



Allen
Creek
Greenway
Conservancy

Proposed Route of the Allen Creek Greenway:

**Essential Route
and Future Opportunities**

revised draft
January 28, 2008





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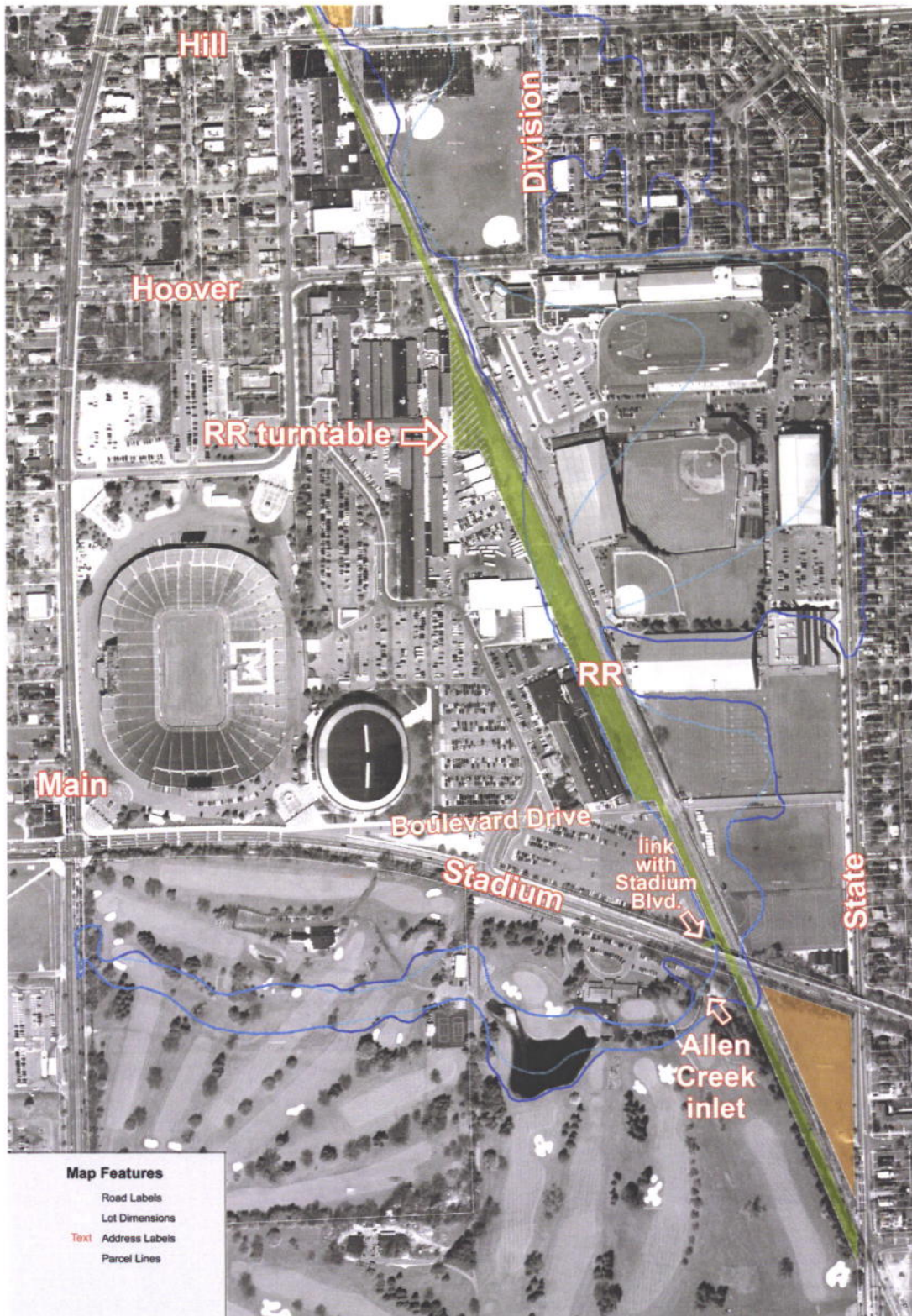
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**Greenway
from South
to North**



Stadium to Hill: overview





Stadium to Hill: overview

essential route

The intersection of State and the railroad is a likely starting point. See below for a possible gateway park.

Travel on the railroad ROW from Stadium to Hill along the west side of the tracks. West side is about ninety feet wide; east side is up to about twenty feet wide.

The northwest end of the Stadium Boulevard overpass is a possible user entrance, with a path that leads downhill to the greenway.

parcels:

- railroad ROW south of Stadium (city has not assigned it a parcel number): license
- 8109-09-32-115-002 (railroad ROW between Stadium and Hill): license
- 8109-09-32-401-001 (University of Michigan parking lot, linking Stadium Boulevard with greenway): easement

future opportunities

Area just south of Stadium could be a gateway park, and could tie in with other trails. See “Stadium to Hill: south detail.”

Disused rail turntable could be turned into park. See “Stadium to Hill: middle detail.”

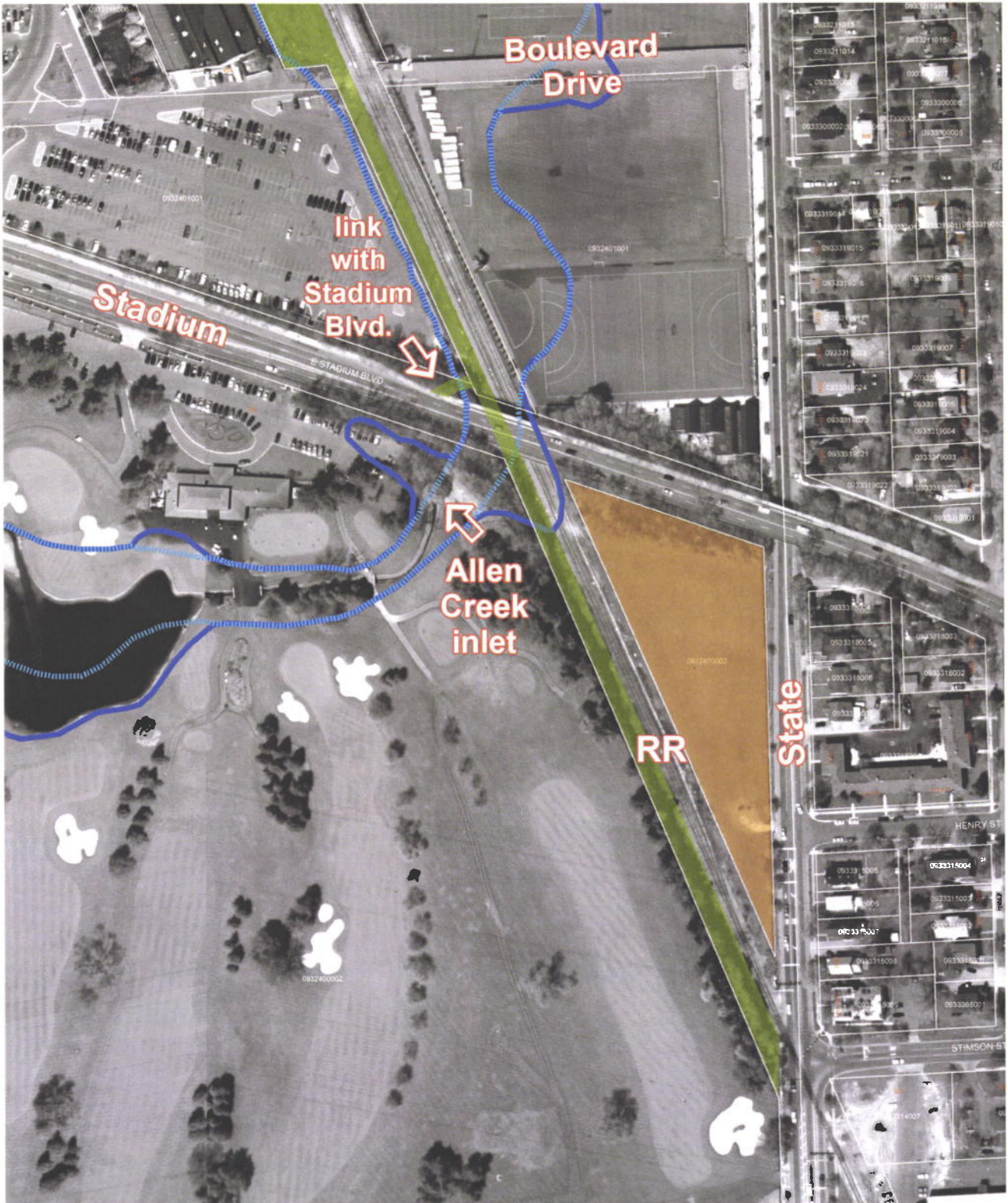
parcels:

- 8109-09-32-400-002 (vacant land SW of Stadium and State)

Left: overview of greenway from south of Stadium (intersection of State Street and railroad tracks) to Hill. See next pages for south, middle and north details.



