Fuller Road Station, Phase I

Final Citizen Participation Report
August 2, 2010

Executive Summary

Background:
Fuller Road Station (FRS) is a joint project undertaken by the City of Ann Arbor (City) and the University of Michigan (University).

Please refer to the appendix of this report for a depiction of the Final Concept Plan - Phase I and for a depiction of the Final Concept Plan – Future Phases, both dated November, 2009. Both plans were approved by the City and the University under the terms of the Memo of Understanding (MOU) also found in the appendix.

In November, 2009 the City and the University solicited professional design services for Phase I of FRS. In December, a design team headed by Walker Parking Consultants/Engineers (Walker) was selected.

The Walker team began work in January, 2010. Since that time, three citizen participation meetings have been hosted under the guidelines of the City of Ann Arbor Citizens Participation Ordinance.

February 10, 2010 Citizen Participation Meeting:

- Date: February 10, 2010, 7:00 – 9:00 PM
- Location: Ann Arbor City Hall, 2nd Floor, Council Chambers
- Approximately 450 citizens notified by mail. See appendix for mailing notice sent to residents within a 1,000 foot radius of the site.
- Other means of notification: City web site and press release. See appendix for press release.
- Number of citizens in attendance: Approximately 25. See appendix for sign-in sheets.

The format for the February, 2010 meeting is outlined on the agenda found in the appendix of this report. Residents within a 1,000 foot radius were invited. This meeting was described as an information/feedback gathering session to be followed-up in the near future by another Citizen participation Meeting.

Approximately 30 images of the site, Fuller Park and the Huron River Valley were shown while designers offered their observations regarding the Huron River Valley and the general context of the site.

Attendees were, then, asked to offer their personal opinions about the area that might assist the design team. Three specific questions were posed for consideration by attendees:

1. *Are there qualities of the Ann Arbor area that you feel could inspire design of the Fuller Road Station?*
2. *Are there special experiences, relationships or visual images within this area of Ann Arbor that you feel could be acknowledged and/or reflected in the design of the Fuller Road Station?*
3. *Are there unique qualities about the vision for the master plan of the Fuller Road Station as both a gateway and/or transportation hub that might inspire the design of the Station?*

Comments, concerns, issues or problems were written by citizen participants and many read aloud with response from a design team member, if appropriate.

After the meeting all of the written questions received were compiled and posted on the Fuller Road Station web site, found within A2gov.org. That compilation is also found in the appendix of this report.

May 6, 2010 Citizen Participation Meeting:

- Date: May 6, 2010, 7:00 – 9:00 PM
- Location: Ann Arbor City Hall, 2nd Floor, Council Chambers
- Approximately 156 subscribers to the project website were notified by mail. See appendix for mailing notice.
- Other means of notification: City web site and press release. See appendix for press release.
- Number of citizens in attendance: Approximately 30. See appendix for sign-in sheets.

The format for the May, 2010 meeting is outlined on the agenda found in the appendix of this report. This meeting was described as an information providing session in regard to the site design concepts. It was explained that building concepts would be presented at another follow-up Citizen Participation Meeting.

Schematic design drawings were shared of the site and the concept of the site design was described. Some of the site design principles included:

1. *Develop a plan that improves the storm water management system that is already in place.*
2. *Preserve the east portion of the site for use as an athletic field in accordance with the Concept Plan.*
3. *Integrate native plantings that are indigenous to the Huron River Valley.*

4. *Extend the use of low field stone walls that are currently found along the Fuller Road corridor.*
5. *Maintain vehicle ingress and egress points in accordance with the Concept Plan.*
6. *Provide access for rescue vehicles in accordance with the Ann Arbor Fire Department.*
7. *Integrate pedestrian and bicycle paths . . . . . .*
8. *Provide a gathering place for bicycle groups to gather and make use of the future bicycle station.*
9. *Utilize porous paving where possible.*

It was requested that comments, concerns, issues or problems be written by citizen participants as was done during the February meeting. At the request of some in attendance, verbal comments were also received. Design team members offered answers or explanations when appropriate.

After the meeting all of the written and spoken response received was compiled and posted on the Fuller Road Station web site. That compilation is also found in the appendix of this report.

July 8, 2010 Citizen Participation Meeting:

- Date: July 8, 2010, 7:00 – 9:00 PM
- Location: Washtenaw County Building, 200 N. Main Street, Lower Level Meeting Room.
- Approximately 198 subscribers to the project website were notified by mail. See appendix for mailing notice.
- Other means of notification: City web site and press release. See appendix for press release.
- Number of citizens in attendance: Approximately 35. See appendix for sign-in sheets.

The format for the July, 2010 meeting is outlined on the agenda found in the appendix of this report. This meeting was described as an information providing session in regard to the building design concepts.

Schematic design renderings were shared of various views of the building. Designers described the three guiding principles of the building design:

1. ***Fuller Road Station as a Transportation Hub:***
   Grade level massing and articulation distinguish the first floor as an intermodal transportation hub. The energetic interaction of buses, cyclists, automobiles and pedestrians will be on display as people make their way.

2. ***Fuller Road Station as a Gateway to Ann Arbor:***
   Upon approach to Fuller Road Station, iconic architectural elements come into view as signposts to the transportation hub. Once within closer range, architectural, landscape and artistic elements establish a welcoming pedestrian scale.
3. ***Fuller Road Station as a model for Sustainable Design:***
   Best practices of sustainable design are employed in the design of Fuller Road Station and are planned for the construction phase.

It was requested that comments, concerns, issues or problems be spoken by citizen participants and the opportunity for written comments was also provided. Approximately 18 attendees spoke and design team members offered answers and explanations when appropriate. In addition, 6 written comments were received.

After the meeting all of the written and spoken response received was compiled and posted on the Fuller Road Station web site. That compilation is also found in the appendix of this report.

Fuller Road Station, Phase I

Final Citizen Participation Report
August 2, 2010

Appendix Index:

Concept:

February 10, 2010 Citizen Participation Meeting:

May 6, 2010 Citizen Participation Meeting:

July 8, 2010 Citizen Participation Meeting:

Frequently Asked Questions:

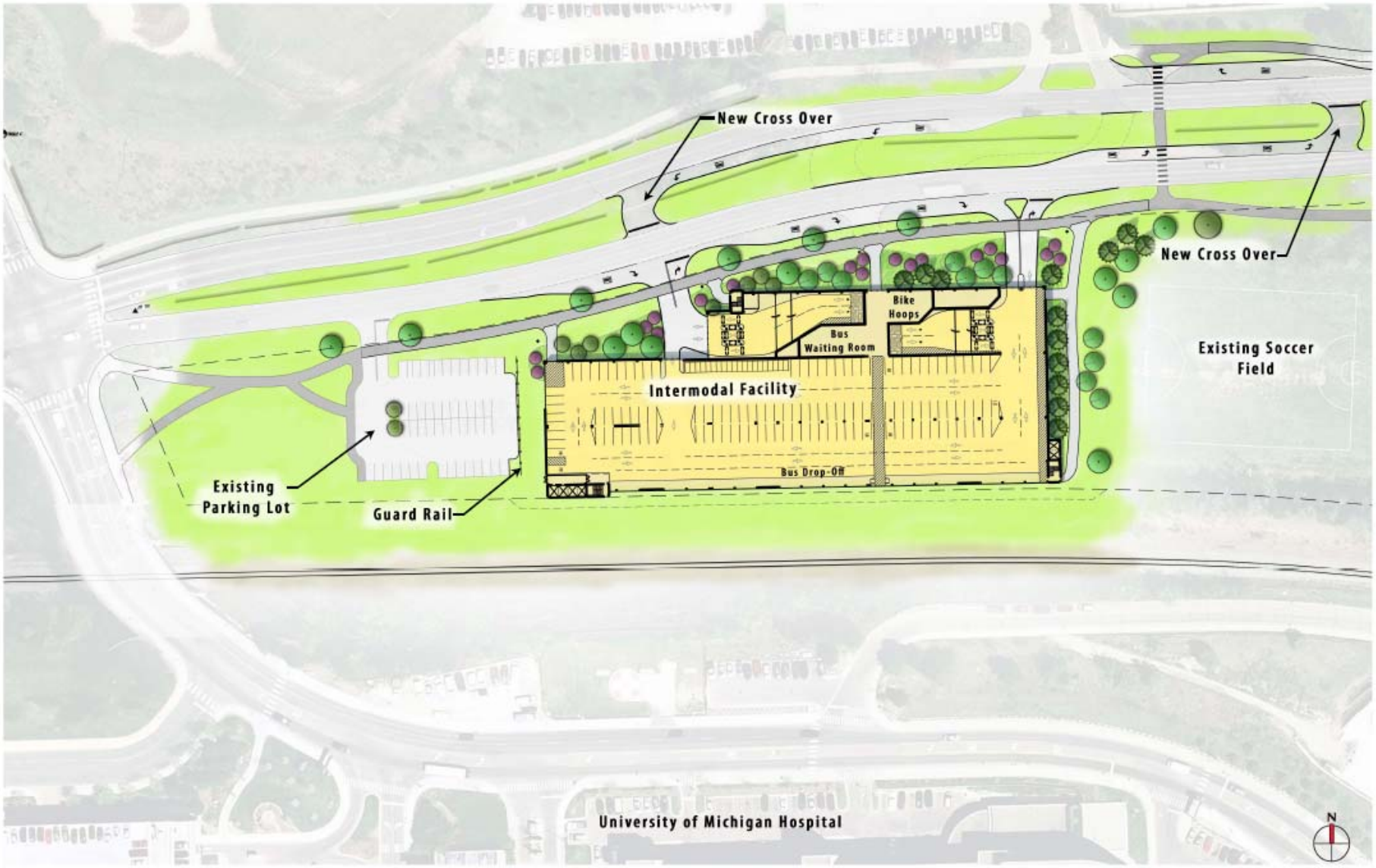


Exhibit A – Fuller Road Station: Phase One Concept Plan

October 19, 2009

ATTACHMENT A

Exhibit B – Fuller Road Station: Master Concept Plan

October 19, 2009

ATTACHMENT B

ATTACHMENT C

City Home City Clerk Home Legislation Calendar City Council
Boards and Commissions People
Details Reports

File #: 09-1090 Version: 1 Name: 11/5/09 Fuller Rd Station MOU

Type:	Resolution	Status:	Passed
File created:	11/5/2009	In control:	City Council
On agenda:	11/5/2009	Final action:	11/5/2009
Enactment date:	11/5/2009	Enactment #:	R-09-432
Title:	Resolution to Approve Memorandum of Understanding between the City of Ann Arbor and the University of Michigan for the Development of the Fuller Road Station		
Sponsors:	John Hieftje, Stephen Rapundalo, Leigh Greden		
Attachments:	Fuller MOU 2009-11-6 FINAL.pdf, MOU Exhibit A_Fuller Road Station-Phase One Concept Plan.pdf, MOU Exhibit B_Fuller Road Station-Master Concept Plan.pdf, MOU Exhibit C_Location Plan (2).pdf		

History (1) Text

1 record Group Export

Date	Ver.	Action By	Action	Result	Action Details	Meeting Details	Video
11/5/2009	1	City Council	Approved	Pass	Action details	Meeting details	Video

MEMORANDUM OF UNDERSTANDING BETWEEN THE CITY OF ANN ARBOR AND THE REGENTS OF THE UNIVERSITY OF MICHIGAN FOR THE DEVELOPMENT OF THE FULLER ROAD STATION

This memorandum of understanding is entered into on this ___ day of November, 2009 by the City of Ann Arbor, a Michigan municipal corporation ("City"), and the Regents of the University of Michigan, a Michigan constitutional corporation ("University").

