



COMPREHENSIVE PLAN UPDATE

Transportation, Infrastructure and Environmental Sustainability and Urban Form Steering Committees

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City of East Lansing DEPARTMENT OF PLANNING

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March 10, 2014 – 7:00 p.m.

Hannah Community Center, Room 235
819 Abbot Road

Present: Bauries, Bollman, Clayton, Cuddeback, Davis-Ray, DeFrain, Hathaway, Horan, Jester, Mrozowski, Soczek, Townley, Twede, White, and Wolf

Staff Members: DeShambo, Mullins, O'Connor, Scheuermann, D. Schmitt, and T. Schmitt

1) OPENING

- A) Roll Call
- B) Approval of Agenda

2) CORE DOWNTOWN AND DELTA TRIANGLE

CORE DOWNTOWN AND CENTRAL NEIGHBORHOOD: Area bound by Burcham Road, Abbot Road, Grand River Avenue, and Hagadorn Road.

Consider design solutions to improve the living environment in areas where owner-occupied and rental housing are mixed.'

Consider having nodes that are retail centers, rather than requiring continuous retail. New parking structures should be made less prominent by wrapping three sides of the structure in residential or commercial uses and placing the entrance to the structure off a north south street rather than the main east west street fronts .

Parking structures should be designed to blend into the architecture and minimize pedestrian vehicle conflicts.

The Grove Street Garage appears less dominant in the downtown since the 8-story mixed-use (The Residences and Hopcat) building was constructed.

Are the City's parking requirements too high; specifically, in close proximity to campus and downtown?

Generally surface parking lots are underutilized land and should be limited in the Core Downtown.

Utilize alleys behind properties on the north side of Grand River Avenue between Collingwood and Hagadorn Roads to create parking access for the redevelopment of these properties. Remove curb cuts and front yard parking by providing street parking and rear yard parking accessed off the alley. This will improve the Grand River Avenue frontage for pedestrian use.

The City needs to continue to evaluate the value of adding street parking for short term parking along Grand River Avenue to slow traffic and make the City a more walkable Community. The evaluation should include consideration for any potential pedestrian crossing problems being created by the street parking. Where appropriate, as redevelopment occurs in this area buildings should be adjusted to allow for street parking.

There is no legal or safe bicycle crossing Grand River at Collingwood, this should be addressed.

The downtown needs to be expanded beyond its current linear delineation.

We value the pedestrian feel of the Ann Street Plaza and consideration should be made to create more of a pedestrian feel along Albert Street in proximity to the Plaza through various methods such as street design that can be easily closed off to vehicle traffic on weekends or for special events.

As higher density mixed-used developments are considered closer to Grand River Avenue it is important that it does not create an unwelcoming environment or block the Strathmore Neighborhoods to the north from connecting to the campus.

Orchard and Durand Street area should be developed more as an extension of the Strathmore Neighborhood. The configuration of density was a desire to preserve the Strathmore neighborhood as a desirable location for MSU affiliated professionals to live and have easy access to campus. We should not create a commercial wall that blocks the campus from their neighborhood, but rather maintain an area as residential close to Grand River and Campus.

The alleys should be pedestrians and vehicle friendly. The alley design and signage should be used to prevent pedestrian/vehicle conflicts.

What can we learn from the residents that live in areas of different demographic groups? What makes the housing arrangements work or not work well?

The single-family residential neighborhoods have developed over time into many variations of owner-to renter occupied homes through years of changing regulations and not necessarily market outcome.

What is a normal number of times a resident should utilize their downtown to maintain a good mix of businesses? Is East Lansing much different than other communities of the same size and character? The increase in Parking Structure use leads us to believe that the most recent development in the downtown has drawn business to the downtown.

Restaurants in the downtown, are they destinations or neighborhood service type restaurants?

Dumpsters in the alleys downtown create less appealing pedestrian routes other than routes from parking to businesses. Preserve alleys for deliveries and connecting people to parking structures off south/north side streets rather than Grand River Avenue and Albert.

The three foot setback that is created along streets/sidewalks to allow footings to be built without encroaching into the right-of-way creates an awkward space that is hard to maintain.

Fenestration is important along Grand River Avenue to create a pedestrian friendly environment, specifically in the areas that are currently in the B-2 district. **Window fenestration meaning:** the arrangement, proportioning, and design of windows and doors in a building in a way that there is a clear and unobstructed view in an out of the structure.

Bailey Community Center: redeveloped or repurpose as condos and small scale retail on the first floor. Enhance the park area for year round use multiple community uses.

Make transitions to different uses or intensities at mid-block and not along streets.

3) **ADJOURNMENT**