



Department of Planning,
Building, and Development

Staff Contact: Timothy R. Schmitt
Phone No.: 517-319-6828
PC Agenda: December 10, 2014

STAFF REPORT
November 26, 2014
Site Plan and Special Use Permit
Park District Investment Group (341-345 Evergreen Avenue)

SUBJECT

An application from Park District Investment Group, LLC (PDIG), for Site Plan and Special Use Permit approval for the property at 341-345 Evergreen Avenue to demolish the existing structures and construct a four-story, mixed-use building (Building B) containing retail space on the first floor and 42 one-, two-, and three-bedroom apartments on the upper floors. The property is proposed to be rezoned to B-3, City Center Commercial, with a conditional rezoning agreement, under Ordinance 1337.

EXISTING CONDITIONS

The project is located on 0.53 acres of land on the south side of Valley Court Drive and the west side of Evergreen Avenue. There are two apartment buildings on the site, which have been vacant for a number of years. A small amount of parking is located on the western part of the site, accessible from Valley Court Drive. The majority of the property is currently zoned RM-32, City Center Multiple-Family Residential, with a small portion on the eastern edge zoned B-3, City Center Commercial. The entire property is proposed to be conditionally rezoned to B-3 under Ordinance 1337, which is being reviewed under a separate application. To the north of the subject property is Valley Court Park, which is zoned C, Community Facilities. Further north are several apartment buildings, zoned RM-32. Valley Court Park is also located to the west of the subject property, on the opposite side of Valley Court Drive. To the south is City-owned Parking Lot 8, which is zoned a mix of RM-32, B-3, and B-1, General Office Business District. Further south is The Peoples Church and the associated parking, which is also zoned B-1. Lastly, to the east are several single-family homes along Evergreen Avenue that have been converted into rental properties, and one small apartment building. They are zoned RM-32 to the north and P, Parking District, to the south. Further east is the core downtown, which is zoned B-3.

PROPOSED DEVELOPMENT

The following review is contingent upon the approval of proposed Ordinance 1337 which would rezone the property to B-3 with a Conditional Rezoning Agreement that would limit the development on the site to what is being reviewed under this site plan and special use permit application. The applicant is proposing to demolish the existing apartment buildings and build a four-story, mixed-use building. No parking is included or

required, as it is proposed to be rezoned into the B-3 District. The building would include multiple retail spaces on the first floor, and apartments on the upper three floors. The uses in the building are summarized below:

New Construction Summary:

General Retail Space	11,020 square feet
Studio apartments	0
One-bedroom apartments	3
Two-bedroom apartments	33
Three-bedroom apartments	6

Due to the failure of the ballot proposal to sell the City-owned parking lots in the area, the DTN Park District plans were withdrawn from consideration. This necessitated changes to the parking and road layout adjacent to Building A and Building B, both submitted by the Park District Investment Group. The attached sheet C100 shows the revised road and parking layout to the east of Building B to address the changes necessary to the Evergreen Avenue right-of-way with the DTN plans no longer moving forward. Evergreen Avenue will become a one-way street adjacent to the proposed Building B, with public parking on both sides.

STAFF REVIEW – Site Plan

A site plan application must meet the specific use and dimensional standards of the zoning district in which it is to be located and a number of other required conditions for development specified in the Zoning Code. A site plan application must substantially comply with the general standards of review specified in Sec. 50-38 of the Code. A site plan must also comply with other applicable local ordinances and state and federal statutes and be consistent with the objectives of the City's Comprehensive Plan. A site plan may be approved subject to certain conditions or modifications necessary to bring the plan into conformance with these requirements, including the approval of any variance that may be granted by the Zoning Board of Appeals.

The applicant has addressed the concerns Staff had from the initial review. The parking analysis that has been done in conjunction with Building A (reviewed separately) shows that the parking for this building will be accommodated in the City's system, the surrounding parking along Albert Avenue, and does not need to rely on the parking structure that was proposed as part of DTN's Park District plans. Bike parking will be added on the exterior of the building to accommodate visitors and the applicant has removed the reference to converting the north side of the first floor to residential units, which Staff did not support.

A. Zoning District Standards

The B-3 District *“is to provide for a wide range of commercial and high density residential land uses designed to serve the residents and shoppers of the East Lansing*

City Center. Because of its proximity to the Michigan State University campus and nearby residential neighborhoods, a major characteristic of the City Center is its intense core of pedestrian activity. This activity helps to create a unique social environment where people can gather and enjoy the festive atmosphere of a university downtown, attractive landscaping and greenery, and the diversity of retail shops.”

The B-3 zoning is the downtown core zoning which includes the highest density mix of housing and commercial uses. It permits multiple uses within each building. All properties are required to utilize the municipal parking system unless they receive City Council approval to provide on-site or other parking arrangements.