Recitals

A. Whereas, the City and University desire to jointly develop an intermodal transportation station, currently referred to as the Fuller Road Station, which shall include in its first phase of development covered bus loading/unloading zones and an indoor transit waiting area, structured parking for approximately 1,020 vehicles, covered bicycle hoops and lockers, on-grade parking for approximately 50 vehicles, as well as utilities for future outfitting to support a bike station;

B. Whereas, the City has an existing agreement with the University to share the use of a surface parking lot on the southern portion of Fuller Park, south of Fuller Road and adjacent to the Norfolk Southern Railroad right-of-way;

C. Whereas, the City owns the land containing the existing southern surface parking lot along Fuller Road;

D. Whereas, Fuller Road Station will be developed such that immediate needs will be accommodated while future phases evolve on their respective timelines, and additional phases of Fuller Road Station may include elements including additional vehicular parking, connections to rail platforms, a train station, a bus waiting area, additional covered Ann Arbor Transportation Authority and University bus loading/unloading zones, a bicycle station with changing facilities and showers, skywalk connections to the University of Michigan Hospital, linkage with the proposed signature transit corridor identified in the City's Transportation Plan Update, as well as other elements; and

E. Whereas, recognizing the anticipated 2010 start of commuter rail service and the University's immediate parking and transit needs, both the City and the University have expressed a commitment to devoting staff and consultant resources to provide an expeditious planning and review process for the development of Fuller Road Station;

In consideration of the above, the City and University agree to work together in good faith to develop, construct, operate and maintain Fuller Road Station as follows:

1. Concept Plans. The parties intend that Fuller Road Station will be designed and constructed in at least two distinct phases, as indicated in the plans attached to this Memorandum of Understanding. The City retained the services of JJR, LLC ("JJR"), who in conjunction with the City and the University, prepared (a) the Fuller Road Station: Phase One Concept Plan, ("Phase One Plan") which is attached as **Exhibit A** and describes the intended Fuller Road Station Phase One site development, and (b) the Fuller Road Station: Master Concept Plan, which is attached as **Exhibit B** which describes possible additional future development.

2. Phase One. Fuller Road Station: Phase One ("Phase One") will consist of a new multi-use structure ("Intermodal Facility"), reuse of some on-grade parking, and related site improvements, as more fully described in Section 5(a) below, and as depicted in the Fuller Road Station: Phase One Master Concept Plan.

3. Additional Phases. Additional phases may include other elements of the Fuller Road Station: including, but not limited to, additional vehicular parking (through vertical expansion of the Phase One Intermodal Facility), connections to rail platforms, a train station, a bus waiting area; additional covered Ann Arbor Transportation Authority and University bus loading/unloading zones, a bicycle station with changing facilities and showers, skywalk connections to the University of Michigan Hospital, as well as other elements that may be developed by the City and/or University separate from Phase One and which would be subject to future memorandums of understanding or future agreements between the parties.

4. Land. Fuller Road Station shall be constructed on land which is owned by the City and currently contains an existing surface parking lot. The land is located near the south east corner of Fuller Road and East Medical Center Drive, as generally shown on the "Location Plan" attached as **Exhibit C**.

5. Fuller Road Station: Phase One Site Development.

    a. Phase One will consist of a new Intermodal Facility which will provide structured parking for approximately 900 vehicles above Level One and for approximately 120 vehicles on Level One, four covered bus loading/unloading zones ("Bus Zones"), a limited amount of covered and/or enclosed amenities, retention of as much existing on-grade parking as possible, bike hoops, lockers and utilities to support a future bike station , an upgraded multi-use path along Fuller Road and related site improvements, all as described

in the Phase One Plan. Parking for cars will be allocated between the parties in the following proportion: 78% for UM, 22% for the City. Design of the Intermodal Facility is to be reasonably efficient, with a layout that will allow effective function and operation.

b. The City maintains use of existing surface parking spaces retained upon conclusion of Phase One construction. Related site improvements include those site enhancements needed for completion of Phase One site development.

c. The cost of the design and construction of Phase One is to be proportioned as follows: the University will fund 78% and the City will fund 22% of the design and construction of the Intermodal Facility and the rest of Phase One. This percentage amount for each party shall be respectively referred to as the "Proportionate Share". The Proportionate Shares reflect the benefit to the parties and are based on the percentage of the Intermodal Facility that will be available to the parties for parking upon completion of Phase One, and are subject to change based on the final percentage of parking designated for use by the City and the University in the Intermodal Facility.

d. Upon completion of construction of Level One of the Intermodal Facility, there will be four Bus Zones and approximately 120 parking spaces on Level One. If the existing Ann Arbor train station currently located on Depot Street is relocated adjacent to the Intermodal Facility, the City and the University agree the Bus Zones will be expanded as shown on Exhibit B. Subsequent to the introduction of rail service at regular intervals, or when significant changes in transportation demands occur, the parties will review both the historical and projected level of train and passenger traffic usage of the train station and Bus Zones on Level One and determine if any additional parking spaces on Level One need to be converted into additional bus zones due to increased traffic, or if any bus zones need to be reconverted to parking spaces due to decreased traffic.

e. Upon completion of construction of Level One of Phase One, there will be a bicycle facility consisting of bike hoops, lockers and utilities to support a future bike station and covered waiting for buses as shown on the Phase One Plan.

f. In order to allow development of the site for Phase One only, the City of Ann Arbor will prepare the site for construction. This will include relocation of conflicting utilities and removal of other existing conflicting construction and regulated soil materials as required to complete the work indicated in the approved Phase One

Plan. Following confirmation of costs, the apportionment of costs for site preparation for Phase One will be in accordance with each party's Proportionate Share, except the City will pay all costs associated with removal of regulated soil materials.

g. The cost for Fuller Road vehicular improvements as documented in the Phase One Plan will be apportioned in accordance with each party's Proportionate Share.

h. The cost of improvements to the Fuller Road/East Medical Center Drive/Maiden Lane intersection are not included as part of this Memorandum of Understanding.

6. Use of Consultants. The City retained the services of JJR, who acted as land planner and consultant for the design of the conceptual framework for Fuller Road Station. The engagement of consultants for other additional services required by the project by either party and the terms of consulting contracts shall be subject to the approval of the other party.

7. Timing. The City and the University shall cooperate and use their best efforts to complete construction of Phase One, and to have Phase One ready for use, by June 15, 2012.

8. Parking Structure Agreement. Upon execution of this Memorandum of Understanding by both parties, the City and University intend to negotiate and enter into a written, comprehensive Parking Structure Agreement for further architectural/engineering design, site preparation (including utility relocation and removal of conflicting soils and construction), as well as construction, operation, and maintenance of Phase One site development. The City and University intend that the Parking Structure Agreement will be generally based on the terms and provisions of the Parking Structure Agreement – Forest Avenue Structure, entered into between the parties and dated December 20, 1999. As of the date of this Memorandum of Understanding, the parties intend that such agreement shall include terms that specify:

a. That each party shall pay its Proportionate Share of all costs for development and construction of Phase One.

b. That the City is the sole owner of the land and improvements on the land being used for Fuller Road Station, and that the City retains all rights regarding future development, if any, around and attached to the Intermodal Facility.

c. That the operating expenses shall include an annual payment of $24,846 (in 2009 dollars) to the City Parks and Recreation Services Unit to be paid by each party according to the Proportionate Share for that year. The payment will be increased by 3% per year for 30

years. All operating expenses will be included in the Parking Structure Agreement, and the Parking Structure Agreement will be reviewed periodically and modified by mutual agreement as facility uses change.

The University will make two annual payments of $31,057 to the City Parks and Recreation Services Unit for the period of September 1, 2010 through August 31, 2012 to cover the time period of construction.

d. That the City and University are "co-users" of the Intermodal Facility for the projected useful life of the structure, and shall have rights to parking spaces consistent with the final percentage of parking provided to each party and consistent with each party's Proportionate Share of the costs for development.

e. Roles and responsibilities for the operation, maintenance, repair, and management of the Intermodal Facility and payment of costs consistent with the respective Proportionate Share of each party.

f. Other terms as necessary to specify rights of access and use of Phase One so as to ensure the use of the Intermodal Facility by the University.

g. Other terms from this Memorandum of Understanding or terms that memorialize any agreements or understandings of the parties regarding the Intermodal Facility, as well as other reasonable terms and conditions detailing issues such as contract and bid management, management of the structure, day-to-day operations, preparation of operating budgets and insurance.

9. Environmental Assessment. The City will conduct an Environmental Assessment consistent with the National Environmental Policy Act, at its expense and for its sole benefit, to enable federal funding of Fuller Road Station. The City and University acknowledge that Phase One does not require federal funding and is not dependent on an Environmental Assessment being conducted.

10. University Parking Structure on Wall Street. Given the progress on developing the Fuller Road Station, which includes parking for University use equivalent to that planned in the Wall Street East Parking Structure, the University is willing to suspend, at this time, its pursuit of structured parking on Wall Street as presently authorized and programmed.

11. Cooperation. The City and University shall cooperate and use their best efforts to achieve completion of mutually-beneficial elements of Fuller Road Station not included in Phase One.

12. Governance and Approvals. The governing bodies of each party have certain review and approval obligations for projects of this size and scope. Both parties acknowledge that certain formal review and approval processes will need to be followed by each party at certain stages of the project, and approvals are at the sole discretion of the governing bodies. For the University, the governing body is the Regents of the University of Michigan, and for the City of Ann Arbor, it is City Council. Other intermediate review approval processes will be followed as generally required by each party for similar projects.

13. Recitals. The recitals listed above are included and made a part of this Memorandum of Understanding by reference.

CITY OF ANN ARBOR

By:_____
John Hieftje (DATE)
Mayor

By:_____
Jacqueline Beaudry (DATE)
City Clerk

REGENTS OF THE UNIVERSITY OF MICHIGAN

By:_____ (DATE)