Stadium to Hill: south detail





Stadium to Hill: south detail

essential route

Starting from the intersection of the railroad tracks and State Street, head north to Stadium along west side of rail corridor. Cross under Stadium overpass and continue north along west side of tracks.

If approaching from Stadium Boulevard, enter the greenway as follows: proceed along the north side of Stadium to the west end of the overpass, then follow the path that leads downhill to the greenway.

parcel:

railroad ROW south of Stadium (city has not assigned it a parcel number): license
8109-09-32-115-002 (railroad ROW): license
8109-09-32-401-001 (University of Michigan parking lot, linking Stadium
Boulevard with greenway): easement

future opportunities

Just south of Stadium, the vacant land to the immediate east of the railroad tracks could become a gateway park. The park could feature signs/demos of stormwater improvements. This park could tie in with other trails.

parcel:

8109-09-32-400-002 (vacant land SW of Stadium and State)



Stadium to Hill: middle detail





Stadium to Hill: middle detail

essential route

Head north along the west side of the railroad tracks.

On the railroad corridor, a disused rail turntable is hidden in the brush to the west of the tracks. It is west of the south end of the Revelli Hall parking lot. Consisting of a section of tracks on heavy timbers atop a metal platform, set into in a cylindrical pit about eight feet deep, it would make a park of outstanding scenic and historic value. See images in next few pages.

parcel:

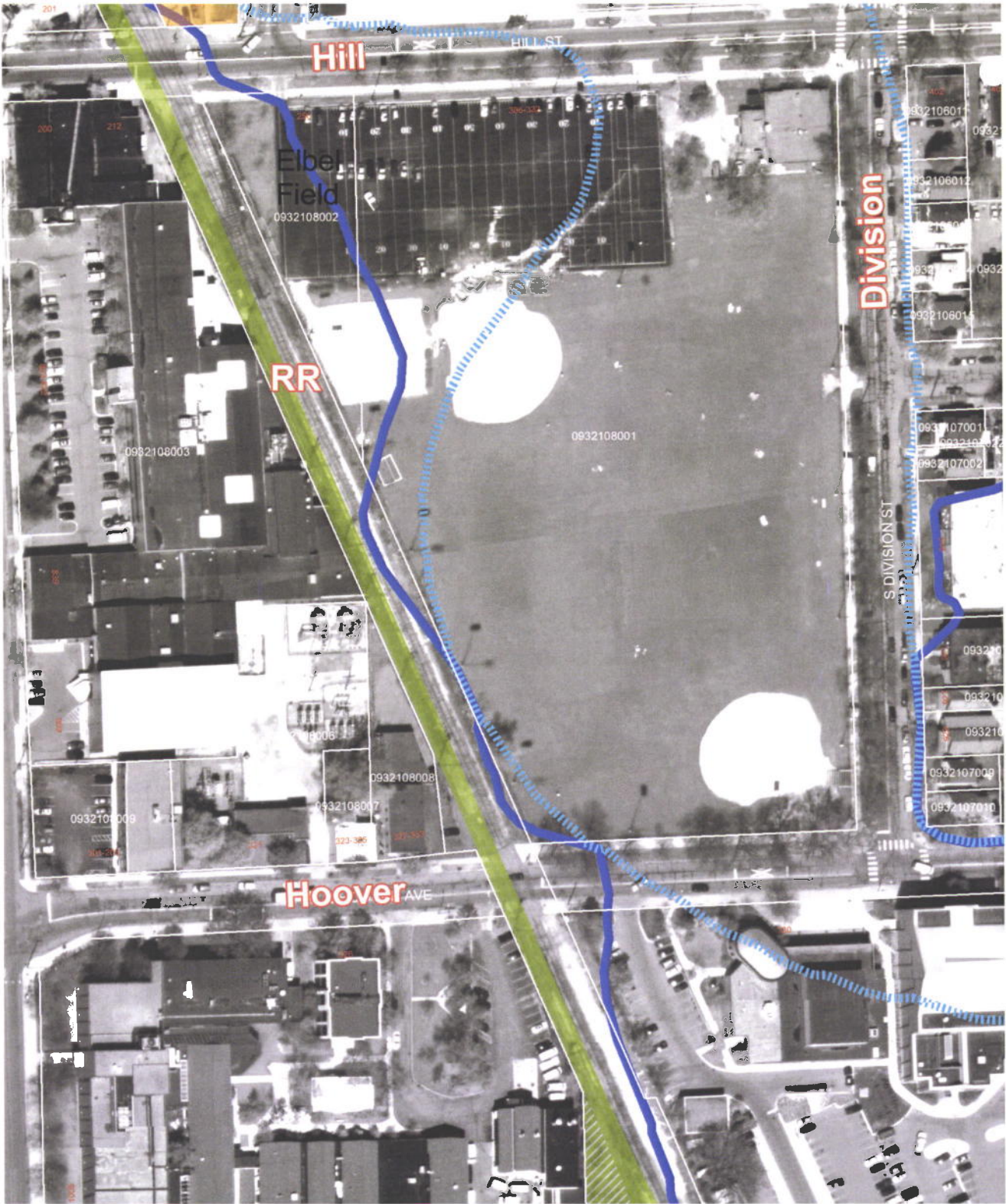
8109-09-32-115-002 (railroad ROW and turntable): license

future opportunities

None yet identified.



Stadium to Hill: north detail





Stadium to Hill: north detail

essential route

Head north to Hill Street along the west side of the railroad tracks.

parcel:

8109-09-32-115-002 (railroad ROW): license

future opportunities

Vehicular bridge on Hoover over greenway.



Stadium to Hill



North of Stadium, looking north toward Hoover.

Left: east rail is close to east property boundary, while active west rail is almost one hundred feet from west boundary. From Stadium to Hoover, there are also disused rail segments closest to west boundary of rail corridor.

Right: Hoover crosses active and disused rails. North of Hoover, west side of rail corridor continues to be wider than east side.



Immediately east of rail turntable, distance to active track is very wide. From west property boundary to active rail is about one hundred fifty feet.

Left: looking northeast.

Right: looking east toward University of Michigan IM Building on athletic campus.

Stadium to Hill



Looking east at rail turntable. Tracks are at grade, surrounded by cylindrical pit. UM Plant Operations is immediately west of this property.



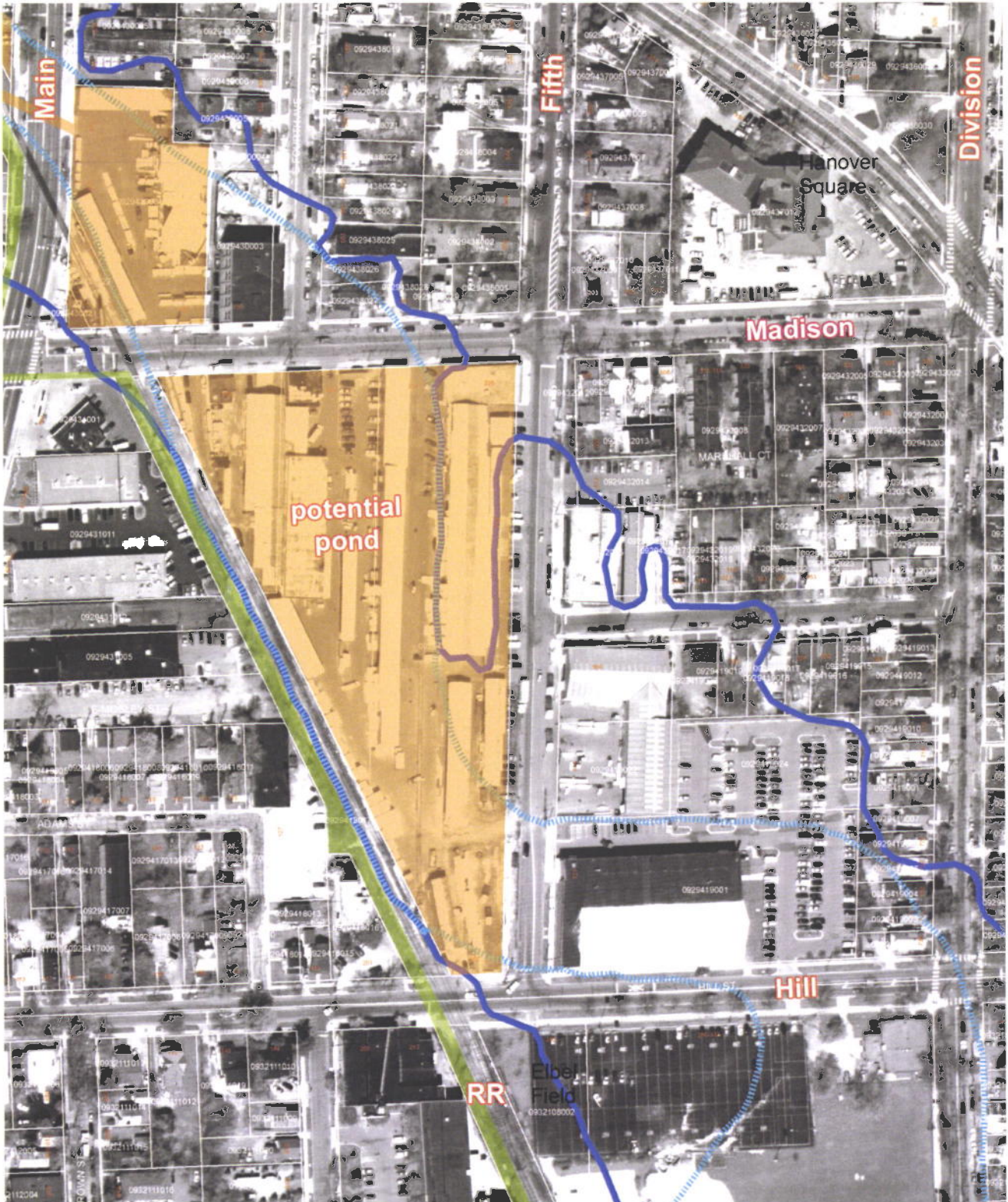
Looking northeast at turntable.