B. General Standards of Review for Site Plan Approval

- (1) **General site conditions.** *The site shall be designed and developed to provide a logical relationship between functional elements, to effectively serve the purposes for which it is to be developed, and to be reasonably compatible with surrounding properties.*

The site would be nearly fully developed, with lot coverage, which includes the building footprint and paving, of 93%. The proposed building is sited in a way that makes this area more pedestrian friendly by providing a larger setback along Valley Court Drive. The site in general is well laid out, with good architecture and public spaces, connecting Valley Court Park to the proposed Park District development and the downtown.

- (2) **Natural features.** *The site shall be designed and developed to minimize the disruption or loss of its desirable natural qualities and to enhance its overall appearance. There shall be no net loss in either wetland area or wetland benefits due to development of the site.*

There are no significant natural features on the site, as it is a Brownfield site. The applicant would need to complete demolition of the site prior to developing the proposed building.

- (3) **Traffic Access.** *The site shall be designed and developed to provide safe and efficient access for all forms of travel and to minimize impacts on adjacent public facilities.*

The application proposes one curb cut off Valley Court Drive for the loading zone and trash pickup. The application proposes to construct on-street parking adjacent to the building to accommodate the retail space being proposed. These spaces would be constructed in the City right-of-way and will be metered and managed by the City. There is no on-site parking proposed for tenants. A traffic study has been submitted and was reviewed by the Transportation Commission. Their comments are attached.

- (4) **Utilities and public services.** *The site shall be designed and developed to*

facilitate the efficient provision and maintenance of adequate public services.

The existing storm sewer, sanitary sewer, and water are not adequate to support the proposed development; therefore, the systems will need to be upgraded as part of the overall Park District plans. The attached review from the Engineering Department discusses the need for additional detail on the proposal.

- (5) ***Environmental protection.*** *The site shall be designed and developed to minimize any risk of pollution of natural resources and to protect the public health, safety and welfare.*

No pollution is expected as a result of this proposal and the public health, safety, and welfare should not be affected.

C. Other Applicable Local Ordinances and State and Federal Regulations

Prior to the approval of final plans and the issuance of any construction permits, the final plans will have to comply with all applicable local construction standards and specifications. This includes all applicable building, fire, health, and soil erosion codes, along with any other applicable codes.

D. Objectives of the Comprehensive Plan

The Comprehensive Plan calls for mixed uses on the site, between two and four stories in height. The site is located on the edge of East Lansing's downtown, which strongly encourages mixed-use types of development, fitting into the height guidelines that are established in the Master Plan for Land Use. The application proposes a four-story building, with non-residential uses on the first floor and residential uses on the upper three floors. The proposed development supports the following actions of the Comprehensive Plan:

- **Objective 2-3:** Promote diversity in downtown housing.
- **Objective 3-1:** Support both commercial and residential development opportunities downtown.
 - **Action 3-1.4:** Create a pedestrian-friendly environment in the Downtown's west end (between Hillcrest and People's Church). This would expand the retail area while creating a streetscape more consistent with the rest of the downtown.
 - **Action 3-1.6:** Use the Downtown East Lansing Mixed-Use District Plan as a tool to promote growth in the Downtown. The proposed plan encourages taller mixed-use buildings in the center of the Downtown to accommodate more density and vibrancy. Any new development adjacent to primarily single-family residential areas should be compatible and benefit both the mixed-use district and the adjacent neighborhood.
- **Objective 5-2:** Allow for and encourage land development patterns which can

reduce the necessity for the use of automobiles.

- **Action 5-2.1:** Provide opportunities for concentrated residential development within and adjacent to commercial and employment centers.

E. Other Department Review

The Planning, Building and Development Department routed a copy of the proposal to the Fire, Building, Police, and Engineering Departments. Comments from those departments that have been received are attached. Further reviews will be performed when the applicant submits for building permits.

STAFF REVIEW – Special Use Permit

A Special Use Permit application may be approved if it meets the requirements for Site Plan approval reviewed above and if the applicant makes an affirmative showing and the City finds that the application meets the following additional standards of review specified in Sec. 50-94 of the Code. A Special Use Permit may also be approved subject to reasonable conditions or certain modifications necessary to ensure that the use conforms to all applicable requirements.