APPROVED AS TO SUBSTANCE

By:_____
Roger W. Fraser (DATE)
City Administrator

By:_____
Sue F. McCormick (DATE)
Public Services Administrator

APPROVED AS TO FORM

By:_____
Stephen K. Postema (DATE)
City Attorney

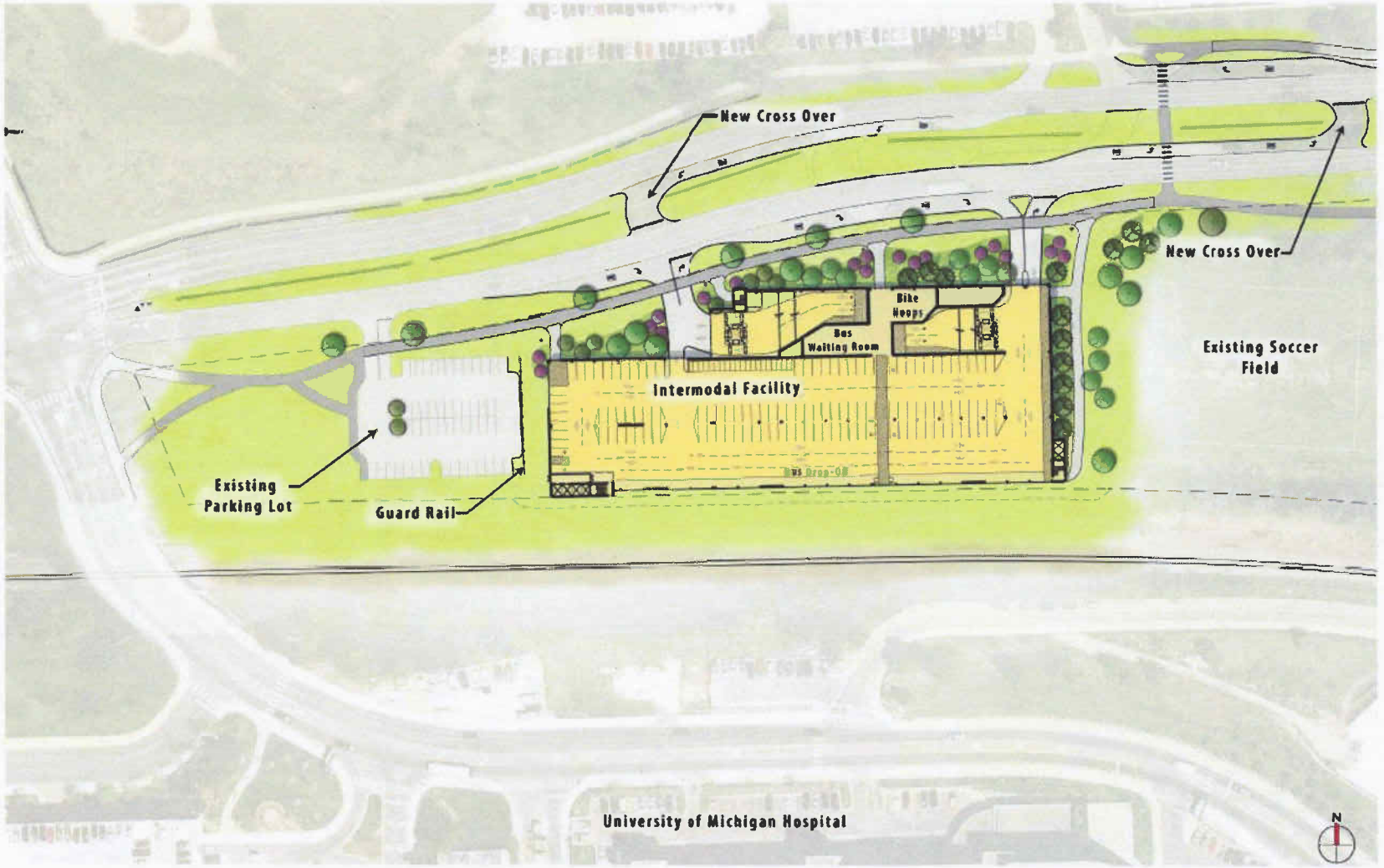


Exhibit A – Fuller Road Station: Phase One Concept Plan

October 19, 2009

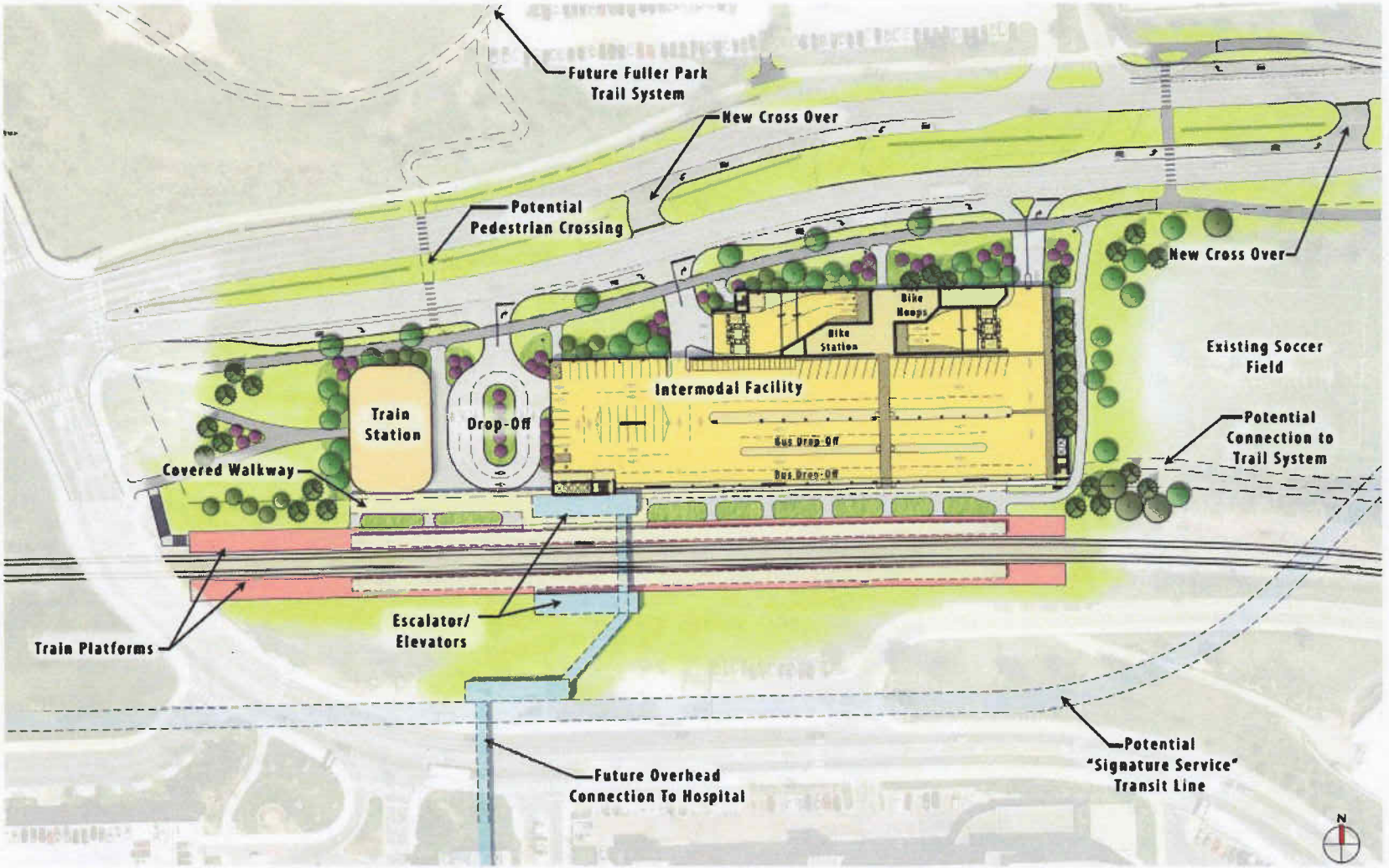
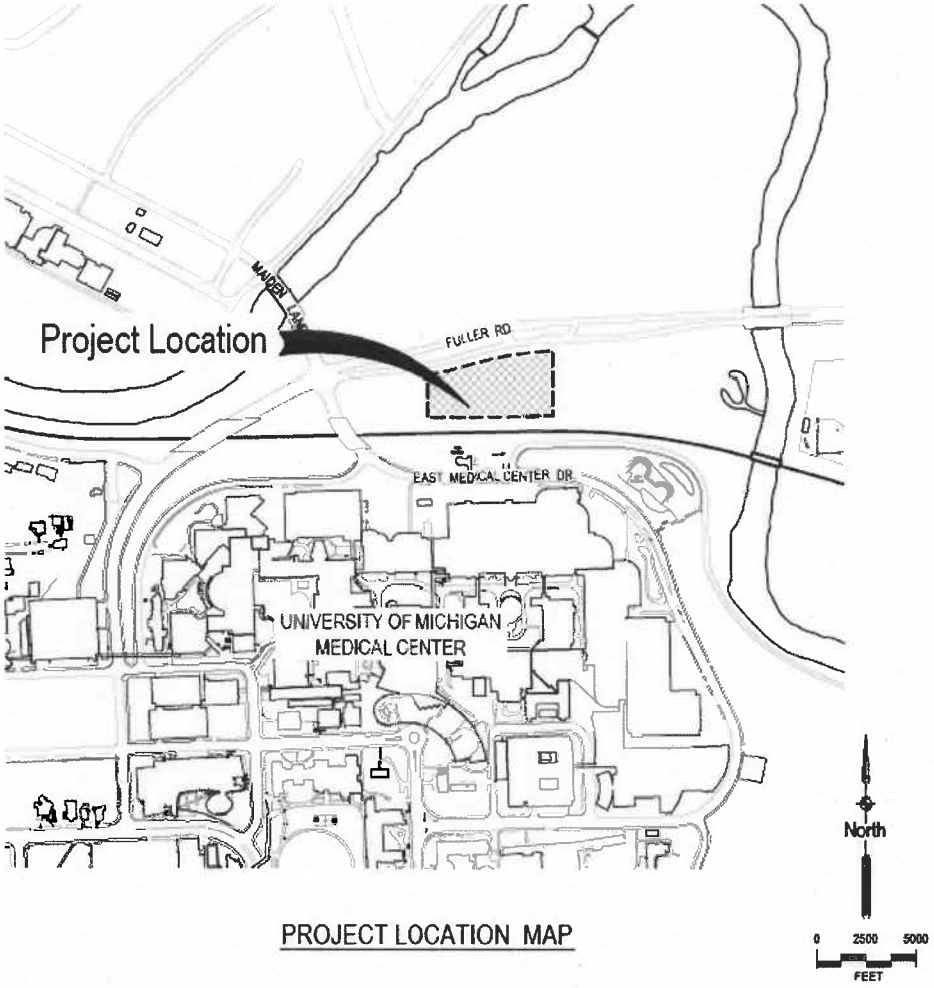


Exhibit B – Fuller Road Station: Master Concept Plan

October 19, 2009



PROJECT LOCATION MAP

Exhibit C – Location Plan

October 19, 2009

Public Meeting Notice
Fuller Road Station

ATTACHMENT D.1
(BACK)

As a resident or property owner within 1,000 feet of the site for the proposed Fuller Road Station, you are invited to attend a public meeting. In September, 2009, community members were invited to attend the first of several public meetings about Fuller Road Station. This second public meeting is scheduled for **Wednesday, February 10, at 7 p.m. in Council Chambers (2nd floor) at City Hall.**

Fuller Road Station is a collaborative project between the City of Ann Arbor and the University of Michigan that is planned for a Spring, 2010, submission to the Ann Arbor Planning & Development Services Unit. The location of Fuller Road Station will be in the vicinity of the parking lot on the south side of Fuller Road, just east of East Medical Center Drive/Maiden Lane.

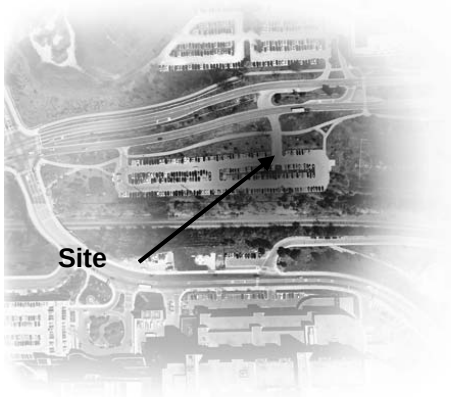
Fuller Road Station is proposed to be an intermodal transportation facility that will serve AATA and University bus service, non-motorized transportation (walking and bicycling), rail service and City and University parking needs.

Individuals receiving notices will have an opportunity to discuss Fuller Road Station with the design team and express any concerns, issues or problems with the proposed project.

Persons with disabilities are encouraged to participate. Accommodations, including sign language interpreters, may be arranged by contacting the City Clerk's office. Requests need to be received at least 24 hours in advance of the meeting. Other questions may be directed to Dave Dykman, City of Ann Arbor Project Management, at (734) 794-6410 x 43685 or email ddykman@a2gov.org.

Ann Arbor Planning & Development Services Unit
100 N. 5th Ave.
P.O. Box 8647
Ann Arbor, MI 48107

ATTACHMENT D.2
(FRONT)



ATTACHMENT E

CITY OF ANN ARBOR, MICHIGAN

100 North Fifth Ave. P.O. Box 8647
Ann Arbor, Michigan 48107-8647
Web: www.a2gov.org
Printed on recycled paper

MEDIA CONTACT:
Lisa Wondrash
Communications Unit Manager
(734) 794-6152, lwondrash@a2gov.org

CITY OF ANN ARBOR HOLDS SECOND FULLER ROAD STATION PUBLIC MEETING IN FEBRUARY

Public is invited to February 10 meeting to learn about project concept and commuter benefits.

