having public transportation on the site will REDUCE the University's need for surface parking. Why are we building a 1000 car parking garage that will end up discouraging use of mass transit?
- Who will park at this parking deck to connect to downtown? Why park here when you can park downtown?
- Why do we want to bring 1000+ cars into the city? Why not more park and ride lots near the highways?
- Are there studies that document how many potential "commuters" there would be to Detroit by rail?
- Could you review your analysis of who will use the 1000 parking units during the day and night? In relation to that answer, who will use the bus transit vehicles that will come and go from the site – times of day and night?

Project Process

- Will U of M people be at future public meetings to answer questions on parking, usage, traffic, peak use?
- Will there be a public hearing to hear from the public, not question but statements, before the plan goes any further? Already too far along, too many commitments.

FULLER ROAD STATION – PHASE I

PARTICIPANT COMMENTS



MAY 6, 2010

- The project is moving relentlessly forward without engaging the community to determine our wishes. The process is incomplete without our input. Don't assume this has community approval.
- If the zoning wording change does not apply specifically to this project, why did the staff report say it does? Does the restriction on structures or park land still apply?
- When was the MOU signed? Who signed?
- Might you post the attendees at the "stakeholders" meeting in summer 2009, and are there minutes (or notes) from that decision making session?
- Last night the planning commission approved to add transportation facility to the principal use section of the zoning law. This was a goal I believe mentioned in your March, 2009 report. It seems the wheel of approval may be greased. How important is it to get this change approved?
- When will there be walking tours of the site?
- Who initiated the charge for this project? When?
- When was planning for this project initiated? It clearly was prior to October 2009. How much work (start date) was completed before requesting funding?

Park

- Will park users be charged for parking?
- Why was park land offered for this project? Why not use U of M land?
- The property for the project is park land, identified in the City's PRBS plan. How can the City transform a park into a parking structure without asking the citizens whether this is what we want to see done with the land?
- Why is it suddenly ok to put a parking structure on park land?
- In response to questions about zoning restrictions in structures on park land, city staff continue to say the city does not have to comply with its own zoning requirements. Does that mean that all of our park land is potentially vulnerable to any construction the city wants?

Pedestrian

- You indicated ½ mile to 1 mile walks to destinations. How likely do you think it is that people will walk up the hill to Huron Street? To Kellogg Center? To Broadway?
- How will the "sky bridge" work for handicapped, people carrying children, or heavy luggage, rolling brief cases, etc.?
- Will pedestrian overpass have ice melt or snow removal system? Will it be lighted?

MAY 6, 2010

Development

- Why weren't other options considered?
- Why did the University build a hospital with virtually no parking attached? I support a "transit center" – not a University parking garage on public land, which is really city park land.
- Did U of M plan for the new Mott Hospital parking? Where? Is it under construction now?
- Given the acquisition of Pfizer site and land, how has this been incorporated into plan as alternate plans?
- Who will police the parking structure? Will it be 24/7?
- What is the assessment of the viewscape of the facility – from Fuller Pool? From University Hospital? From the bridge over the train track? From the bike path just outside the facility?
- What new was presented tonight?
- Why is FITS being designed with NO input from the public as to what they want or don't want?

Neighborhood

- At a recent meeting (classroom style) at the architect school, the speaker suggested that the transit center won't work unless there is more residential construction in the area. What will the University do to encourage this increase in residential house – Wall Street? Maiden Lane? Other?
- I fully support this project: 1) it's located where it should be, medical campus, not on a neighborhood; and, 2) it speaks to the future, is creative, it goes far beyond simple parking structures.
- I live in the Maiden Lane – Wall Street neighborhood. I support the Fuller Road Station because – 1) It gets the parking structure out of our neighborhood and into a more appropriate location; and, 2) it's a key to the resurgence of commuter rail in SE Michigan which in turn will boost business development and housing in the areas it goes through and in the areas that can be connected to it via other public transit.

Environmental

- The project will draw more autos into the Huron River Valley. How is this sustainable? How does this support use of alternate transportation?
- Have you assessed the light pollution associated with night lighting of the facility? Currently, the night lighting of surface parking is blinding. Will there be any mitigation of light?

MAY 6, 2010

Design Considerations

- Well respected landscape architect Peter Poliak has currently, I think, challenged the massing for the site. What is the official response to his concerns?
- The parking deck is being planned to go how many stories to accommodate the full 1700 cars?
- Will the bike plaza and outside areas be lighted? Will lights have downward focus? Will there be some emergency phones and first aid access/supplies?
- Due to the demographic changes in Ann Arbor, have you considered age-related issues? (e.g., rental of wheelchairs; signage; benches with armrests; bright lights, etc.)
- Is it possible to organize a focus group with individuals with mobility, reading and crucial impairments for input/feedback?
- A question for the architect, Dick Mitchell. Is the building massing and site layout THE BEST and MOST OPTIMUM given the importance of this project as a portal to Ann Arbor? Is there a better option out there?
- Here is a unique opportunity to create an age-friendly, disability-friendly plan. Are you familiar with these concepts – which go far beyond the ADA?
- Design team – Convince us, who are not convinced, why this is the best and most optimum site layout and building massing for this very important portal to Ann Arbor.
- Save money with porous pavement and green roofs! Covered bike spaces! More U of M funds for U of M benefits. Written statement on trains not just parking. Allow public comment at public meetings!

Financial

- What will happen if AA cannot get the \$10+ million?
- Will AATA funds be used for FITS?
- What will be the cost of all the infrastructure, utilities, soil removal, etc. to get the site ready for building? I've heard that the start date will actually be before City Council gives their final approval? Could this be possible?
- Will the City seek funding for the project from the AATA? If yes, what will be the impact on bus transit service now and in the future?
- Our Ann Arbor budget is not adequate for core safety and infrastructure services. What is the source of funding from the Ann Arbor City budget? If paid in yearly increments, indicate the amount per year.
- How much in total has the City spent on this project to date?

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WALKER
PARKING CONSULTANTS

MAY 6, 2010

- Comparing the payments from the current lease, which go to the parks budget, to the payments made to parks under the MOU, the parks will be about \$50,000 less per year. Why did the City negotiate such a bad deal for the parks budget?
- List the specific benefits to the community of Phase 1. State the financial cost of each benefit.