

To: Parks Advisory Commission

Date: October 17, 2017

Re: PAC RESOLUTION REGARDING THE PROPOSED ANN ARBOR STATION

From: Gwen Nystuen 1016 Olivia Ave, Ann Arbor 48104, gnystuen@umich.edu

Dear PAC Members,

This is a very important vote for Fuller Park, and all our parks. You are asked to approve a FONSI (Finding of No Significant Impact) with development of the Preferred Alternative 3A identified in the draft Environmental Assessment. This is designed to avoid an EIS (Environmental Impact Statement) that would review in greater depth the environmental impacts on Fuller Park. **Here are some of the negative impacts that are significant:**

- 1. Repurpose 4.7 acres of PL (Public Land) “parkland” to “transportation facility”.** This takes a central part of the Huron River Valley, our major city natural feature, our “central park,” in the string of parks from Gallop to Barton, that provide our green space, clean air, water, and natural features.
- 2. Taking of parkland by this method for the first time would set an unfortunate precedent.** For over a hundred years we have been acquiring this parkland with the expectation that it would be preserved in perpetuity.
- 3. A high-rise parking garage for non-park use does not fit in Fuller or any other of our parks.** Folks do not bring their children to parks to look at parking garages.
- 4. Parking spaces are to be built up to 1350 at full build out.** That huge increase in auto traffic combined with the over 500 UM buses that use Fuller Rd. daily would inevitably increase traffic congestion and green house gases significantly.
- 5. One “mitigation” proposed is that 150 parking spaces for parks will be included. That is a loss of 100 spaces.** Will the 150 spaces be preferentially accessible to park users at ground level? Because of providing 150 spaces for park use the number of spaces needed is increased over what it would be in the Depot locations--a costly addition.
- 6. Our B2B trail has not been completed through this section of the valley.** Some dream that one day we could have bicycle boulevards in this central green area to join smoothly with the trails around Gallop and Argo. This proposal increases auto, bus conflicts at driveways and turns greatly impeding safe pedestrian and cycle use. This valley should one day have green non-motorized boulevards inviting walkers, nature hikers, bicyclers, and runners.
- 7. Sustainability city goals of reduced auto use and cleaner air are not addressed adequately.** Increasing parking and autos does not meet the city goals of reducing green house gases.
- 8. Our 4.7 acres are apparently not considered of significant monetary value.** Most of this 10.3 acres south of Fuller Rd. was appraised for \$4.2 million for potential purchase for a UM housing project in 2004. If the acres proposed for this parking garage were not now parkland and were available

for purchase, LAC would very likely be looking at using Greenbelt money to purchase it. A space for recreation, park parking, game fields, groves of trees, part of central view-shed, non-polluted, location in the river valley, and in the central planning area of the city that has by far the least park/open space per thousand residents of any other section of the city. That is, this piece would have the highest priority and value. How much in dollars is this property worth?--at least as much per acre as the DTE or Amtrak property. A mitigation to compensate for loss of a parking lease is no adequate compensation for taking so much central parkland.

**9. Preliminary engineering does not provide how the structure will be operated that is essential information for any future use.** Will there be leases, are there businesses? Important to establish legal plans prior proceeding.

**10. Loss of use of the entire piece of park south of Fuller Rd. during construction and permanently would also impact northern Fuller Park with the heavily used soccer fields and the Olympic pool.**

**Please vote with full consideration and information.**