ANN ARBOR, MI – January 20, 2010 – In 2006, Ann Arbor Mayor John Hieftje announced his vision for making Ann Arbor a model for mobility in the 21st Century. He outlined key elements of his transportation vision that included and supported alternative forms of transportation such as walking and bicycling, but also expanded on the City's bus, rail and train system to support a more regional mode of mobility.

Today, the City of Ann Arbor has the opportunity to move toward this vision. In September 2009, community members were invited to attend the first of several public meetings about this project. A second public meeting is scheduled for Wednesday, February 10, at 7 p.m. in Council Chambers at City Hall.

Fuller Road Station Public Meeting

When: Wednesday, February 10, 2010
Time: 7 – 9 p.m.
Where: City Hall, 100 N. Fifth Ave., Council Chambers, 2nd Floor.
Why: Second Fuller Road Station public meeting

This meeting will be taped for later replay on Community Television Network's Meeting Place Comcast Cable Channel 16. For more information about this project, contact Dave Dykman, City of Ann Arbor Project Management, at (734) 794-6410 x43685 or e-mail ddykman@a2gov.org.

Ann Arbor has 114,000 residents, spans 27.7 square miles, and was named the No. 1 Healthiest Hometown in the U.S. by AARP The Magazine in 2008. Other notable recognitions include: No. 27 of the top 100 U.S. cities to live in by CNN/Money Magazine in 2008, as well as the fourth smartest city in the U.S. by Forbes Magazine. The city's mission statement reads: The city of Ann Arbor is committed to providing excellent municipal services that enhance the quality of life for all through the intelligent use of resources while valuing an open environment that fosters, fair, sensitive and respectful treatment of all employees and the community we serve.

# # #

ATTACHMENT F

AGENDA

Project: **Fuller Road Station, Phase I – Citizen Participation Meeting #2**

Date: **February 10, 2010, 7:00 – 9:00 pm**

Location: **City Council Chambers – Ann Arbor City Hall**

Items to be discussed:

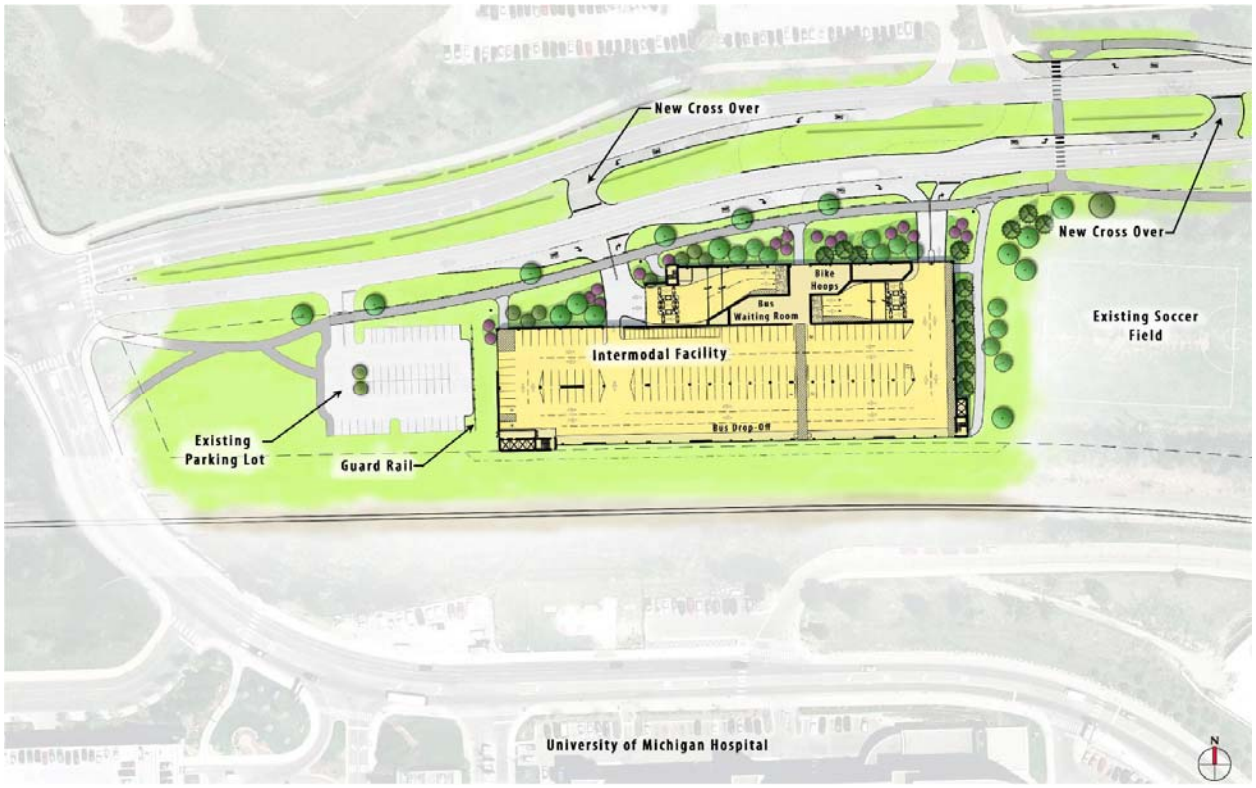
- **Welcoming Remarks**
- **Introduction of Project Team**
  Dave Dykman
- **Review of the Vision for Fuller Road Station**
  Eli Cooper
- **Review of Site Context**
  Dick Mitchell
- **Citizen Input**
  Connie Pulcipher
- **How Can I Stay Informed?**
  Connie Pulcipher
- **Review of Project Schedule**
  Dave Dykman

For Further Information:
Refer to http://www.a2gov.org/government/pages/fuller.aspx.
Sign up to receive project updates via e-mail (clik on the red envelope at upper right corner of webpage to register)
Contact Dave Dykman @ ddykman@a2gov.org

ATTACHMENT F.1

Fuller Road Station Phase I – Citizen Participation Meeting #2

February 10, 2010



Approved

Phase I Concept Plan – November 2009

Questions to consider:

1. Are there qualities of the Ann Arbor area that you feel could inspire design of the Fuller Road Station?
2. Are there special experiences, relationships or visual images within this area of Ann Arbor that you feel could be acknowledged and/or reflected in the design of the Fuller Road Station?
3. Are there unique qualities about the vision for the master plan of the Fuller Road Station as both a gateway and/or transportation hub that might inspire the design of the Station.

ATTACHMENT G.1

Fuller Road Station Phase I – Citizen Participation Meeting #2

February 10, 2010

Name	Address	Phone
RAY FULLERTON	505 E. HURON ST A2 48104	734-546-3653 RRF606@COMCAST.NET
CURTIS PETTINGER	2235 PARKWOOD 48104	224-588-6153
Steve Sullivan	2138 Vaal Crt 48108	734-358-9509

ATTACHMENT G.2

Citizen Participation Meeting

Fuller Road Station – Phase I

February 10, 2010

Name	Address	Phone
TIM MORTIMER	1050 WALL ST. 48105	734-930-0586
PETER ALLEN	944 N. MAIN	734-996-8821
Mary Morgan	330 Mulholland A2	645-5368
Sarah Rigg	Brooktree Court, Ypsilanti	481-1706
Gwen Nystuen	1016 Olivia	gnystuen@umich.edu
John Nystuen	1016 olivia	nystuen@umich.edu
ALICE RALPH	1607 E. STADIUM BLVD	ajralph@comcast.net
Carolyn Grawi	1490 Northbrook Dr, 48103	c.grawi@aaci.org (please send powerpoint)
Rick Nau	2300 Northcliff	Rick_Nau@URSCORP.com
Nancy Shiffler	2877 Sorrento Ave 48104	nshiffler@comcast.net
Sam Offen	1911 Boulder Dr. A2 48104	sgoffen@gmail.com
Lisa Mitchell	121 Fifth St A2	rmitchel@umich.edu
RAY DETTER	120 N. DIVISION A2 48104	RDETTER@UMICH.EDU

ATTACHMENT G.3

Citizen Participation Meeting

Fuller Road Station – Phase I

February 10, 2010

Name	Address	Phone
Rachel Bmsstar	517 E. Ann, Apt. 1	313-770-0090
[illegible]	—	
Marissa McClain		248 835-7641
Melissa Woodall	1000 Cedar Bend Dr	734-996-0125
John Satarino	281 Rhea St	734-662-7354
Robert Klingler	1077 Joyce	332-3993
Nancy Harvey Kaplan	3065 Hunting V.	—
PETER POLLACK	515 DETROIT	PP@POLLACK-DESIGN.COM
Naszha Pimpawatin	2481 PACKARD RD	NASZHA@UMICH.EDU
PRAMOTH K	2222 FULLER CT.	510 499 4416
Te-Ping Kang	2222 Fuller ct.	734 846 5571
Kristine Freeark	916 Fuller St.	734 668-0140

FULLER ROAD STATION – PHASE I

PARTICIPANT COMMENTS

WALKER PARKING CONSULTANTS

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 <u>decrease</u> 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?

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 planed 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

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.

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?

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?

ATTACHMENT I

Public Meeting Notice
Fuller Road Station

You are invited to attend a public meeting for the proposed Fuller Road Station. This is the third public meeting regarding Fuller Road Station; it is scheduled for **Thursday, May 6th, from 7:00 p.m. to 9:00 p.m. in Council Chambers (2nd floor) at City Hall.**

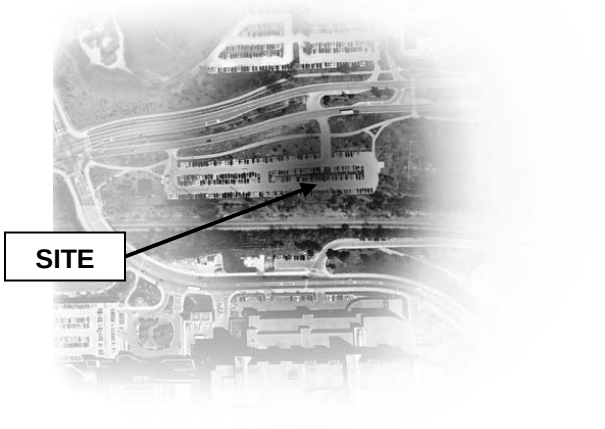
The location of Fuller Road Station will be in the vicinity of the parking lot on the south side of Fuller Road, just east of East Medical Center Drive/Maiden Lane.

Fuller Road Station is a collaborative project between the City of Ann Arbor and the University of Michigan that is planned for submission to the Ann Arbor Planning & Development Services Unit later in May, 2010.

During the last public meeting for Fuller Road Station, input was gathered and posted on the project website: http://www.a2gov.org/government/Pages/Fuller.aspx

You will have an opportunity to see some preliminary sketches of the design, continue the discussions from earlier meetings with the design team and express any concerns, issues or problems with the proposed project.

Persons with disabilities are encouraged to participate. Accommodations, including sign language interpreters, may be arranged by contacting the City Clerk's office. Requests need to be received at least 24 hours in advance of the meeting. Other questions may be directed to Dave Dykman, City of Ann Arbor Project Management Unit, at (734) 794-6410 x 43685 or email ddykman@a2gov.org.



ATTACHMENT J

CITY OF ANN ARBOR, MICHIGAN

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CITY OF ANN ARBOR HOLDS THIRD FULLER ROAD STATION PUBLIC MEETING MAY 6

ANN ARBOR, MI – April 23, 2010 – In September 2009 and February 2010, community members were invited to attend public meetings about the Fuller Road Station project, which will be in the vicinity of the parking lot on the south side of Fuller Road, east of East Medical Center Drive and Maiden Lane. Fuller Road Station is a collaborative project between the City of Ann Arbor and the University of Michigan that is planned for submission to the Ann Arbor Planning and Development Services Unit later in May, 2010. At the third public meeting on May 6, attendees will have the opportunity to view preliminary sketches of the design, continue the discussions from earlier meetings with the design team and express any support, concerns or feedback with the proposed project.

