

From: Elizabeth Colvin [mailto:edonoghuec@sbcglobal.net]

Sent: Wednesday, September 15, 2010 8:29 AM

To: Hieftje, John; Cooper, Eli; Dykman, David; Rampson, Wendy; Briere, Sabra; Smith, Sandi; Planning; PAC_Distribution; blackmoret@miwats.org; mFord@theride.org

Subject: letter of support for the Fuller Road Station project

Attached find a letter of support for the Fuller Road Station that we sent to the Regents of the University of Michigan today. The project is mentioned in the Plant Extension Report that's included in the agenda for the Regents' Sept. 16, 2010, meeting. We hope you will review our letter and be encouraged by our support.

We are copying you on this letter as our way of letting you know of our support for this project. We in the Wall Street-Maiden Lane neighborhood want to see the Fuller Road Station plans come to fruition -- including the parking structure and the intermodal transit accommodations that are a part of that project.

If there are other ways in which we can lend support to the Fuller Road Station project, please let us know how we can help.

Thank you.

Elizabeth Donoghue Colvin

Writing on behalf of the Riverside Park Place Condominium Association and the Nielsen Square Condominium Association in the Wall Street-Maiden Lane neighborhood

Riverside Park Place Condominium Association / Nielsen Square Condominium Association

Regents, University of Michigan
Ann Arbor, Michigan

September 15, 2010

Dear Regents:

As property owners and residents of the Wall Street–Maiden Lane neighborhood, we are writing to affirm our support for the planned Fuller Road Intermodal Transit Station (FRS). As you are likely aware, we have worked hard over the last several years to promote neighborhood-friendly building and transit plans that fit with the residential character of our neighborhood, enhance the appeal and livability of the neighborhood, and further the long-term interests and prosperity of our neighborhood's property owners and residents. In the course of these efforts, we have met with University of Michigan representatives, including the Regents, to hear about plans, engage in dialogue, voice our opinion, and attempt to move the discussion forward in a positive direction.

We are pleased with the plans to locate the FRS transit facility outside our immediate residential neighborhood. We support the FRS, and we ask for your continued support of the FRS as well, for the following reasons:

1. **We support the University of Michigan addressing its parking needs through a parking structure located outside of our immediate neighborhood.** We feel strongly that Fuller Road is a more appropriate location for a parking structure than a residential neighborhood. And although we'd prefer to see all the phases planned for the FRS come into being as a package, we support the development of FRS in a phased manner, with the parking structure in the first phase.

In fact, we support the development of FRS Phase I, the parking structure with bicycle and bus transit capacities, even if no other phases are ultimately built, because of the benefits we feel come with that. Given the University's need to accommodate several hundred cars, tiered parking is preferred since, compared to surface lots, it conserves scarce land resources. The smaller footprint of a parking structure also means less disruption of natural storm water runoff into the groundwater. In addition, when parking is part of an intermodal transit center, drivers can park their automobiles and easily switch to other modes of travel (bus, bicycle, and walking). For those headed downtown, the parking structure at the FRS offers a way to get there without taking an automobile and adding to the congestion.

2. **We appreciate the fact that the University's financial contribution to the FRS will provide the local match for federal monies being sought.** We understand that U-M's funding of 78% of Phase I of the FRS, referred to in the city's memorandum of understanding with the University (Nov. 5, 2009), will provide the needed match funds with which the city can apply for federal monies for additional work at the FRS location.
3. **The FRS will serve workers and visitors arriving in Ann Arbor on the commuter rail line we hope will ultimately link Detroit to Ann Arbor (or beyond).** Economic benefits in the form of transportation-oriented development (businesses and residents locating around rail lines) have resulted from rail projects completed in other U.S. cities. We look forward to the economic boost to the city that will accompany the commuter rail line proposed for this area.

We support any efforts to make mass transit available in southeastern Michigan and decrease dependence on the automobile and oil. We look forward to seeing workers and visitors—including those traveling to and from the University of Michigan Hospitals and other U-M locations—have a public transit option for traveling to Ann Arbor. In addition, we want Ann Arbor residents to have a

public transit option for traveling to the airport and getting to Detroit and other points outside of Ann Arbor.

4. **We feel that the unique opportunities made possible by the commuter rail and the FRS transcend issues raised related to parkland.** We appreciate the concerns sparked by the location of the FRS on land that is currently designated as parkland. We also support the Park Advisory Commission in measures aimed at maintaining the parks budget. As the FRS planning moves forward, we'd like to see these issues worked out in a way that is beneficial to the City, the University and the Parks Department.

Most important, however, is that planning for a transit station located on Fuller Road move forward. We believe the city's transportation planners when they say that the designated Fuller Road location is the best possible location for the FRS.

We must say that while we support the building of the FRS for all the reasons already mentioned above, we wish there were a design about which we could be more excited. We feel that the design as currently envisioned does not offer an iconic public transportation gateway to the city, which we would prefer.

Nevertheless, we support the FRS, and look for your continued support for the FRS as well, in all its phases.

Sincerely,

Riverside Park Place Condominium Association
Nielsen Square Condominium Association

APPROVED: Riverside Park Place Condominium Association Board of Directors
1050 Wall Street, Ann Arbor, MI 48105
September 6, 2010

APPROVED: Nielsen Square Condominium Association Board of Directors
c/o 1053 Maiden Lane, Ann Arbor, MI 48105
September 6, 2010

cc: J. Hieftje, Mayor, City of Ann Arbor
E. Cooper, Transportation Program Manager, City of Ann Arbor
D. Dykman, Project Manager, City of Ann Arbor
W. Rampson, Planning Manager, City of Ann Arbor
S. Briere, City Council Member, Ward 1
S. Smith, City Council Member, Ward 1
S. Gott, Planner, University of Michigan
J. Kosteva, Director, Community Relations, University of Michigan
S. Dolen, Executive Director, Parking & Transportation Services, University of Michigan
J. Grand, Chair, Park Advisory Commission
E. Mahler, Chair, Ann Arbor City Planning Commission
J. Bernstein, Chair, Board of Directors, AATA
M. Ford, Chief Executive Officer, AATA
T. Blackmore, Director, Washtenaw Area Transportation Study