Looking north at turntable tracks.



Hill to Madison





Hill to Madison

essential route

Proceed from Hill to Madison along the west side of the railroad tracks. The west side of the track is almost twenty feet wide and brush-covered, and is contiguous with the greenway to the south. (Alternately, the east side of the rail corridor has an abandoned track; if removed, this would yield an easement almost twenty feet wide.)

Right: looking north from Hill Street. Fingerle is on the right side of the image. The Fingerle property borders the entire east edge of the railroad corridor between Hill and Madison. There is not room for the greenway along the Fingerle property: its south end is bordered by large palettes of lumber, and its north end has several structures.



parcel:

8109-09-29-418-017 (railroad ROW): license

future opportunities

A large part of the Fingerle property is bounded by the railroad tracks on the west, Madison on the north, Fifth Avenue on the east, and Hill on the south. Most of the property is in the flood plain, except for the lumber sheds to the immediate southwest of the intersection of Madison and Fifth. The lumber sheds cover about three-quarters of an acre.

To the east of Fifth, several properties offer opportunities. North of John are four Fingerle properties, about half of which area is above the flood plain. South of John, adjoining properties are owned by Fingerle and UM. These Fingerle holdings are bounded by Fifth on the west, John Street on the north, Division on the east, and the UM Sports Coliseum parking lot on the south. This UM property extends to Division on the east, and to Hill on the south. (These properties stop just short of Division, which is fronted by residential properties.)

These Fingerle/UM properties offer opportunities for green open spaces and a pond, along with denser residential development on the higher land. Because residential



Hill to Madison

development is needed, the DEQ could be petitioned to remove excess material (e.g., pond excavation, railroad embankment if the railroad is to be abandoned), and to lower high areas (e.g., where Hoover crosses the railroad tracks), allowing for selected areas to be raised and developed out of the flood plain.

parcels:

8109-09-29-431-008 (Fingerle)

8109-09-29-431-009 (Fingerle)

8109-09-29-431-010 (Fingerle)



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Madison to Jefferson

essential route

To cross Madison and Main: approach intersection from the east along the south side of Madison. Cross Main with traffic light, then cross Madison with light. Head north to railroad. Sidewalks and crosswalks are to be cast in green concrete. See “Future Opportunities” for alternate bridge crossing.

Railroad license, or easement at either side of railroad on adjoining properties. (The west side of the railroad is highlighted on the map.)

parcels:

- 8109-09-29-431-001 (Clark gas station/On The Go): easement
- 8109-09-29-412-027 (552-564 South Main: mixed use): easement
- 8109-09-29-412-004 (548 South Main: mixed use): easement
- 8109-09-29-412-029 (544 South Main: mixed use): easement
- 8109-09-29-412-024 (railroad ROW): license

future opportunities

Vehicular bridge on Main over greenway, at crossing of Main and Madison.

Railroad license at northeast corner of Main and Madison.

Acquire Japanese Auto Professional Service, at northeast corner of Main and Madison.

Acquire Fingerle yard with frontage on East Madison and Main, behind Japanese Auto Professional Service.

There could be a greenway crossing at Main Street between Madison and Jefferson,

Right: looking north across Madison, just east of Main Street. Japanese Auto Professional Service is left and Fingerle is at right. If a greenway bridge were built over Main Street, its east end could touch down in this area.





Madison to Jefferson

possibly an underpass. Main Street would be raised slightly above its current elevation to accommodate the underpass.

parcels:

8109-09-29-430-022 (railroad ROW behind Japanese Auto Professional Service)

8109-09-29-430-021 (Japanese Auto Professional Service)

8109-09-29-430-001 (Fingerle)

8109-09-29-412-008 (524 South Main: parking lot for commercial site)



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Jefferson to William





Jefferson to William

essential route

To cross Jefferson and Ashley: approach intersection from the east along the south side of Jefferson. Cross Ashley, then cross Jefferson. Head north on sidewalk of 200 West Jefferson to reach railroad ROW. Head north along the west side of the tracks. Sidewalks and crosswalks are to be cast in green concrete.

Railroad eastment.

parcels:

- 8109-09-29-410-007 (200 West Jefferson: residential): easement
- 8109-09-29-315-001 (railroad ROW): license

future opportunities

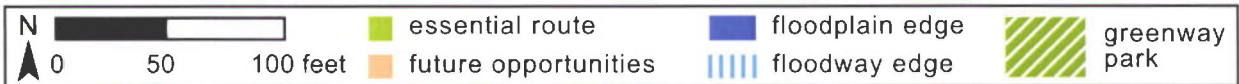
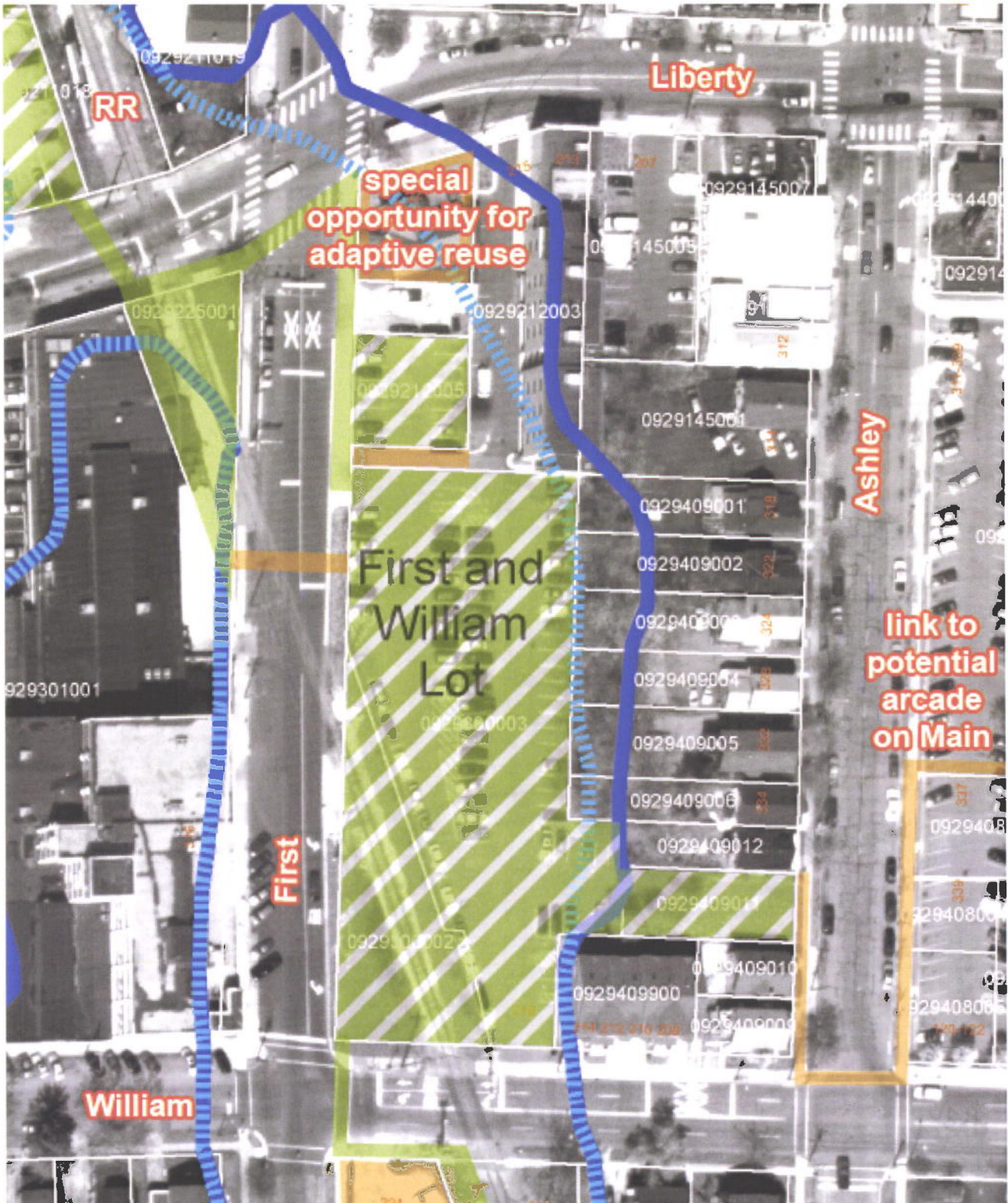
Acquire Fingerle property (221 West William) and Doughty Montessori School (old train station at 416 S. Ashley). Railroad ROW at northeast corner of Jefferson and Ashley could be used for future crossings.