Fuller Road Station Public Meeting

When: Thursday, May 6, 2010
Time: 7 – 9 p.m.
Where: City Hall, 100 N. Fifth Ave., Council Chambers, 2nd Floor.
Why: Third Fuller Road Station public meeting

This meeting will be taped for later replay on Community Television Network's Meeting Place Comcast Cable Channel 16. For more information about this project, contact Dave Dykman, City of Ann Arbor Project Management, at (734) (734) 794-6410 x43685 or e-mail ddykman@a2gov.org.

Ann Arbor has 114,000 residents, spans 27.7 square miles, and was named the No. 1 Healthiest Hometown in the U.S. by AARP The Magazine in 2008. Other notable recognitions include: No. 27 of the top 100 U.S. cities to live in by CNN/Money Magazine in 2008, as well as the fourth smartest city in the U.S. by Forbes Magazine. The city's mission statement reads: The city of Ann Arbor is committed to providing excellent municipal services that enhance the quality of life for all through the intelligent use of resources while valuing an open environment that fosters, fair, sensitive and respectful treatment of all employees and the community we serve.

# # #

ATTACHMENT K

May 6, 2010

Fuller Road Station
Phase I

Citizen Participation Meeting #3 Agenda

1. Welcome Remarks and Introduction of Design Team –Dave Dykman, 5 min

The City of Ann Arbor
The University of Michigan
AATA
UM Parking/Transportation
Walker Parking Consultants, Inc.
Mitchell and Mouat Architects, Inc.
Beckett Raeder Inc.

2. Update of the Vision for Fuller Road Station – Eli Cooper, 10 min

3. Review of Citizen Participation Meeting #2 – Connie Pulcipher, 5 min

4. Presentation of Site Concept – Deb Cooper, 10 minutes

5. Presentation of Architectural Concept – Dick Mitchell, 10 minutes

6. Input Session – Connie Pulcipher 45 min

7. Review of the Project Approval Schedule – Dave Dykman, 10 min

Become a City of Ann Arbor e-subscriber and receive emails announcing when the Fuller Road Station project website has been updated. A link will be provided in the body of the email that will allow you to access details about meeting dates or new project information. This is a free service; simply go to the City's home page at www.a2gov.org and click on the red envelope in the upper right corner where you will be guided through the subscription process.

For specific questions to be answered, contact Dave Dykman, City of Ann Arbor Project Management, at (734) 794-6410 x 43685 or e-mail ddykman@a2gov.org.

ATTACHMENT L

Meeting Attendance Record

Fuller Road Station, Phase 1 - Citizen Participation Meeting #3

Thursday, May 6, 2010, 7:00 p.m.

Name	Affiliation	Phone	E-Mail
Julie Grand	Park Advisory Com.	734-369-3895	jbgrand@umich.edu
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Elizabeth Donoghue Colvin	AA resident		
Carolyn Grawi	AA CIC	734-971-0277 ext 16	cgrawi @ aacity.org
Lisa Jevens	AA resident	734-302-0030	ljevens@yahoo.com
John Satarino	AA resident	734-662-7354	
Nancy Shiffler	AA resident	734-971-1157	nshiffler@comcast.net
Rita Mitchell	AA resident	734 665-0948	rmitchel @ umich.edu
Robert Kinglor			mk0818@gmail.com
Vince Caruso	ACWG AA Resident	734-662-0497	VPC@ACWG.ORG
RAY DETTER	DOWNTOWN AREA CAC	734-668-7027	RDETTER@UMICH.EDU
Laura Strowe	AA Whiner	665-8980	LEKSARTS@yahoo.com
Sabra Briere	Ann Arbor Council	995-3518	sbriere@A2gov.org
doug koopsell	Univ of Mich	(734) 647-1327	koopsell @ umich.edu
Deb Cooper	Bridgewater Partners Inc	734 663 2622	coop@briA2.com

FULLER ROAD STATION – PHASE I

PARTICIPANT COMMENTS

WALKER PARKING CONSULTANTS

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.

- 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?

FULLER ROAD STATION – PHASE I

PARTICIPANT COMMENTS

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?

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?

- 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.

ATTACHMENT O

Public Meeting Notice
Fuller Road Station

You are invited to attend a public meeting for the proposed Fuller Road Station. This is the fourth public meeting regarding Fuller Road Station; it is scheduled for **Thursday, July 8th, from 7:00 p.m. to 9:00 p.m. in the Washtenaw County Building Lower Level Meeting Room located at 200 N. Main Street, Ann Arbor, Michigan.**

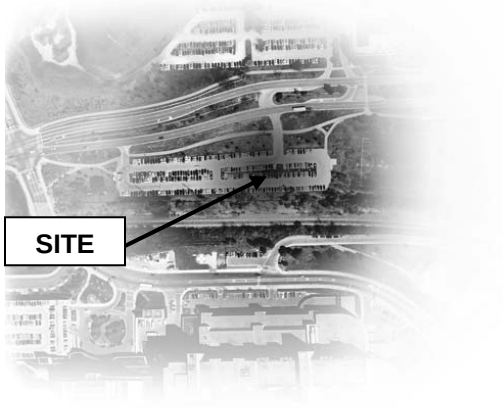
The location of Fuller Road Station will be in the vicinity of the parking lot on the south side of Fuller Road, just east of East Medical Center Drive/Maiden Lane.

Fuller Road Station is a collaborative project between the City of Ann Arbor and the University of Michigan that is planned for submission to the Ann Arbor Planning & Development Services Unit later in July, 2010.

During the last public meeting for Fuller Road Station, input was gathered and posted on the project website: http://www.a2gov.org/government/Pages/Fuller.aspx

You will have an opportunity to view further details of the design, continue discussions from earlier meetings with the design team and express any concerns, issues or problems with the proposed project.

Persons with disabilities are encouraged to participate. Accommodations, including sign language interpreters, may be arranged by contacting the City Clerk's office. Requests need to be received at least 24 hours in advance of the meeting. Other questions may be directed to Dave Dykman, City of Ann Arbor Project Management Unit, at (734) 794-6410 x43685 or email ddykman@a2gov.org.



ATTACHMENT P

CITY OF ANN ARBOR, MICHIGAN

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Communications Unit Manager
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CITY OF ANN ARBOR HOLDS FOURTH FULLER ROAD STATION PUBLIC MEETING ON JULY 8

ANN ARBOR, MI – June 23, 2010 – In September 2009, February 2010 and May 2010, community members were invited to attend public meetings about the Fuller Road Station initiative. The Phase One Intermodal Facility project is located in the vicinity of the existing surface parking lot south of Fuller Road, and east of the Maiden Lane and East Medical Center Drive intersection. Originally planned for a May submission to the Planning and Development Services Unit, this collaborative project between the City of Ann Arbor and the University of Michigan is now scheduled for submittal later in July. At this fourth public meeting attendees will have the opportunity to view further developed details of the design, continue discussions from past meetings with the design team and express support, concerns or feedback with the proposed project team.

Fuller Road Station Public Meeting

When: Thursday, July 8, 2010
Time: 7 p.m. to 9 p.m.
Where: Washtenaw County Building, 200 N. Main Street, Ann Arbor, Michigan; Lower Level Meeting Room
Why: Fuller Road Station Public Meeting No. 4

For more information about this project, contact Dave Dykman, City of Ann Arbor Project Management, at (734) 794-6410 x43685 or e-mail ddykman@a2gov.org.

Ann Arbor has 114,000 residents, spans 27.7 square miles, and is frequently recognized as a foremost place to live, learn, work, thrive and visit (www.a2gov.org/news). To keep up with City of Ann Arbor information, subscribe for e-mail updates (www.a2gov.org/subscribe), follow us on Twitter (http://twitter.com/a2parks) or become a city fan on Facebook (www.facebook.com/annarborparks). The city's mission statement reads: The city of Ann Arbor is committed to providing excellent municipal services that enhance the quality of life for all through the intelligent use of resources while valuing an open environment that fosters, fair, sensitive and respectful treatment of all employees and the community we serve.

# # #

ATTACHMENT Q

July 8, 2010

7:00 PM – 9:00 PM

Fuller Road Station, Phase I

Agenda

Citizen Participation Meeting #4

1. Welcome Remarks–Dave Dykman, 7:00 PM

- Introduction of design team members
- Preview tonight's presentation
- Description of the format for tonight's meting
- Preview project submittal and approval schedule

2. Update of the Vision for Fuller Road Station – Eli Cooper, 7:10 PM

3. Presentation of Design Concept – Dick Mitchell, 7:25 PM

4. Discussion – Moderated by Connie Pulcipher 7:40 PM

Become a City of Ann Arbor e-subscriber and receive emails announcing when the Fuller Road Station project website has been updated. A link will be provided in the body of the email that will allow you to access details about meeting dates or new project information. This is a free service; simply go to the City's home page at www.a2gov.org and click on the red envelope in the upper right corner where you will be guided through the subscription process.

For specific questions to be answered, contact Dave Dykman, City of Ann Arbor Project Management, at (734) 794-6410 x 43685 or e-mail ddykman@a2gov.org.

Fuller Road Station Phase I – Citizen Participation Meeting #4

July 8, 2010

Name	Address	Phone
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Eliana Moya-Raggio	1050 Wall St.	734 761-8839
Kittie Morelock	1050 Wall St,	734.995-4779
Andrew Filip	1249 Island Drive	
Yan Zeng	yzen@umich.edu	626-215-4840
doug koepsell	1114 Sullivan Dr	(734) 665-3192
George Gaston	1217 island Drive #103. AA.	GHGaston@Hotmail.com.
GWEN NYSTUEN	1016 OLIVIA 48104	gnystuen@umich.edu
John D Nystuen	1016 Olivia Ave A2 48104	nystuen@umich.edu
LAUREN WILLIAMS	2830 Marshall St. A2 48108	laurenaw@umich.edu
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ATTACHMENT R.1

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Larry Deck	3050 Lorraine St, A2 48108	971-7741
Robert Klingler	1077 Joyce AA 48103	rmk0818@gmail.com
Amit Baraskar	1801 willowtree LN APT C2	baraskar@umich.edu
Keith Johnson	2889 Walnut Ridge 48103	rkj920@gmail.com
Neha baraskar	1801 willowtree ln 48105	nehabaraskar@gmail.com
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Jose Bernstein	3552 Frederick	JAB4410@gmail.com
[illegible]	2061 Day	bach@umich.edu

ATTACHMENT R.2

Citizen Participation Meeting #4

Fuller Road Station – Phase I

July 8, 2010

Sheet 6 of 11

Name	Address	~~Phone~~ EMAIL
PETER ALLEN	994 N. MAIN	pallen@umich.edu
RANDY JACOB	1510 JONES DR.	ranjacob@umich.edu
STEVE DOLEN	4120 Corey Ct.	
ANDREW CLULEY	89.1 WEMU	acluley@emich.edu
Sabra Briere	1418 Broadway	sbriere@AZGOV.ORG
Jim Kosteva	5023 Thompson	jkosteva@umich.edu
Aditya Inamdar	1815, 2BS, Willow Tree Lane	aadityainamdar@gmail.com

ATTACHMENT R.3

Citizen Participation Meeting #4

Fuller Road Station – Phase I

July 8, 2010

Sheet 3 of 11

Name	Address	Phone
Peter Ponack	575 Detroit	(603) 952 996-5978
Barbara Bach	2061 Day	994-4571
Nancy Schaffer	2877 Sorrento	
Rita Mitchell	621 Fifth St	

ATTACHMENT R.4

FULLER ROAD STATION – PHASE I

PARTICIPANT COMMENTS

WALKER PARKING CONSULTANTS

JULY 8, 2010

Transit

- Comment that the function of the building after Phase I will be similar to a Park & Ride lot.
- We need to concentrate on transit development and not on individual cars. This parking will also get full. And then, we will need more. We need to re-look at the program and this project. *Written comment*

Project Process

- Is it possible to combine Phase I with Future Phases now?
- Questions about the limited program elements included in Phase I (2 such)
- What are the number of parking spaces that will be devoted to the City and to the University?
- Concern expressed that Future Phases may never be built.
- Will there be public hearings related to the approval process?
- Question about governing standards
- Suggestion to reverse the phases
- Thanks (again) for your hard work & leadership on this project. Could you provide names of books/articles/websites regarding transit/transportation that would help inform us about relevant issues/background of other U.S. or E.U. projects? *Written comment.*

Park

- Is this an appropriate use for park land (4 such)?
- Suggestion regarding alternate location (s) for the facility.
- Suggestion that the existing border to border tail system be improved as part of this project.
- What is the timeframe for improvements to the trial system?

