

Resolution on the Location and Leasing Agreement of the Proposed Fuller Road Station

Whereas, the Park Advisory Commission (PAC) has been briefed on numerous occasions about plans for the Fuller Road Station by project managers and City staff.

Whereas, PAC have yet to receive direction from the City Council to offer our opinion as an advisory body regarding the proposed Fuller Road Station.

Whereas, the City of Ann Arbor and the University of Michigan have jointly proposed building an approximately 1,020 car parking structure, which represents an increase of 770 parking spaces.

Whereas, the proposed Fuller Road Station will permit cars and buses to run on a 24 hour schedule, while currently the University is limited to parking cars between the hours of 6:00 a.m. and 4:00 p.m., Monday through Friday on the South Lot.

Whereas, the proposed Fuller Road Station may offer limited amenities that benefit the parks system or park users, such as the expansion of the adjacent athletic field; in balance, the proposed project does not benefit park users, nor does the construction of the Fuller Road Station adhere to the Parks, Recreation and Open Space (PROS) Plan, which proposes open space, additional athletic fields and a service park building, as well as development of a Border-to Border trail and nature areas along the Huron River.

Whereas, PAC has serious reservations about setting precedent for long-term leases or other agreements on parkland, particularly if said agreement does not directly benefit park users or the parks system.

Whereas, PAC has concerns regarding the safety of park users, pedestrians, and bicycle commuters with the introduction of additional curb cuts, bus, and automotive traffic that may result from construction and utilization of the Fuller Road Station.

Whereas, PAC questions the inclusion of a commuter bicycle station at the Fuller Road Station in terms of its distance to the Medical Center as well as the aforementioned safety concerns.

Whereas, the Parks and Recreation Department currently receives \$31, 057.00 (FY 2010) annually from the University of Michigan for 250 parking spots in the South Lot and is slated to receive only \$24,846.00 with a 3% yearly increase for 1,020 spots following completion of the proposed parking structure in 2012.

Whereas, it is unlikely that the University of Michigan will continue to lease the North Lots on Fuller Road following the completion of the proposed parking garage, resulting in an additional annual loss to the Parks budget of approximately \$38,495 (FY 2010).

Whereas, the potential loss of revenue (totaling \$44,706 in FY 2010 dollars) from the University of Michigan will result in the Parks and Recreation Department having to make additional cuts to an already stretched and shrinking budget.

Resolved, that PAC recommends that the City Council does not proceed in its approval of plans for the Fuller Road Station at the site where it is currently proposed.

Resolved, that if such plans are approved by Council, that the agreement with the University of Michigan is renegotiated to include a significant increase in revenue allocated to the Parks and Recreation Department. 100% of payments should come from the University of Michigan. Revenue at the current FY 2010 rate of approximately \$125 per space would result in an annual payment of between \$100,000 and \$127,500 to the Parks Department.¹

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Submitted by: Park Advisory Commission

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¹ Revenue projections are based on the current lease agreement with the University. $\$31,057/250 \text{ space} = \124.23 or approximate \$125 per space. Using the rate of \$125 per space results in a suggested annual payment of \$100,000 ($\$125 * 800 \text{ spaces}$) to \$127,500 ($\$125 * 1020 \text{ spaces}$) to the Parks Department. This equation does not take into account the added value of covered parking; nor does it factor in the University's ability to park cars during multiple shifts on a 24-hour cycle. Taking these additional factors into account would potentially increase the payment to the Parks Department by a substantial margin.