parcels:

- 8109-09-29-315-007 (Fingerle)
- 8109-09-29-410-005 (Doughty Montessori School)
- railroad ROW at northeast corner of Jefferson and Ashley (city has not assigned it a parcel number, and it is designated only as "ROW" in city plans)



William to Liberty





William to Liberty

essential route

To cross William at First Street: approach intersection from the east along the south side of William. Cross William, arriving at park on city-owned lot at First and William.

At north end of park, head north along east side of First.

Cross First on south side of Liberty to arrive at railroad ROW next to Liberty Lofts.

See below for alternate mid-block crossing.

Sidewalks and crosswalks are to be cast in green concrete.

parcels:

- 8109-09-29-300-002 (railroad ROW):license
- 8109-09-29-300-003 (First and William: proposed greenway park)
- 8109-09-29-409-011 (340 S. Ashley; east extension of proposed greenway park)
- 8109-09-29-212-003 (extension of former Schlenker lot): easement
- 8109-09-29-212-005 (north extension of proposed greenway park)
- 8109-09-29-212-004 (305 S. First): easement
- 8109-09-29-212-001 (c. 1920s gas station): easement
- 8109-09-29-225-001 (railroad ROW): license

future opportunities

Install a demand light for mid-block crossing on First Street.

Vehicular bridge on Liberty over greenway, at crossing of First and Liberty.

William could be turned into a dead end street, making a no-vehicle zone between First and Ashley.

Obtain properties to north of proposed park on east side of First. These include the c. 1920s picturesque style gas station at the southeast corner of the intersection of Liberty and First.

To access the greenway from Main Street, build an arcade connecting Main with the Ashley Street parking lot. Users would head west from the arcade through the parking lot to the Ashley Street sidewalk, then south to the intersection of Ashley and



William. Cross Ashley on the north side of William, then head north along the west side of Ashley to the greenway park.

There is the possibility of creating an intermodal link with the greenway in this area.

parcels:

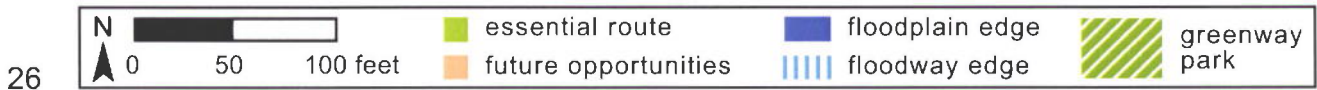
- 8109-09-29-408-001 (city-owned parking lot on Ashley Street): easement
- 8109-09-29-408-002 (city-owned parking lot on Ashley Street): easement
- 8109-09-29-408-003 (city-owned parking lot just east of Ashley Street):
easement
- 8109-09-29-408-004 (city-owned parking lot on Ashley Street): easement
- 8109-09-29-408-005 (city-owned parking lot on Ashley Street): easement
- 8109-09-29-409-009 (202 W. William: residential): easement
- 8109-09-29-409-010 (342 S. Ashley: residential): easement
- 8109-09-29-212-001 (c. 1920s gas station)
- 8109-09-29-212-004 (parking lot to immediate south of 1920s gas station)
- 8109-09-29-212-003 (extension of former Schlenker lot)



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Liberty to Washington





Liberty to Washington

essential route

Cross Liberty just west of the railroad ROW.

Enter park at 415 West Washington.

RR embankment is becoming high and steep from here to the north. The greenway may require regrading along its west edge.

parcels:

8109-09-29-211-018 (proposed greenway park: frontage on Liberty)

8109-09-29-211-017 (proposed greenway park: frontage on Liberty)

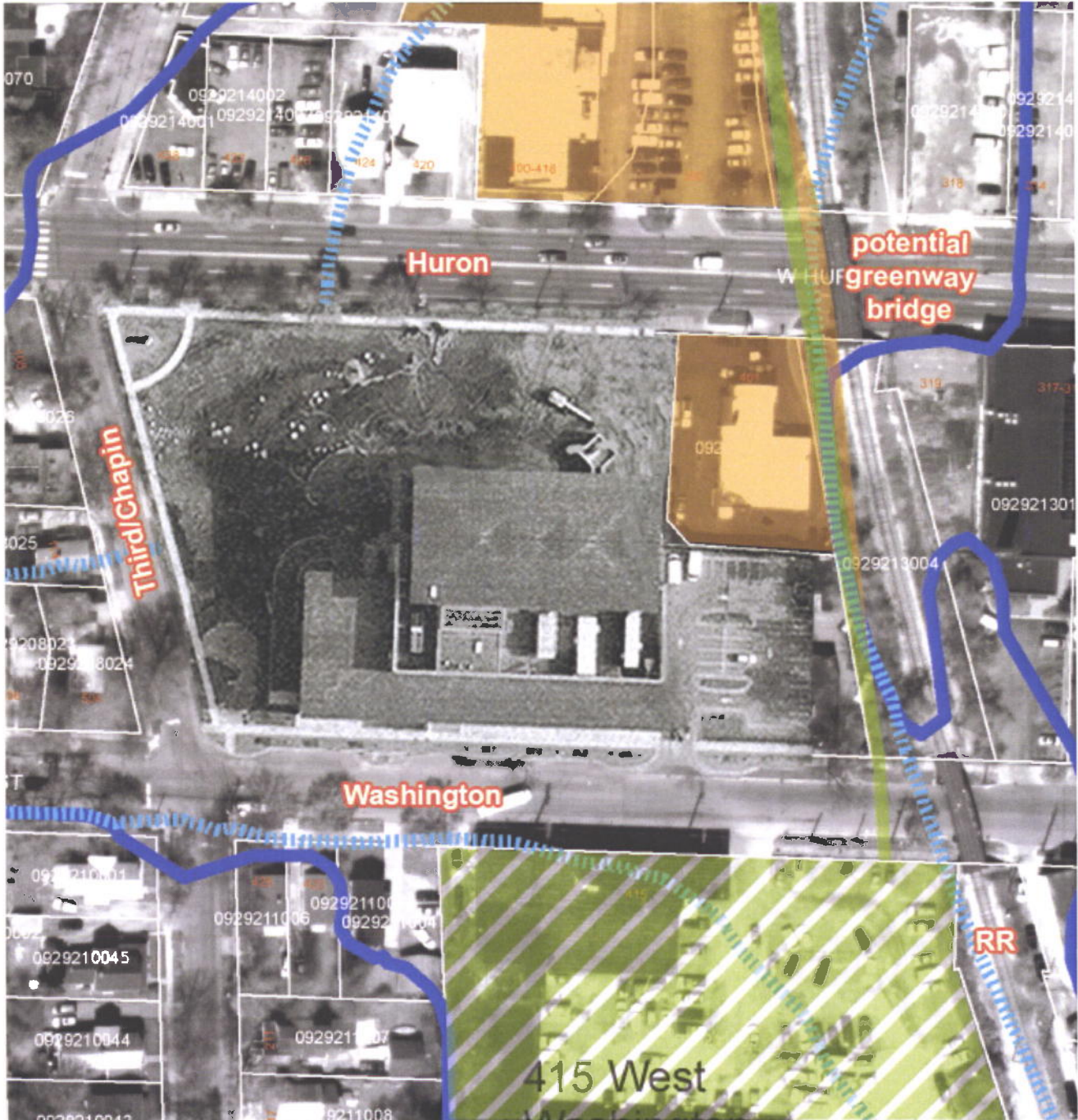
8109-09-29-211-003 (415 West Washington: proposed greenway park)

future opportunities

Washington could be turned into a dead end street, making a no-vehicle zone between First and Third.