Pedestrian

- Question regarding pedestrian access to the train tracks and points south after Phase I.
- Concern expressed about pedestrian crossings at vehicle ingress and egress points.

FULLER ROAD STATION – PHASE I

PARTICIPANT COMMENTS

JULY 8, 2010

Development

- Suggestion to allow more of the site to the east to be devoted to this project to provide opportunity for less dense and less tall building components that could be split apart to frame views into Fuller Park for arriving rail passengers.

Neighborhood

- Concern expressed about traffic density
- I live in the neighborhood – I am very much in support of the entire Fuller Transit Center.

Environmental

- Could more solar collectors be included?
- What is the timetable for the Environmental Assessment?
- Comment about storm water management.

Design Considerations

- Suggestion to improve “gateway” elements (3 such)
- Concern expressed about general appearance of building (7 such)
- Support expressed for general appearance of the building
- How will the bike shop space be allocated in Phase I and Future Phases?
- What are the plans during future phases for expansion of the parking floors?
- What is the parking capacity of Phase I?
- What safety precautions have been considered?
- Request that the pint of view of the renderings be heightened and viewed parallel with the path of Fuller Road. This would make the separation between the U of M Medical Campus and Fuller Road Station more clear.
- I agree that the design could be enhanced (i.e. 4th and Washington structure is beautiful – this could be more iconic/beautiful as well). Worth spending more on it – for the long run. *Written comment*
- I agree with all comments about the design. I continue to support the project. *Written comment*

- I agree with the comments presented that the transit center fades into the background of the hospital and does not serve as a gateway. I think it needs to relate more directly to the road by running parallel along its frontage of Fuller Road. *Written comment.*

- As a cost effective design solution I would suggest looking at the recent construction of the Gerald R. Ford International Airport and how they successfully made a parking structure into a gateway, it is very effective at breaking up the monotony of a ramp. Also, by bringing out the entrance instead of having it flush with the ramp, it would effectively make the entrance more iconic. Make the towers more interesting. Why brick – it looks heavy? Show the technology and sustainability through materials. *Written comment*.

Financial

- What is the projected cost of Future Phases?

- Concern expressed about the likelihood of Federal funding.

- Question about AATA involvement with respect to funding

ATTACHMENT T.1

FULLER ROAD STATION – PHASE I

FREQUENTLY ASKED QUESTIONS

APRIL 29, 2010 (REVISED MAY 27, 2010; AUGUST 2, 2010)

The project team has received many questions about Fuller Road Station (FRS) at public meetings. While we have tried to answer as many questions as possible during the meetings, we thought it would be useful to provide answers to those most frequently asked questions here. The questions and responses have been grouped by category. More project information is available on the FRS web page which can be accessed from the www.a2gov.org home page. Click on "Fuller Road Station" in the "working in" column.

Become a City of Ann Arbor e-subscriber and receive emails announcing when the FRS project website has been updated. A link will be provided in the body of the email that will allow you to access details about meeting dates or new project information. This is a free service; simply go to the City's home page at www.a2gov.org and click on the red envelope in the upper right corner where you will be guided through the subscription process. You can unsubscribe at any time.

For specific questions to be answered, contact Dave Dykman, City of Ann Arbor Project Management, at (734) 794-6410 x 43685 or e-mail ddykman@a2gov.org.

TRANSIT

1. *Please provide all pertinent information that compels the creation of additional passenger rail facilities in Ann Arbor at this time. Include time tables for the establishment of new rail services, the number of passengers anticipated to be accommodated, the number of rail trips that are expected to stop in Ann Arbor by respective services, and the types of services to be provided by respective rail companies.*

   Response: The existing AMTRAK station accommodates current service. It is located along Depot Street and has limited space for passenger services. Ann Arbor station is the second busiest AMTRAK station on the line between Chicago and Detroit. It accommodates over 144,542 passengers per year. AMTRAK's long-term parking, 75 spaces, is located across the tracks and is accessible via a long and circuitous path including climbing up a flight of stairs and across the Broadway Bridge to the second flight of stairs. In the next twenty-five years, AMTRAK anticipates they will double their service and increase their need for long-term parking. One of the elements to accommodate increased AMTRAK ridership is adequate increased parking supply.

   Planning for the Ann Arbor to Detroit commuter rail service has been evolving since the late 1990s. The current project is being co-managed by Southeast Michigan Council of Governments (SEMCOG) and Michigan Department of Transportation (MDOT). The service is anticipated to begin with between four to six roundtrips daily. The lack of identified funding for necessary rail infrastructure improvements resulted in a recent announcement about a delay in commuter service start-up. Commuter service was anticipated to begin this fall, but will not due to the need for improvements to the rails themselves. In spite of the delay for regular commuter service, the rail project sponsors indicated they would be initiating a series of special event trains to begin later this year.

Although many questions remain about the initial phases of the commuter service, the long-term-planning and expectation is the service will grow into a successful regular commuter service. In addition to increasing the parking supply, FRS is designed to remedy the difficult access from the current rail station to rail-related parking. FRS is planned to meet the short term needs of approximately 130 commuter rail related parking spaces if the rail elements are funded during the demonstration service. If rail elements are included in the future, there are provisions to expand the commuter parking provided for rail patrons at that time.

The last type of rail service being discussed is high-speed rail linking Detroit and Chicago. This concept would provide higher speed trains of greater than 110 mph and increased frequency in service between the two endpoints. The timetable and system design is unknown at this time. MDOT is working with the Federal Rail Administration (FRA) to secure funding to increase the speed of rail traffic between Michigan and Chicago. The initial priority is to increase the speed of the corridor and then introduce trains that can benefit from the enhanced infrastructure. It is unknown if the high-speed rail service would replace or supplement current AMTRAK operations and train runs.

2. *Is the proposal to build a parking structure or a "transportation center"?*

Response: FRS is an Intermodal Transportation Center. The City Council approved *Fuller Road Station Master Concept Plan* report includes several components: a train station; rail platforms; associated drop-off and short-term parking areas; areas defined for taxi operation and corporate shuttle vehicles; a major bus transit center including eight or nine bus bays to accommodate AATA, University of Michigan (UM) and over-the-road transit vehicles; a full service bicycle station including opportunities for bike storage and shower and changing facilities for bicyclists; a pedestrian skywalk linking to the UM medical center; consideration for a link to proposed future transit service identified as “Signature Service” in the Plan; improved shared-use pathways creating links to Fuller Park Pool, the Border to Border (B2B) system and the path system along Fuller Road; and parking for up to 1,600 vehicles.

The *Phase One Concept Plan* is currently in the design phase. The phase one project includes a bicycle storage area; a covered bus transit waiting area; covered bus platforms for up to five Ann Arbor Transportation Authority (AATA), UM and over-the-road carrier buses; enhanced non-motorized paths; adjustments to Fuller Road crossovers to access the facility; and parking both in the Intermodal Facility and a small remaining surface lot that will be the location of the future train station and drop-off loop.

3. *What other transportation services have shown interest in the project?*

Response: AATA, University of Michigan, AMTRAK, MDOT, SEMCOG, Greyhound and bicycle groups have indicated an interest in various elements of the project.

4. *Won't the 3-year "demonstration project" that you said would begin the end of October 2010 be delayed by the fact that no funding has been received to construct the four sidings needed in Detroit, Dearborn, Ypsilanti and Ann Arbor? When you speak of trains for special occasions this fall, wouldn't this be a round trip as was suggested for a game or parade, and would not constitute the beginning of a commuter demonstration?*

Doesn't this mean that there is no need to build a train station at this time since a decision on whether there is ridership to support even a subsidized commuter train (subsidy estimated at 8 million a year) will not be made until the completion of the demonstration project? What is your projection of the earliest the demonstration project could begin?

Response: According to Carmine Palombo of SEMCOG "The money for the sidings was part of the funding we asked for as part of the HSR funding. As I previously indicated, funds for this were not approved and the project cannot go forward and provide regular scheduled service without the sidings in place. We are working on other funding options to secure the needed funding."

The response to question one, above, outlines some of the shortcomings of the existing AMTRAK Station for its customers and their expected increased ridership. Relocation of the train station and accommodations for rail passengers is not contingent on one form of rail service or another, but to enable the rails to better serve our community.

5. *What progress is being made on the northeast connector line from North Campus and the East Medical Campus to Central Campus? Is this going to be a joint project with the city and UM? What are the current thoughts about a potential route and funding? I'm wondering about this line crossing other city property.*

Response: Work on the Ann Arbor Connector Project, which began in the fall of 2009, is ongoing. Visit the project website at www.AAConnector.com for more information. The initial feasibility is a joint effort including the City, the UM, the AATA, and the Downtown Development Authority. It is too early in the project to describe potential routes and funding. The analysis is currently focused on developing a solid technical foundation for the analysis. Such a foundation is essential to assist us as we determine if there is a need for high-capacity transit in the intra-city corridor. Later phases of the study will determine if feasible routes, alignments, technologies, and funding sources are available to continue pursuing the effort.

TRAFFIC CONSIDERATIONS (all modes of traffic)

1. *Has the Norfolk Southern Corp. agreed to have a pedestrian bridge built over their rail right-of-way to connect FRS to the UM Medical Center?*

Response: The FRS project and the evolution of the rail system have not yet reached a point when such authorization is necessary. However, it is customary in the provision of passenger rail service to have platform access provided in this manner. As rail service on the corridor grows, a time may come when the corridor will need to have two sets of tracks, one in each direction to provide safe and efficient rail operations. Several rail system engineers and designers have already evaluated the Fuller Road Station location and determined passenger access to a south platform is not viable from the south. Since there will be a prohibition of passengers walking across the active rails, it will be necessary to have passengers access the south loading platforms via a grade-separated crossing. There are two primary options: an underground tunnel or an overpass. At this time the recommended approach is to create a pedestrian overpass to access a south

platform. This overpass can then easily be extended, providing direct pedestrian access to the UM Medical Campus.

2. *What is the distance from FRS to the UM Medical Center across the pedestrian bridge?*

Response: The approximate distance, as measured from the FRS Master Concept Plan drawing, is approximately 800 feet.

3. *Would trains entering and leaving the station impact car traffic flow in the vicinity of the terminal? What other types of traffic impacts do you anticipate?*

Response: No, the trains are completely separated from vehicular traffic and will have no impact on traffic flow. There will be additional vehicular traffic resulting from passengers either arriving or departing from the trains as they travel to their final destinations in the Ann Arbor area. Detailed traffic analysis has been conducted to evaluate the transportation implications of such passenger and vehicle flows. The transportation analysis is available on the FRS project website. Please click here to access the report

4. *The project will draw more autos into the Huron River Valley. How is this sustainable? How does this support use of alternate transportation?*

Response: Fuller Road Station is designed as a multimodal transportation facility that can lead to changes in travel behavior, thereby reducing the number of vehicle miles travelled on the city and region's roadways. The immediate short term impact will be the additional vehicles parked in the intermodal facility. In the long term, the introduction of commuter, intercity and high-speed rail, transit, a local connector system as well as sky bridges and a system of walks and paths will result in a vibrant transportation center.

