

-----Original Message-----

From: Larry Baird [REDACTED]

Sent: Mon 8/18/2014 6:02 PM

To: Hieftje, John; Briere, Sabra; Kailasapathy, Sumi; Kunselman, Stephen; Petersen, Sally; Lumm, Jane; Taylor, Christopher (Council); Teall, Margie; Eaton, Jack; Anglin, Mike; Warpehoski, Chuck

Subject: Tonight's agenda item - D-2 -Fuller Parking Lease

City Council Members:

In regards to tonight's agenda item:

D-2 File #14-1159 Resolution to Approve Fuller Park Parking Lot Land Lease with the University of Michigan I would like to share with you the following information.

The Parks Advisory Commission did review and discuss at length the lease contract language.

Unfortunately, the discussion did not include a thorough review of the parks department and city master planning documents - specifically the PROS plan and the city's 2013 Non-Motorized Transportation Plan. Both of these planning documents clearly identify the long planned border to border trail connection running adjacent to the south side of Lot A. This future trail project will also utilize EXISTING road underpasses at Medical Center and Fuller which have been in place for decades.

If you look closely at the planning documents (specifically the maps on pages 183 and 184 of the Non-Motorized TP), the planned trail is squeezed in between Lot A and the railroad tracks and provides a straight line connection to the underpasses. Given the preferred wider trails now being used in Gallup Park and the Cascades, it is not clear from the map if there is enough room between the parking lot and MDOT's railroad right of way.

So at a minimum, PAC should have been informed of the potential impacts on this vital parks and Non-Motorized transportation plan project prior to their approval.

In addition, the contract contains an early termination clause with specific language for and I quote:

".relocating the Ann Arbor Amtrak intercity passenger station or developing a local connector service contemplating use of a part, or all, of Lot A."

The rationale for this type of clause is pretty clear. If the intent is to allow for future planning

flexibility, then why is the border to border trail, a very clear park's usage and a long, planned and documented project not given the same level of consideration as potential non-parks usage such as a train station and/or a "connector service"?

Unless the city's planning department can unequivocally state there is enough room to design and construct the trail without violating the terms of this contract, I would ask council to table this resolution.

When executing legally binding contracts that commit city parkland to non-park usage, both PAC and city council are acting as land stewards. The potential short term and long term impacts on the current park usage and future planned usage should be fully examined. Now is the time for this type of examination. Given the longevity of this parking arrangement with UM dating back to 1994 there may be a temptation to rubber stamp such contract renewals, but please keep in mind that many things can change over the next four years.

At the very least, the border-to-border trail deserves the same consideration within the contract language as the potential non-park uses such as a train station or transit center.