Washington to Huron





Washington to Huron

essential route

Install pedestrian light to cross Washington at/near RR overpass.

Head north toward Huron along west side of railroad embankment, the YMCA, and/or Illi's Auto Service.

parcels:

8109-09-29-213-004 (railroad ROW): license

8109-09-29-213-018 (YMCA): easement

8109-09-29-213-005 (Illi's Auto Service): easement

future opportunities

Install greenway bridge over Huron. South terminus of bridge would be on the RR embankment, east of the YMCA/Illi's. (See "Huron to Ann" section for north terminus.)

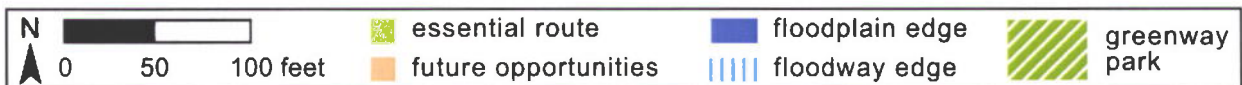
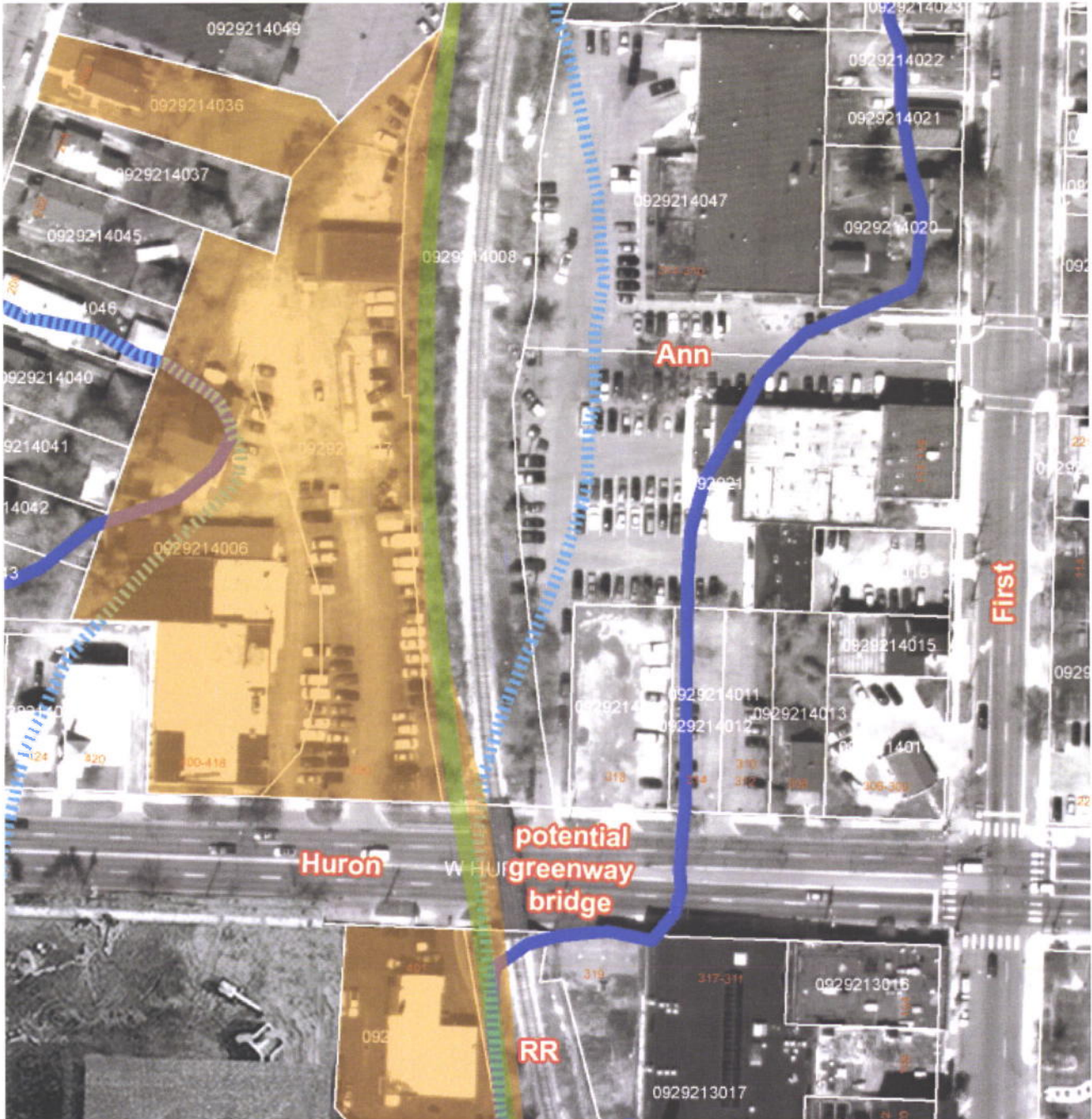
Purchase Illi's Auto Service.

parcel:

8109-09-29-213-005 (Illi's Auto Service)



Huron to Ann





Huron to Ann

essential route

Install pedestrian light to cross Huron at/near RR overpass.

Easement on parcel that includes Say Cheese and other buildings; easement on parking lot between those buildings and railroad. Could use west side of railroad ROW if not too steep.

parcels:

8109-09-29-214-008 (railroad ROW): license

8109-09-29-214-007 (parking lot between Say Cheese and railroad): easement

future opportunities

Install greenway bridge over Huron. North terminus of bridge would be on the RR embankment, east of the Say Cheese complex. (See “Washington to Huron” section for south terminus.)

Much of this area is in the floodway. This is an opportunity for a park that incorporates a stormwater garden.

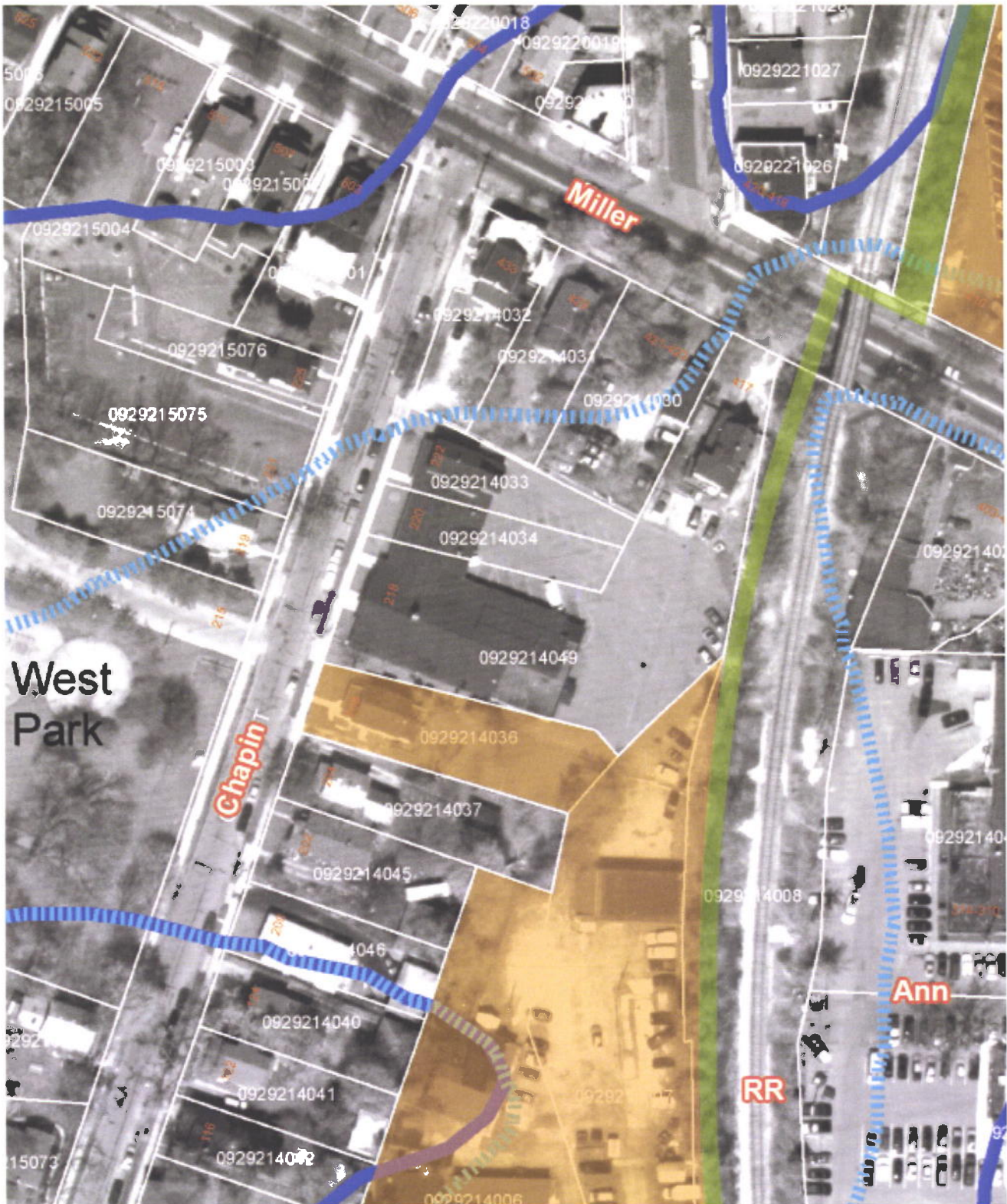
parcels:

8109-09-29-214-006 (Say Cheese and other buildings)

8109-09-29-214-007 (parking lot between Say Cheese and railroad)



Ann to Miller



essential route
future opportunities

floodplain edge
floodway edge

greenway park



Ann to Miller

essential route

Use west side of railroad ROW as much as grade will permit.

parcels:

8109-09-29-214-008 (railroad ROW): license

future opportunities

To connect West Park to greenway, purchase house (208 Chapin) to immediate south of church, or purchase any house in this row.

Vehicular bridge on Miller over greenway.

New Hope Baptist Church is affiliated with the University of Michigan through the New Hope Outreach Clinic (the building on the southwest corner of Chapin and Miller). Does this link open any doors for ACGC?

parcels:

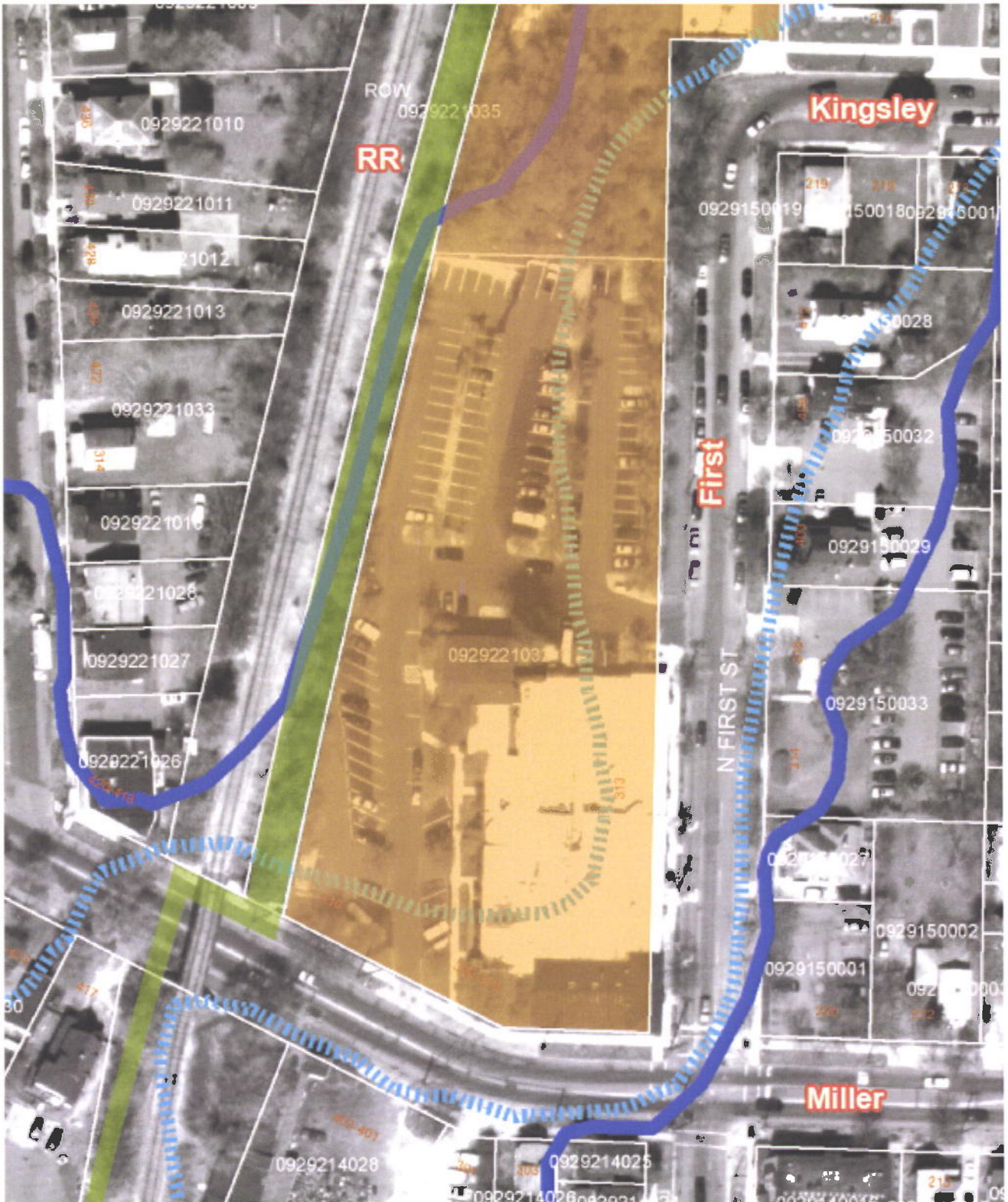
8109-09-29-214-006 (Say Cheese and other buildings)

8109-09-29-214-007 (parking lot between Say Cheese and railroad)

8109-09-29-214-036 (208 Chapin: residential)



Miller to Kingsley





Miller to Kingsley

essential route

Cross Miller at railroad overpass.

Travel north on long narrow property parallel to and just east of railroad.

parcels:

8109-09-29-221-035 (long narrow property east of railroad)

future opportunities

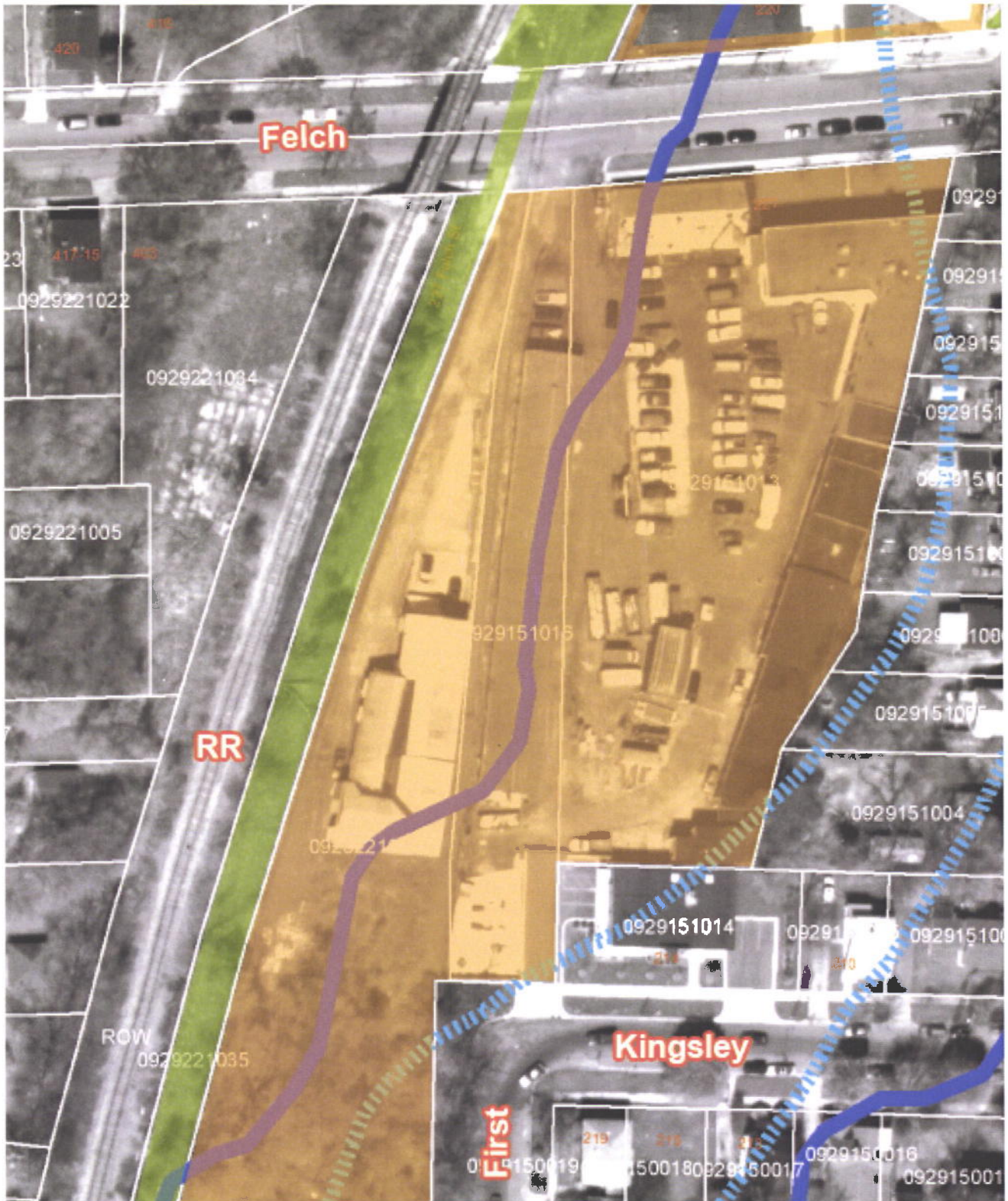
parcels:

8109-09-29-221-032 (310 Miller: office)

8109-09-29-221-031 (227 Felch: Burt Forest Products)



Kingsley to Felch





Kingsley to Felch

essential route

Travel north on long narrow property parallel to and just east of railroad.

parcels:

8109-09-29-221-035 (long narrow property east of railroad)

future opportunities

parcels:

8109-09-29-221-031 (227 Felch: Burt Forest Products)

8109-09-29-151-016 (between 227 Felch and 221 Felch: Beal Group)

8109-09-29-151-013 (221 Felch: Beal Group)



Felch to Summit





Felch to Summit

essential route

Cross Felch just east of railroad overpass. Proceed along east side of railroad ROW to proposed greenway park at 721 North Main.

parcels:

8109-09-20-409-008 (railroad ROW): license

8109-09-20-409-006 (721 North Main: proposed greenway park)

8109-09-20-409-026 (proposed greenway park)

8109-09-20-409-027 (city-owned lot along west edge of 721 North Main: park would extend into irregularly shaped street intersection beyond parcel's northwest end)

future opportunities

Acquire parcel with arts center and other buildings; has frontage on Felch.

parcels:

8109-09-20-409-012 (220 Felch: mixed use including art center)



Summit to Depot



721 N. Main





Summit to Depot

essential route

From northwest end of park on North Main Street, cross Summit. Travel north along east side of of railroad ROW.

To reach the proposed pocket park on Main just south of Depot: head north along east side of Main. Cross Main on the south side of Summit. Travel north on Main Street to the park.

Sidewalks and crosswalks are to be cast in green concrete.

parcels:

8109-09-20-410-016 (railroad ROW): license

8109-09-20-409-001 (733-735 North Main: residential): easement

8109-09-20-412-001 (730 North Main: party shop): easement

8109-09-20-411-014 (808 North Main: open site owned by City of Ann Arbor):
proposed pocket park

future opportunities

The disused gas station at Main and Sunnit could be used in conjunction with the pocket park at Main and Depot, possibly as a welcome center.

The office complex just to the east of the railroad ROW could be developed for the greenway.

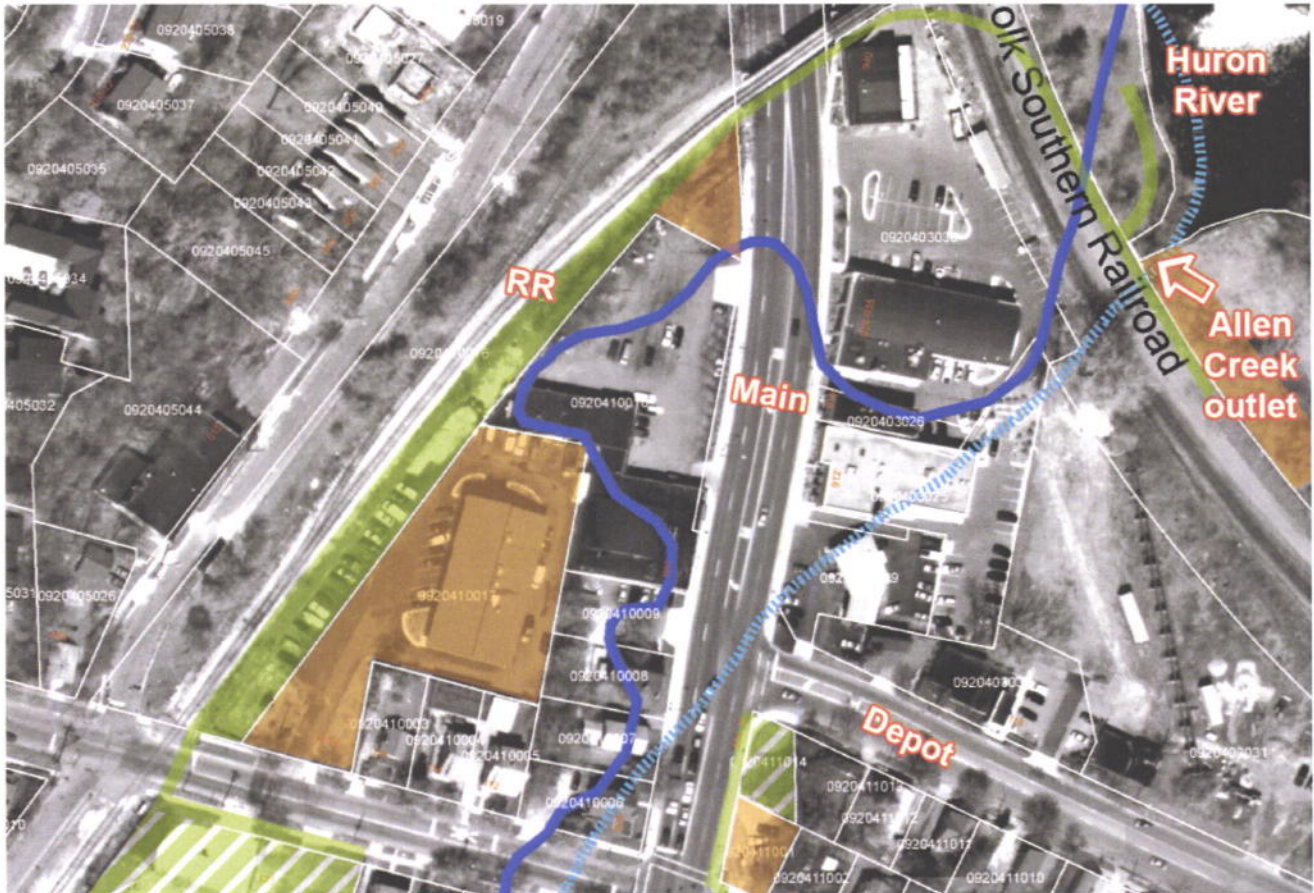
parcel:

8109-09-20-411-001 (800 North Main: disused gas station)

8109-09-20-410-017 (124 W. Summit: office)



Depot to Huron River Trail System



Depot to Huron River Trail System



essential route

Proceed northeast along east side of railroad tracks to trestle bridge. Cross Main Street at bridge, possibly on an elevated greenway walkway tied to the trestle bridge. On the east side of Main, head east across Martin property to Norfolk Southern railroad tracks. Joe says that we may be able to get an easement across Martin property.

Construct pedestrian/bike tunnel under Norfolk Southern/Amtrack tracks. This can be a route for water in times of high flow.