The introduction of rail service combined with commuter parking can reduce long distance trips from Ann Arbor's resident's that will use the train to access destinations including Metro Airport, Dearborn, Detroit and Chicago. Currently, the Amtrak station provides a limited amount of parking that is oversubscribed during peak periods. Additional parking capacity will allow residents to make a short drive to FRS, near the center of Ann Arbor, and then travel scores of miles to their destinations using rail-based public mass transportation.

For visitors and workers coming into Ann Arbor, having the train station within walking distance to the UM Medical campus places the rail platform within a convenient walk distance for thousands of commuters. This will result in parked vehicles being left at home or nearer their homes in park and ride lots at an originating station. Absent realization of the Fuller Road Station Plan, these commuters will more likely have no option but to drive to Ann Arbor and occupy space on the regional highways accessing the city, and also compete with local trips for the capacity along local streets.

Additionally, the convenience of transit transfers at the train station within the FRS facility will enable many other workers and visitors to come to Ann Arbor via rail and access our downtown area, or other activity areas without relying on an automobile trip. Again, the overall reduction in vehicle trips is made possible through the design and development of an attractive FRS. [Need to enhance Phase One justification. For instance, the argument could be made that establishing the Phase One infrastructure will allow favorable consideration of federal funding for construction of the enhanced train station at this site.]

Additional "Sustainability" will occur due to the inclusion of a bike facility in the intermodal structure. The first phase will include bicycle storage in a weather-protected environment. The long term vision is to improve the bike facility to include a full service center including cyclist convenience features such as changing rooms, showers and lockers for clothing and bicycles.

Lastly, the design of the facility embraces sustainability by improving stormwater management through the use of bioswales and other low impact design considerations. The lighting will be based on a energy efficient LED technology with further sustainability resulting from computer controlled lighting systems. A number of areas in the facility will be prepared for charging or electric cars. This can serve as a location for station–based zip cars and other ULEV, ZEVs and PLEVs. Lastly, solar collector arrays are being considered as a component of the south façade of the Phase One building. These solar collectors will further add to the facility's efficient energy portfolio.

5. *What is the likelihood bicyclists will use the facility for parking? Name the groups you are consulting. Indicate how many you anticipate will use the showers? This seems to be a highly unlikely bicycle destination.*

Response: The bicycle facility is initially designed as a storage location for bicycle commuters destined to the UM Medical campus as well as others that may choose to bicycle to this location and transfer to an AATA or UM transit vehicle. Currently, there are many bicycle commuters destined to the UM Medical campus. We are working closely with the UM in all aspects of planning for this facility including bicycle use.

The Washtenaw Biking and Walking Coalition is involved with non-motorized transportation issues in the City. Leadership of the WBWC has engaged in discussion of the bicycle element of FRS and staff anticipates building on the current relationship with the WBWC and its links to the bicycling community to make sure the facility is designed in a manner that invites bike use.

The long term evolution of the bicycle storage area to a full service bicycle station including showers is an opportunity that needs additional study over time. It is recognized that with the link to rail service as a future element, the market for such bicycle facilities may not develop in the short term. Once rail service is available, the activity level at this location for all users is expected to increase. According to US Census reports, in 2000 approximately 2% of commuter trips in Ann Arbor included a bicycle. The City's Non-motorized Transportation Plan goal is to triple the percentage of

trips made using bicycles. This existing and increasing market creates the basis for the users of the bicycle center. It is also understood that inbound commuters on trains may opt to store a bicycle at the station, arrive in Ann Arbor via rail and bike to their final destination. There is also an opportunity for a bicycle center to serve the community by renting bicycles for use by visitors that may want to access the Border to Border trail.

ENVIRONMENTAL

1. *What environmental assessment will be done for this project and what will it address? What is the timeline for the assessment? Who will pay for the assessment?*

   Response: An Environmental Assessment (EA) that meets the federal National Environmental Policy Act (NEPA) requirements will be completed. It will be a comprehensive evaluation of all environmental impacts of the project required by federal law. The EA effort was initiated in the winter of 2009/2010 and is expected to be completed in late summer of 2010. After the draft document is prepared it will be submitted for review by the appropriate federal agency(ies). The Environmental Assessment effort is currently being paid for by the City of Ann Arbor. *The City is in the process of applying for a grant for the Environmental Assessment from the Federal Rail Administration. If the City receives a federal High Speed Intercity Passenger Rail (HSIPR) grant from the Federal Rail Administration, the City will be reimbursed for all expenses incurred since January 2010.*

2. *How will the station address the potential risk of flooding in the flood plain area?*

   Response: The Fuller Road Station site is not located in the floodway, flood fringe or designated 100-year or 500-year floodplain areas. As a matter of environmental stewardship and City of Ann Arbor policy, FRS is being designed with sustainability principals. The project will include low-impact design (LID) storm water management techniques. The use of LID measures results in alterations and improvements to the existing storm water system that services the current parking area. Generally, the low impact design will allow maximum infiltration of storm water to occur while the storm water is conveyed from the site/facility through a series of bioswales designed to serve such a purpose.

PROGRAM & OPERATIONAL CONSIDERATIONS

1. *How massive is the building? How will you "minimize" the design of FRS so that it will blend with natural beauty of the area?*

   Response: Pedestrian scale amenities will be incorporated into the site design, including landscaping, a pedestrian plaza, stone seat walls, and pathways. The architecture will integrate pedestrian stairs, walkways and multiple entry elements to enhance the pedestrian experience. Colors and materials have been selected throughout to break up the scale of the building and harmonize with the natural character of the river valley.

2. *How many spaces are planned for the parking structure? How is their use to be divided?*

Response: Phase one of the FRS project is planned to accommodate approximately 1,000 vehicles. There will be 900 parking spaces on levels two and above with the remaining ground level parking of approximately 100 spaces within and outside of the facility. The anticipated use of the parking is defined in a Memorandum of Understanding (MOU) between the City and the UM. The UM will have rights to 78% of the parking consistent with their "Proportionate Share" as defined in the MOU. The remaining parking is anticipated to meet the needs of the public. The City projects a short-term need of approximately 200 spaces to accommodate parking associated with rail service and Fuller Park patrons.

3. Will park users be charged for parking?

Response: No, park users will not be charged for parking.

4. *Do you anticipate any additional private development in the vicinity of the station?*

Response: Yes, the train station building is designed to accommodate AMTRAK and other passenger service with a modest amount of area reserved for private or public use that could include a coffee shop or other convenience commercial activity. The bicycle facility, part of the intermodal facility component of FRS, can be occupied by either a private business or a nonprofit entity.

5. *Will there still be a soccer field in the park next to FRS?*

Response: Yes, the facility has been planned and designed to exist on the footprint of the existing surface parking lot. Although there will be some landscaping and storm water management elements, bioswales, etc. that extend from the facility, the soccer field will remain intact.

6. *Due to the limited program elements included in Phase 1, is it possible to combine Phase 1 with future phases now?*

Response: Yes, it would be possible to combine additional components of the Fuller Road Station Master Concept Plan into a more robust Phase One, depending on the availability of funding. The City has been aggressively pursuing grant opportunities to advance the schedule for completion of the Fuller Road Station master plan.

7. *Who will police the parking structure? Will security be 24/7?*

Response: The University Department of Public Safety (DPS) will provide parking enforcement and will periodically patrol the facility. The University DPS and Ann Arbor Police Department will work together in response to emergency situations and the University DPS will typically be first responder. There will not be on site 24/7 security in Phase One.

8. *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?*

   Response: Lighting design will consider glare as well as light levels required for safety of patrons and energy efficiency of the lighting system, and will balance these needs as much as feasible, with safety of facility patrons and the public being the highest priority.

FINANCIAL

1. *What will be the cost of building the parking structure? How will the cost be divided?*

   Response: The current estimate for building the FRS Phase One project is $46.6 million. The cost will be shared according to the MOU referenced above with the City's share being 22% of design and construction costs.

2. *Who will own the land in the future? Who will own the building(s)?*

   Response: The City will own the land and the buildings.

3. *Is this project only going forward if there is funding for new rail service? When might that funding be established, and how?*

   Response: No, FRS Phase One project is moving forward based on City Council authorization. It is not possible to anticipate the availability of funding for future phases. The MOU contains a clause that states "The City and University shall cooperate and use their best efforts to achieve completion of mutually beneficial elements of FRS not included in Phase One."

4. *What is the current per space/per year rental cost to the University for the current lot? What will the space/per year cost of the spaces in the structure be when it opens? How were those rental rates determined?*

   Response: The current rental cost to the University of Michigan is approximately $125.00 per space per year. The terms of the MOU have been reached through negotiations between the City and UM.

5. *When was the parking lot that is across Fuller Road from the swimming pool built? Who paid for the lot and what was the cost? How much does the University pay to use lot and will they continue to lease it?*

   The Council resolution for the parking lot was passed in September of 1993 and the lot was built in 1994. The agreement states: "At its own expense, the University agrees to design and construct a 250 space parking lot and curb cut design approved in writing by the City at a cost not to exceed $375,000." The University of Michigan currently pays $31,057 per year to use the lot.

The FRS MOU includes a provision that requires a "payment of $24,846 to the City Parks and Recreation Services Unit to be paid by each party according to the Proportionate Share for that year. The Payment will be increased by 3% per year for 30 years…." This $24,846 payment is 80% of the current lease payment for the surface lot on the south side of Fuller Road. It reflects the proportionate share of the existing surface lot that will be occupied by the intermodal facility.

Additionally, approximately 50 spaces will be retained in a surface lot west of FRS. This area is assigned to the City's use in Section 5.b of the MOU. The MOU does not address any compensation related to the 50 retained surface spaces.

6. *Has there been an appraisal of this property in the last 10 years? If so what is it? If not, what is a comparable value for property in this location? In the LAC millage process, this would be a very valuable piece of property for parks to acquire since it is both located in the central area of the city that has the least amount of open space/parkland and is along and part of the Huron River corridor.*

Response: Yes, an appraisal was completed on January 19, 2004 when this site was being considered for affordable housing. The appraised property consisted of a 10.73 acre parcel of land (8109-09-28-101-004) bounded by Fuller Road to the north, the Huron River to the east and the Norfolk Southern Railroad to the south. A small 0.67 acre triangular portion of the property at the westerly end is separated from the remainder of the parcel by East Medical Center Drive. The appraisal indicated a value of $4,250,000 for the 10.73 acre parcel if it were developed for affordable housing. The Fuller Road Station would occupy only a portion of this 10.73 acre parcel. Since the property is zoned Public Land (PL), it is not seen as a significant revenue generator so the January 19, 2004 appraisal is not considered an accurate indicator of the land's value.

7. *Please document the costs of this project to date. Please outline the overall projected costs and phases of the project and the sources of funding. In the initial document the total project cost was about $58 million. This means that the cost to the City is around 13 million dollars. SEMCOG shows "local" support for the AA-Detroit rail--- Where do you believe it is possible to find funds? Are applications by AA for funding in process? What are the sources?*

Response: As of June 30 the City and UM together have spent $835,975 on the project. With regard to the Master Concept Plan, the latest cost estimate is $121.3M. This includes $46.6M for the Phase One facility.

The initial *Ann Arbor Multi-Modal Transit Center Issue Analysis* report from March 2009 indicated an overall FRS construction cost estimate of approximately $58M. More refined costs developed in conjunction with the *Fuller Road Station Concept Plan Report* from October 2009 and ongoing design efforts now yields an estimated the total project construction at $121.3M with $46.6M of this being for the Phase One Intermodal Facility. These costs reflect a more detailed project program developed during conceptual planning. The present budget for the Phase One facility includes all project-related costs

for construction, architecture and engineering, testing, administration and various contingencies.

