

PAC RESOLUTION REGARDING THE PROPOSED ANN ARBOR STATION

Whereas, The City under agreement and in cooperation with the Michigan Department of Transportation (MDOT) and the Federal Railroad Administration (FRA) has undertaken an intercity passenger rail station planning and environmental review process to provide an Americans with Disability Act (ADA) compliant intermodal facility, accommodate existing and future intercity passenger rail service, improve intermodal connectivity, accommodate potential commuter rail service, add ADA compliant features including parking and improve integration of the station within the City;

Whereas, The planning process has followed FRA guidance for development of a project Purpose and Need, completion of an Alternatives Analysis, and preparation of a draft Environmental Assessment pursuant to the National Environmental Policy Act (NEPA) and its regulations, including public meetings and review of the above referenced materials;

Whereas, The planning process, including the development of a draft Environmental Assessment (EA), resulted in the detailed evaluation of a No Build Alternative and four (4) build alternatives;

Whereas, Detailed analysis, consistent with the requirements of the NEPA, concluded with the preliminary identification of a Preferred Alternative, described as Build Alternative 3A, Fuller Road Elevated Station;

Whereas, The Park Advisory Commission (PAC) has received presentations regarding the Alternatives Analysis and draft Environmental Assessment including the above preliminary Preferred Alternative;

Whereas, PAC's duties include providing a forum for advice and public input to the City Council on matters relating to the parks system, and specifically to provide advice and recommendations as they relate to major new development projects (residential, transportation, commercial, etc) which significantly impact park and recreation services;

Whereas, Building the proposed Ann Arbor Station Build Alternative 3A will create a permanent structure on parkland, occupying the existing footprint of an asphalt surface parking lot; and

Whereas, Parks and Recreation Services shall receive in FY2018 revenues in the amount of \$91,502.00 from the University of Michigan for leasing parking at Fuller Park, which is recognized in the Parks & Recreation Services General Fund Revenue Budget;

RESOLVED, PAC recognizes the need for an improved intermodal station in the community;

RESOLVED, PAC supports integration of active transportation systems including bicycling and walking elements as a fundamental component of meeting both park and intercity rail passenger needs; and that the design of any structure in Fuller Park for a transit station accommodate those needs;

RESOLVED, PAC accepts the analysis and findings of the EA that define Option 3A as the Preferred Alternative;

RESOLVED, PAC recommends the Ann Arbor Station project, if located on the site of the south parking lot of Fuller Park, include 150 parking spaces (as described with the EA document) that

will be free and available to park users as long as necessary to meet existing and future park users' needs;

RESOLVED, PAC recommends City Council and staff insure that any use of the land in Fuller Park for uses such as a transit station or parking structure not result in any net reductions in the Parks General Fund Operating budget, and if possible, results in a net increase in park system revenue; and

RESOLVED, Subject to the impacts on the Parks & Recreation Services identified above being resolved, PAC supports Council executing appropriate de minimis documentation for use of the parking area on the south side of Fuller Road as the Preferred Alternative for Ann Arbor Station as described in the EA.

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