To the east of the Norfolk Southern railroad tracks, link up with Huron River trail system.

parcels:

- 8109-09-20-410-016 (Ann Arbor Railroad ROW): license
- 8109-09-20-403-030 (924-944 North Main: commercial): easement
- Norfolk Southern ROW (no parcel number): license

future opportunities

Easement across west edge of MichCon property.

parcels:

- 8109-09-20-410-017 (124 W. Summit: office)
- 8109-09-20-410-016 (Ann Arbor Railroad ROW): license
- 8109-09-20-403-023 (MichCon): easement

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**Greenway
Property
Table**

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property information

parcel number	occupied by	address	owner	assessed value	notes
Stadium to Hill					
no parcel number	railroad ROW	south of Stadium	Ann Arbor Acquisition Corporation	\$0	license
8109-09-32-115-002	railroad ROW	Stadium to Hill	Ann Arbor Acquisition Corporation	\$0	license. Contains rail turntable.
8109-09-32-401-001	parking lot	500 E. Stadium	University of Michigan	\$0	easement: link between Stadium Blvd. and greenway
future opportunities:					
8109-09-32-400-002 vacant land SW of Stadium and State					
Hill to Madison					
8109-09-29-418-017	railroad ROW	Hill to Madison	Ann Arbor Acquisition Corporation	\$0	license
future opportunities:					
8109-09-29-431-008 Fingerle, west of Fifth Avenue					
8109-09-29-431-009 Fingerle, west of Fifth Avenue					
8109-09-29-431-010 Fingerle, west of Fifth Avenue					



property information

parcel number	occupied by	address	owner	assessed value	notes
Madison to Jefferson					
8109-09-29-431-001	Clark gas station/ On The Go convenience store	601 S. Main	Robert and Alma Braun Trust et al.	\$240,000	easement. Associated with parcel 8109-90-00-029-943.
8109-09-29-412-027	mixed use	552-564 S. Main	Main and Madison LLC	\$429,000	easement
8109-09-29-412-004	mixed use	548 S. Main	Mark Thomas Sakalauskas	\$111,000	easement
8109-09-29-412-029	mixed use	544 S. Main	South Main Street LLC	\$62,500	easement
8109-09-29-412-024	railroad ROW	north of Madison to Jefferson	Ann Arbor Acquisition Corporation	\$0	license
future opportunities:					
8109-09-29-430-022	railroad ROW behind Japanese Auto Professional Service				
8109-09-29-430-021	Japanese Auto Professional Service				
8109-09-29-430-001	Fingerle				
8109-09-29-412-008	524 South Main parking lot for commercial site				



property information

parcel number	occupied by	address	owner	assessed value	notes
Jefferson to William					
8109-09-29-410-007	residence	200 W. Jefferson	Galen F. Wood	\$140,600	easement
8109-09-29-315-001	railroad ROW	north of Jefferson to William	Ann Arbor Acquisition Corporation	\$0	license
future opportunities:					
8109-09-29-315-007	Fingerle				
8109-09-29-410-005	Doughty Montessori School				
no parcel number	railroad ROW at northeast corner of Jefferson and Ashley				



property information

parcel number	occupied by	address	owner	assessed value	notes
William to Liberty					
8109-09-29-300-002	railroad ROW	William to north of William	Ann Arbor Acquisition Corporation	\$0	license
8109-09-29-300-003	First and William lot	216 W. William	City of Ann Arbor	\$0	proposed greenway park
8109-09-29-409-011	vacant	340 S. Ashley	City of Ann Arbor	\$0	east extension of proposed greenway park
8109-09-29-212-003	parking lot (formerly Schlenker)	213 W. Liberty	Liberty Land LLC	\$1,491,400	easement
8109-09-29-212-005	parking lot	307 S. First	City of Ann Arbor	\$0	north extension of proposed greenway park
8109-09-29-212-004	parking lot	305 S. First	Three Oaks Group LLC	\$62,000	easement
8109-09-29-212-001	commercial (c. 1920s gas station)	221 W. Liberty	Three Oaks Group LLC	\$205,900	easement
8109-09-29-225-001	railroad ROW	south of Liberty to Liberty	Ann Arbor Acquisition Corporation	\$0	license



property information

parcel number	occupied by	address	owner	assessed value	notes
future opportunities:					
8109-09-29-408-001	city-owned parking lot:	easement			
8109-09-29-408-002	city-owned parking lot:	easement			
8109-09-29-408-003	city-owned parking lot:	easement			
8109-09-29-408-004	city-owned parking lot:	easement			
8109-09-29-408-005	city-owned parking lot:	easement			
8109-09-29-409-009	202 W. William:	easement			
8109-09-29-409-010	342 S. Ashley:	easement			
8109-09-29-212-001	c. 1920s gas station				
8109-09-29-212-004	parking lot to immediate south of 1920s gas station				
8109-09-29-212-003	extension of former Schlenker lot				
Liberty to Washington					
8109-09-29-211-018	parking lot	W. Liberty; no street number	City of Ann Arbor	\$0	proposed greenway park
8109-09-29-211-017	parking lot	314 W. Liberty	City of Ann Arbor	\$0	proposed greenway park
8109-09-29-211-003	city lot	415 W. Washington	City of Ann Arbor	\$0	proposed greenway park



property information

parcel number	occupied by	address	owner	assessed value	notes
Washington to Huron					
8109-09-29-213-004	railroad ROW	Washington to Huron	Ann Arbor Acquisition Corporation	\$0	license
8109-09-29-213-018	YMCA	400 W. Washington	Ann Arbor YMCA	\$0	easement
8109-09-29-213-005	Illi's Auto Service	401 W. Huron	Illi's Auto Service	\$163,800	easement
future opportunities: 8109-09-29-213-005 Illi's Auto Service					
Huron to Ann					
8109-09-29-214-008	railroad ROW	Huron to Miller	Ann Arbor Acquisition Corporation	\$0	license
8109-09-29-214-007	mixed use/ parking lot	390 W. Huron	William Van Fossen	\$235,700	easement
future opportunities: 8109-09-29-214-006 400 W. Huron (Say Cheese and other buildings) 8109-09-29-214-007 390 W. Huron (parking lot)					



property information

parcel number	occupied by	address	owner	assessed value	notes
Ann to Miller					
8109-09-29-214-008	railroad ROW	Huron to Miller	Ann Arbor Acquisition Corporation	\$0	license
future opportunities:					
8109-09-29-214-006		400 W. Huron (Say Cheese and other buildings)			
8109-09-29-214-007		390 W. Huron (parking lot)			
8109-09-29-214-036		208 Chapin (residence)			
Miller to Kingsley					
8109-09-29-221-035	vacant	410 Miller	Felch LLC	\$21,700	long narrow property east of RR
future opportunities:					
8109-09-29-221-032		310 Miller (office)			
8109-09-29-221-031		227 Felch (Burt Forest Products)			
Kingsley to Felch					
8109-09-29-221-035	vacant	410 Miller	Felch LLC	\$21,700	long narrow property east of RR
future opportunities:					
8109-09-29-221-031		227 Felch (Burt Forest Products)			
8109-09-29-151-016		between 227 Felch and 221 Felch (Beal Group)			
8109-09-29-151-013		221 Felch (Beal Group)			



property information

parcel number	occupied by	address	owner	assessed value	notes
Felch to Summit					
8109-09-20-409-008	railroad ROW	Felch to Summit	Ann Arbor Acquisition Corporation	\$0	license
8109-09-20-409-006	city lot	721 N. Main	City of Ann Arbor	\$0	proposed greenway park
8109-09-20-409-026	city lot	717 N. Main	City of Ann Arbor	\$0	proposed greenway park
8109-09-20-409-027	city lot	175 Hiscock	City of Ann Arbor	\$0	proposed greenway park
future opportunities:					
8109-09-20-409-012 220 Felch (includes art center)					
Summit to Depot					
8109-09-20-410-016	railroad ROW	Summit to Depot	Ann Arbor Acquisition Corporation	\$0	license
8109-09-20-409-001	residence	735 N. Main	FTD Properties LLC	\$127,400	easement. Associated with parcel 8109-09-90-076-652 (Ann Arbor Music Center at 733 N. Main).
8109-09-20-412-001	Summit Party Shoppe	730 N. Main	Kraim Properties LLC	\$123,200	easement
8109-09-20-411-014	open site	808 N. Main	City of Ann Arbor	\$0	proposed pocket park



property information

parcel number	occupied by	address	owner	assessed value	notes
future opportunities:					
8109-09-20-411-001		800 N. Main (disused gas station)			
8109-09-20-410-017		124 W. Summit (office)			
Depot to Huron River Trail System					
8109-09-20-410-016	railroad ROW	Depot to river	Ann Arbor Acquisition Corporation	\$0	license
8109-09-20-403-030	commercial	924-944 N. Main	Limestone Buildings LLC	\$1,264,700	easement
no parcel number	railroad ROW	northeast of intersection of Main and Depot	Norfolk Southern	\$0	license. Construct greenway tunnel under tracks.
future opportunities:					
8109-09-20-410-017		124 W. Summit (office)			
8109-09-20-410-016		Ann Arbor Railroad ROW			
8109-09-20-403-023		MichCon: easement			



Notes for future work

For upcoming drafts:

Include photos of areas of special interest, difficult crossings, etc.

Show exact location of drain. This may be an appendix or a separate document. It shouldn't be overlaid on the aerials in the manual, as they aren't large scale enough to show clearly this level of detail.

Issues to discuss at meetings:

Routing and design for safety on an active rail corridor.

How to deal with resistance from Ann Arbor Railroad?

Possibility of greenway bridges instead of vehicular bridges in some places. Universal accessibility?

How closely should greenway align with drain?