A variety of possible federal funding sources have been identified for this project, some of which remain viable. There are several federal transportation programs ranging from the FRA's High Speed Rail Program; to various FTA and FHWA transportation, rail station, Congestion Mitigation Air Quality, and other funds that may be available. Additionally, the federal transportation authorization legislation, SAFETEA-LU, is subject to reauthorization as it is currently sustained by a continuing resolution. There are funding opportunities in the reauthorization process, including the High Priority Program, which are possible sources for this intermodal facility. Currently, requests are before FTA for a Bus Livability Program Grant as well as requests for High Priority Program funds as part of reauthorization.

FRS did not receive funding from programs that have already been allocated including the America Recovery and Revitalization Act, Transportation Investments to Generate Economic Recovery, and the first round of high–speed rail program funding.

8. What is the source of funding for the City's portion of the project?

Response: The primary source of the City's financial commitment is anticipated federal funds. In cooperation/conjunction with AATA, a combination of federal funds can be used to provide the $10M needed to fulfill the City's share of Fuller Road Station Phase One. Federal funds are available to support Fuller Road Station's transit elements. These components are eligible for funding provided by Federal Transit Administration (FTA). The rail-related elements are eligible for funding provided by Federal Railroad Administration (FRA). There are applications in to both FTA and FRA for such funding. A recent Notice of Funding Availability for Sustainable Communities projects is being sponsored by USDOT, HUD and EPA. Sustainable Communities funds represent another potential funding source for Fuller Road Station.

The various federal agencies have expressed excitement about the opportunity Fuller Road Station presents. Most typically, local matching funds of 20% are needed to secure Federal funding. For this project, the University of Michigan's investment in the Phase One facility can provide the local matching funds for the Phase I as well as for future phases that receive federal funding. The value of the site preparation efforts, which include renewing utility infrastructure and the value of the land the facilities will occupy will also qualify as local match to the federal funding. As the project evolves to include rail investments, i.e., commuter and High Speed Rail, the City may also look to MDOT, AMTRAK and other railroad sponsors for funds that are considered by the FTA or FRA as local match. These railroad-related entities can provide some of the resources needed to complete the Fuller Road Station program.

The City and the Ann Arbor Transportation Authority have been working on the preparation of an Environmental Assessment report. The report, to be completed this fall is scheduled to be reviewed by the Federal Transportation Administration in cooperation with other federal agencies. Completion of a environmental report is a necessary prerequisite to utilization of any federal funds secured for Fuller Road Station.

PROJECT PROCESS

1. *In March 10, 2009, the City and JJR produced the Ann Arbor Multi-Modal Transit Center Issue Analysis. There were feasibility issues and the first states: "Achieving community acceptance (through public participation in the feasibility study and a master plan amendment process) of the use of a site currently master planned as parks and open space for a transit center." Is this current process of a series of public meetings to determine if the project is feasible? The public was not included the workshops for the March report, nor in the development of the October 9, 2009 Fuller Road Station Concept Plan Report. What master plan amendments are under consideration?*

   Response: No. The *Ann Arbor Multi-Modal Transit Center Issue Analysis* report led to the decision to establish a partnership with UM and further explore the ability of this site to accommodate FRS. At their meeting on August 17, 2009, City Council directed staff to continuing working on the FRS concept and work with the public in an open and participatory manner. Since receiving that direction, staff has held three public meetings, made two presentations to each the Parks Advisory Commission and City Planning Commission, and reported back to Council at several meetings. Additional meetings are planned and will be held at appropriate input and decision points in the process.

   Although the workshops were attended by staff and the consultant project team, the results have been discussed publically at the meetings listed above. Staff is in the process of considering the need for an amendment to the City's Master Plan. The master plan is made up of several elements, some of which indicate this area should be considered as part of a relocation of the AMTRAK station or parkland.

2. *What is the time line for an agreement with the UM on this proposal? Are there any deadlines the City has to meet?*

   Response: City Council adopted a resolution on November 5, 2009 to implement the MOU between the City of Ann Arbor and UM for FRS. The UM Board of Regents were informed that the MOU had been negotiated and then unanimously approved a resolution on January 21, 2010 to proceed with design of the Fuller Road Station Phase One Intermodal Facility. The MOU between the City and UM indicates an intention to negotiate and enter into a written comprehensive Parking Structure Agreement (PSA). Staff efforts to develop the PSA are already underway. Both the City and UM are working in good faith to detail the terms and conditions of the PSA. Recognizing this Agreement includes several detailed and technical provisions, the timeframe for its completion is unknown.

3. *Will there be public hearings related to the approval process?*

Response: Yes, there will be a public hearing at the City Planning Commission and another public hearing before City Council as part of their formal consideration of the project. It is also anticipated that a Public Hearing will be held as part of the Environmental Assessment process.

ATTACHMENT U

Response to comments, issues, concerns or problems expressed regarding the design of FRS:

Many of the architectural design comments heard during the February 10, May 6 and July 8 citizen participation meetings were clarifications that were immediately answered and which can be found in the drawings of the petition. Examples are:

How tall is the building?
Where will the busses come and go?
What is a particular material?
Where does the building sit in relation to the existing parking lot?

Other comments spoke to or questioned the general approach or thinking behind the design. Short answers to these more complex comments could not be provided at the meetings. Instead, citizens were asked to consider the design principles adopted by the team in order to gain insight into the thought process that guided the design.

Fuller Road Station has been designed to incorporate project design principles developed by the project team. These principles were influenced by comments offered during the first citizen participation meeting on February 10, 2010. From the long list of design goals, three fundamental design themes evolved. The essence of these design themes is:

1. The Fuller Road Station should express the energy and vitality of a ***Transportation*** hub.

2. The Fuller Road Station should be a visible **Gateway** to Ann Arbor.

3. The Fuller Road Station should embody the principles of **Sustainability**.

Transportation:

Fuller Road Station will provide an efficient transition from one mode of transportation to another (rail, bus, taxi, bicycle, and personal motor vehicle). Since most of these transitions will occur on the busy grade level, the massing and articulation of the Intermodal Facility establish a horizontal plane that distinguishes that floor. The proposed design accommodates and emphasizes the energy of this network of multiple modes of transportation. Buses, cyclists, motorcyclists, automobiles and pedestrians interact in this safe and efficient transportation center.

The proposed design incorporates several architectural elements to visually separate the active grade level from the parking floors above.

1. The increased height of the grade level (approximately 18 feet as compared to 12 feet for levels 2 – 5) is capped by a tall brick entablature that is not repeated on upper levels.

2. Some bays on the grade level are open, offering views of the movements within the intermodal transportation hub. Even from the road, glimpses of the coming and going of buses trains, automobiles and pedestrians can be seen.

3. Other grade level bays are designed to be filled with art glass panels. The translucent quality of these art panels permits light and movement from within the transportation hub

to be seen by passers-by. Art panels will also develop the transportation theme of the Fuller Road Station through artistic expression.

4. Entry portals for the various transportation activities (busses, bicycles, and automobiles) have been accentuated by signature canopies. These canopies strengthen the visual impact of access points and, by similar detailing, complement the transportation history evoked by a focal marquee sign.

5. The pedestrian/cyclist plaza located between Fuller Road and the entrance to the bicycle facility promotes interaction and contributes to the vibrancy of this focal gathering area and trail head for bicyclists/trail users.

The design expresses the role of the Intermodal Facility as a transportation gateway to the City, and provides iconic architectural elements at the corners, stairs and entries of the facility. These iconic elements signal arrival to a busy and energized transportation center that welcomes people to Ann Arbor. These elements also serve to accent the energy and functional activities at the pedestrian scale base level, providing emphasis for the bus, pedestrian, bicycle and automobile entry portals at this level. Art glass will also reflect the transportation gateway theme and further enhance the grade level impact for pedestrians and passers-by on Fuller Road.

Gateway:

The design of the Intermodal Facility reflects the Fuller Road Station's position as a gateway to the City of Ann Arbor for future rail passengers. In the near-term the Fuller Road Station symbolizes the transition between motorized and non-motorized arrivals along the Fuller Road corridor.

With future construction of the proposed train station, many arrivals to the facility will be rail passengers. Therefore the south side of the Fuller Road Station (adjacent to the railroad tracks) has been carefully designed to be easily transformed into a welcoming entrance to Ann Arbor. Multiple pairs of openings will lead passengers directly from the rail platforms to other awaiting modes of transportation. Opportunities have been incorporated into Phase 1 construction that will support the addition of information kiosks, signage and displays.

Located along a major arterial roadway running along the Huron River Valley, Fuller Road Station will come into view for east-bound and west-bound motorists, cyclists and pedestrians from quite a distance. In considering techniques for expressing the architecture of a transportation hub, the design team focused on vertical massing, from a long-range perspective, and rich detailing, from the near-range.

Upon approach, a marquee sign, designed in the spirit of icons that have expressed transportation for decades, will come into view as the dominant element on the north façade facing Fuller Road. The corners of the Intermodal Facility also take on prominence through changes in material that complement the horizontal planes of building facades.

Once visitors are brought into the immediate range of the Station by these architectural signposts, other architectural, landscape and artistic elements establish a welcoming pedestrian scale. The richness of grade level massing and articulation are most apparent from on-site vantage points.

The overall configuration of the building provides a backdrop for the visual impact of the human scale base and the many activities it supports, as well as for the iconic corner and stair elements. Building

improvements will be constructed from a rich palette of stone, clay, brick and textured concrete materials that use sustainable materials in a way that complement their natural environment and which add warmth to all faces of the Intermodal Facility. The design complements these rich materials with contemporary glass and metal elements. These contemporary materials inform passers-by that this is indeed a building designed for use as a modern transportation facility. The transportation theme is further enhanced by polished and brushed metal canopies, a marquee and graphics elements, suggestive of historical transportation influences. Overall, these carefully selected materials frame contemporary and historical elements that establish the Intermodal Facility as a visual gateway to the city and a welcoming transportation hub in Ann Arbor.

Sustainability:

Best practices of sustainable design have been employed in planning Fuller Road Station. By its primary function in support of mass transit services and by connecting motorized transportation modes to a prominent non-motorized pathway adjacent to the Fuller Road Station, the Intermodal Facility makes a strong statement for sustainable urban design.

Sustainable design and energy efficiency is visually expressed in the building through a number of measures which include:

1. Recycled content in building materials
2. Locally-provided building material
3. State-of-the-art lighting consisting of computer-controlled fluorescent and LED fixtures with photocell and occupancy sensors
4. Storm water management practices that incorporate bio-swales for on-site infiltration
5. Pervious surface paving materials at pedestrian plaza to minimize storm water runoff
6. Native plant materials
7. The provision for a framework for solar panel arrays
8. Infrastructure for future electric vehicle charging stations

The Fuller Road Station site design reinforces its natural setting and the Huron River Valley corridor. One important design goal was to enhance the park setting by recognizing the non-motorized pathways as a key feature of the design, both in appearance and in functional relationship to the bicycle station. The central plaza accomplishes this as a striking and restful way station along the bicycle and pedestrian route. Native landscaping materials, which will be established adjacent to the structure, have been extended prominently to the east façade of the building. Large canopy trees, both east and west along Fuller Road (to the Huron Bridge), establish this facility as part of a natural corridor leading into the city. The site design incorporates best practices for sustainable design with on-site storm water detention and infiltration basins. Indigenous species form a storm water management system that reduces runoff and protects the Huron River. Water filtration through natural bio-swales is an integral part of the site design as well. These provide protection for the river and represent best practices in sustainable water management through natural methods.

Materials selections for the facility and the site improvements also complement the sustainable design philosophy, providing a rich selection of large and small native plants, local stone work and natural clay pavers, brick facade, textured concrete and stone materials Taken together, these materials reflect the influence of the Huron Valley and the existing pastoral walls along the Fuller Road corridor. Combined with the use of contemporary glass and metal influences, this palette of materials allows Fuller Road Station to be compatible with its significant architectural neighbor to the south, the Medical Center campus, and at the same time establishes the identity of the Fuller Road Station as a distinct facility: a contemporary transportation facility nestled in the Huron Valley.