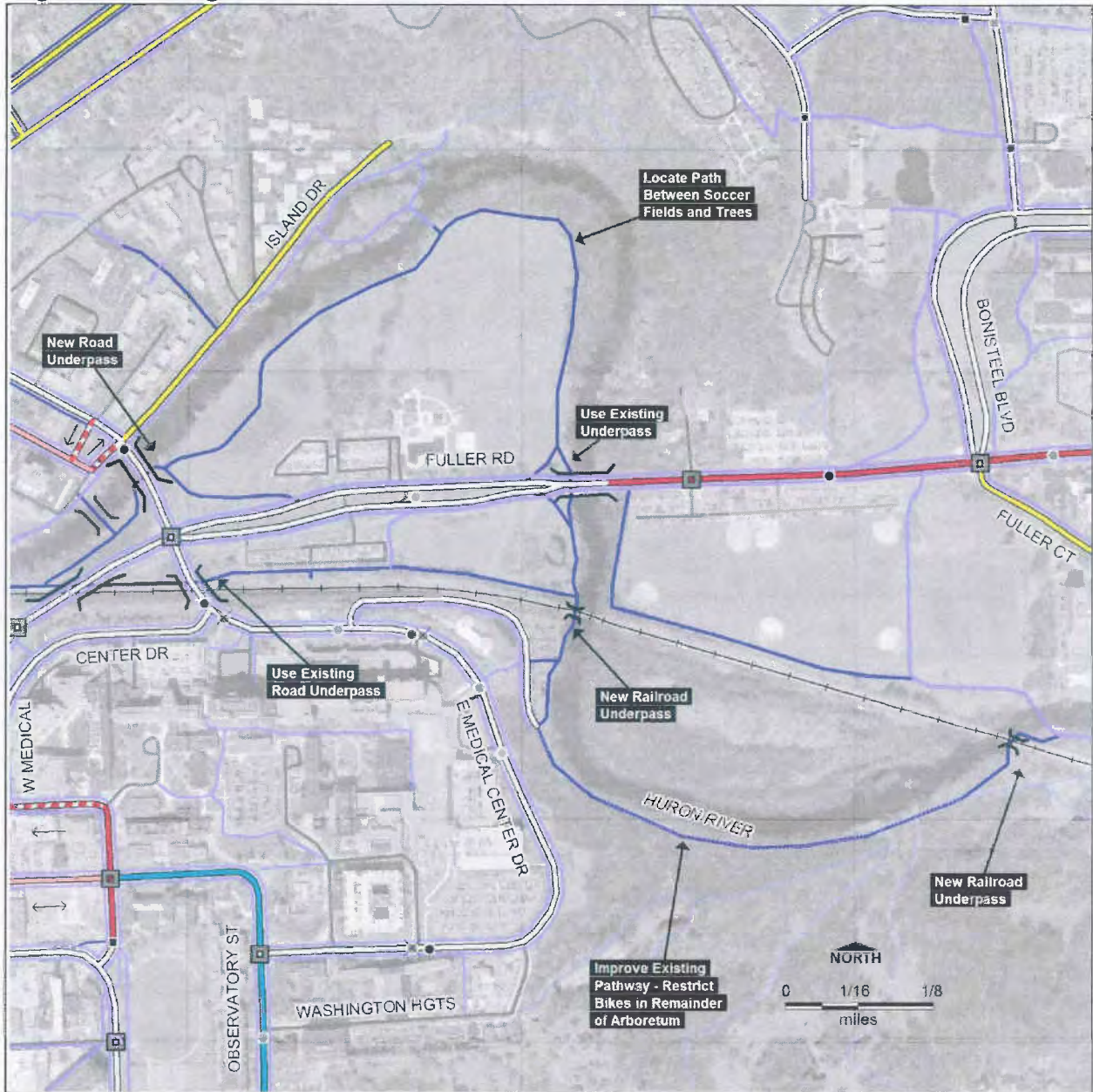
I hope you will consider this information when making your decisions tonight.

Sincerely,

Larry Baird  
1770 Riverwood Dr.



**Fig. 5.3F. Long-term Plan - Central Riverfront Detail**



**Legend:**

Existing: Proposed:

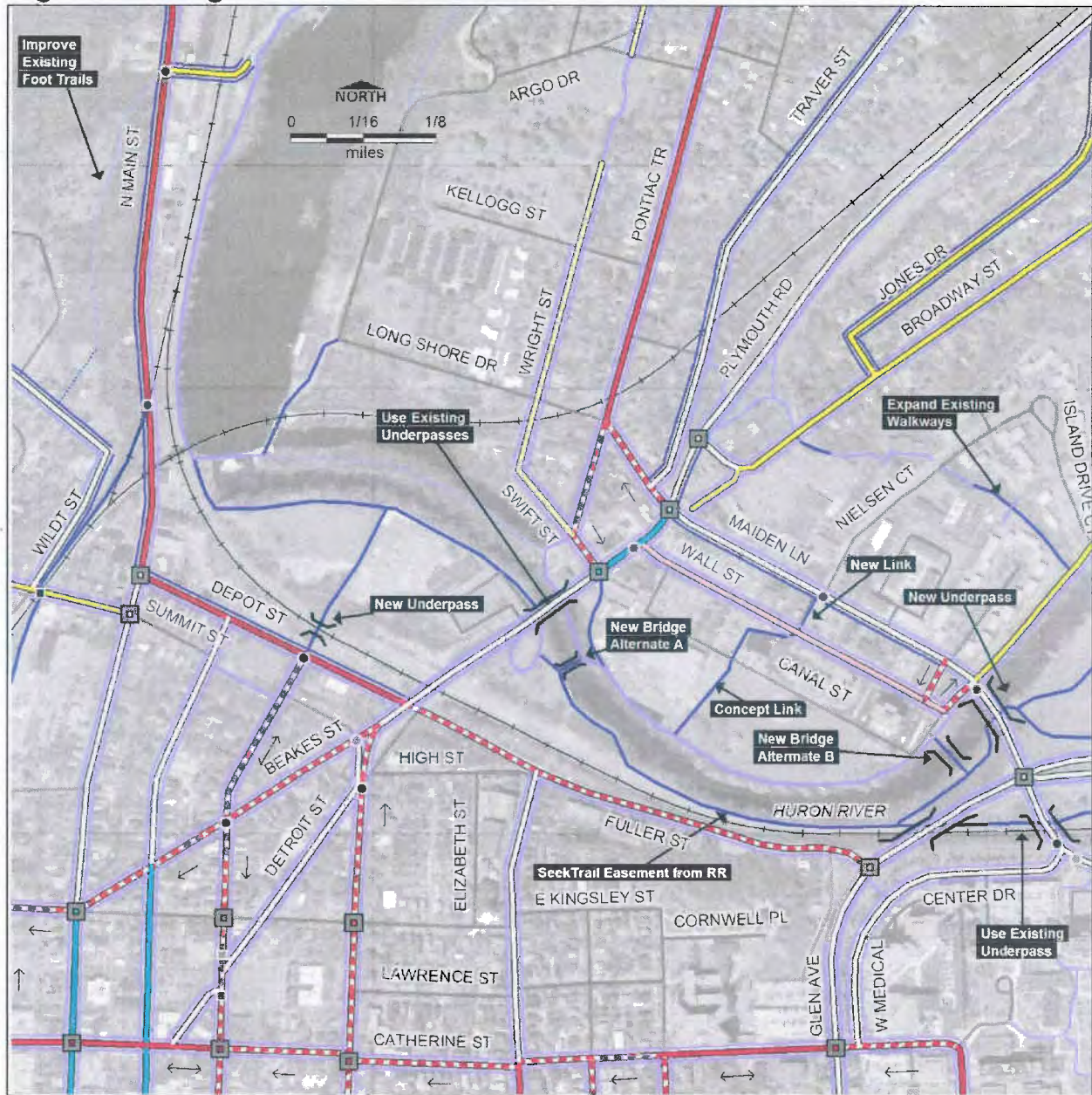
- Signalized Crosswalk
- Major Mid-block Crossing
- Minor Mid-block Crossing
- Remove Crosswalk
- Grade Separated Crossing
- Bicycle Lanes
- Bicycle Lane, 1 Side Only
- Signed Bike Route
- Shared-use Arrow

Existing: Proposed:

- Sidewalk / Walkway (< 8' wide)
- Shared-use Path (8 - 10' wide) includes Bridges and Boardwalks
- Foot Trail
- Other Features:**
- Local Road
- Freeway
- Railroad
- No Improvements Near-term



**Fig. 5.3E. Long-term Plan – West Riverfront Detail**



**Legend:**

**Existing: Proposed:**

- Signalized Crosswalk
- Major Mid-block Crossing
- Minor Mid-block Crossing
- Remove Crosswalk
- Grade Separated Crossing
- Bicycle Lanes
- Bicycle Lane, 1 Side Only
- Signed Bike Route
- Shared-use Arrow

