

**Downtown Area Citizens Advisory Council Meeting Minutes – October 31, 2017  
City Council Workroom / City Hall, 301 E. Huron St. 7:00 pm**

Members Present: Ray Detter, Peter Honeyman, Nate Stevens, Hugh Sonk  
John Chamberlin  
Members Absent: Joan French, Don Duquette, Chaz Stucken, Kathleen  
Nolan  
Guests Present: Doug Kelbaugh, Steve Kaplan, Christine Crockett, Jeff  
Crockett, Ilene Tyler, Susan Pollay, Chuck Bultman  
Peter Nagourney, Ethel Potts, Vanessa Murdock (Seattle  
Planning Commission), Abimbola Kolawole, Abimbola  
Kolawa

The CAC wishes to express our agreement with the DDA's resolution in support of the "TREE LINE" (Allen Creek Urban Trail) Master plan concept. We also look forward to "stakeholder" participation in developing the modified Huron Streetscape project from 3<sup>rd</sup> to Division Streets. Also, many of us plan to attend the DDA/City Council work session on public parking and transportation issues on Monday, November 13, 7:00 pm. at CTN.

Last night, seventeen CAC members, near downtown neighbors and guests gathered together to discuss a number of inter-related issues dealing with the downtown and near-downtown areas-- most of them to the north of the official DDA boundaries. These included problems and future problems of auto traffic in Ann Arbor, DDA support of the "Treeline" concept, city- approved plans for a shared floodway, pedestrian, bicycle path in a tunnel under the railway berm from Depot Street near Fifth Avenue to the Border to Border Trail as well as any future development on the DTE site. We even examined the impact of the proposed construction of the Glen Hotel on Glen between East Ann and Catherine. Most of us agreed the the Glen Hotel proposal needs to improve its traffic plan before receiving approval from City Council.

We also recognized the importance of City Council approval of the \$146 million, 620 residential unit development at 1140 Broadway. The Ann Arbor Planning Staff recently recognized: "The proposed development is in harmony with walkability and transit orientation. The site is located in close proximity to the major employment centers of the UM Health System and our city's central business district." To top it off, the site is also within walking distance, or a short bicycle ride to Kerrytown, as well and to more than a dozen city parks and recreation opportunities—some of our most beautiful outdoor locations.

But most of our almost two-hour meeting was devoted to the pros and cons of two of the four possible sites for a future railroad station. To the surprise of most of us, CAC members and near downtown neighbors, had shifted our position on this issue. There was a very-very strong consensus in favor of a future depot (if one is ever built and in spite of any problems) at the site of the current Depot Street station. We agreed that keeping the station on Depot Street simply has more economic and community development potential because of it proximity to Lower Town and Downtown.