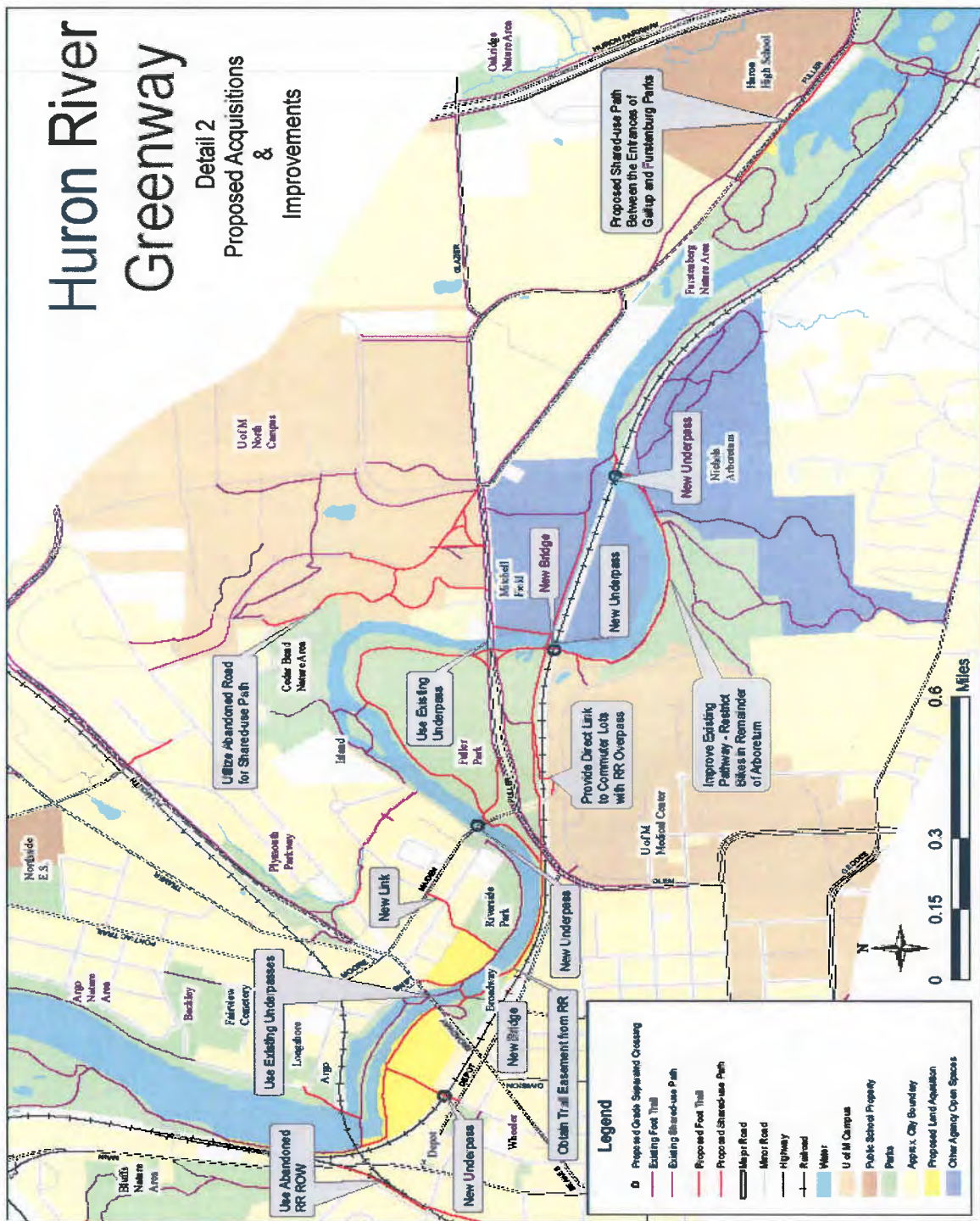
**Existing: Proposed:**

- Sidewalk / Walkway (< 8' wide)
- Shared-use Path (8 - 10' wide) includes Bridges and Boardwalks
- Foot Trail

**Other Features:**

- Local Road
- Freeway
- Railroad
- No Improvements Near-term







# Fuller Park (South) Area



City of Ann Arbor Map Disclaimer: Map date 10/04/19

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