A. All uses. Except as may be provided elsewhere in the Zoning Code, each Special Use Permit application shall meet each of the following standards:

- (1) *The proposed use shall be consistent with the purpose of the use district in which it is located and the purpose and provisions of this division.*

From the Zoning Ordinance, the purpose of the B-3 Zoning District is:

“(a) The purpose of this district is to provide for a wide range of commercial and high density residential land uses designed to serve the residents and shoppers of the East Lansing City Center. Because of its proximity to the Michigan State University campus and nearby residential neighborhoods, a major characteristic of the City Center is its intense core of pedestrian activity. This activity helps to create a unique social environment where people can gather and enjoy the festive atmosphere of a university downtown, attractive landscaping and greenery, and the diversity of retail shops.

“(b) The provisions of this district are intended to encourage the planned development of pedestrian amenities and public and private open space, and closely regulate the need for direct automobile access to each establishment. Also important in the future development of the City Center is the concept of mixed-use development promoted by this district and the East Lansing Comprehensive Plan. Mixed-use development for purposes of this district is defined as the combination of commercial and residential land uses within the same building. Since the City Center contains only limited geographic area for expansion, intensifying development through a mixture of uses within the same building is of major importance to the city's efforts to expand the tax base and broaden the housing and shopping opportunities available in the City Center.”

The B-3 district is dense and urban in nature, encouraging a wide variety of uses.

The applicant is proposing a mixed-use building, with the first floor primarily commercial and the upper floors residential.

There are public spaces proposed to the south side of the building and enhanced pedestrian areas on all sides of the building. The density increase is less than other buildings proposed in the area, which is appropriate, given that this building will act as a transition from the downtown into Valley Court Park.

- (2) *The site plan for the property shall be approved in accordance with the provisions of Section 50-36 of this chapter.*

The submittal was made properly and the plan has been presented in accordance with Section 50-36. There are issues with the Site Plan, as noted previously, that will need to be addressed prior to final City Council approval.

- (3) *The proposed size, height, architectural character and placement of new or expanded structures on the site shall be reasonably compatible with the existing or anticipated buildings on adjacent properties.*

The building is set back slightly more from Valley Court Drive than the other property lines, creating a larger pedestrian area along the street. The building is uniquely shaped, with a curved facade along Valley Court Drive and upper floor overhangs on the majority of the building. There is not a substantial amount of horizontal relief in the building, but the applicant is proposing vertical elements to break up the facade and create interest in the building. The architecture is predominantly metal panel and brick, similar to the other buildings being proposed in the area.

- (4) *Streets and access facilities serving the site shall be able to safely accommodate the expected traffic generated by the proposed use; the use shall not cause excessive traffic congestion or delays, obstruct access to adjacent properties, or imperil the safety of motorists, pedestrians or bicyclists.*

A traffic study has been submitted and was reviewed by the Transportation Commission. Their comments are attached.

- (5) *The proposed use shall not adversely affect the use and enjoyment of adjacent properties by generating excessive noise, vibration, light, glare, odors or any other form of pollution or nuisances.*

The building is taller than the existing buildings to the north, but will be shorter than the other buildings in the overall Park District proposal. The proposed building height creates a good transition from the taller buildings along Abbot Road and Valley Court Park. Given the uses being proposed, no excessive noise, vibration, or odors are expected. The applicant will be required to provide evidence that the proposed lighting will not infringe on neighboring buildings.

Other buildings in the downtown have done this successfully and Staff has no major concerns that the lighting can be designed appropriately.

- (6) *The proposed use shall not materially diminish the economic value of adjacent properties or the city as a whole.*

The property should not have a negative impact on the economic value of the neighboring properties or the City as a whole.

- (7) *The proposed use shall not materially diminish the privacy, safety, security or enjoyment of any residential dwelling or residential neighborhood within the vicinity of the site.*

The nearest residential dwellings that would remain if the Park District project is built would be the co-op building at 420 Evergreen Avenue. This proposed building is separated from 420 Evergreen Avenue by the parking structure building, Evergreen Avenue itself, and a pedestrian area between the buildings. The proposed building should not have a negative impact on 420 Evergreen Avenue.

The nearest residential neighborhood is located to the north of Valley Court Park. The use is not expected to diminish privacy, safety, security or enjoyment of the neighborhood.

- (8) *The proposed use shall be located with direct access to and frontage on a major street as designated in the major street plan, or within an area designated for adaptive reuse in the city center element of the comprehensive plan.*

The project is part of the City Center element of the Comprehensive Plan.

- B. *Specific uses.*** In addition to the standards above, to address their unique characteristics, certain uses shall also meet the applicable standards below.

- (4) *Multiple-family dwellings in business districts.* Where multiple-family dwelling units are provided in conjunction with business uses on a property in a business district, the following additional standards shall apply.

- a. *Except where multiple-family dwelling units may be permitted as the sole principal use of a building to provide unique housing opportunities which are not otherwise available in the City Center, at a minimum, the first floor of any building shall primarily be used for principal permitted business uses, and the number of multiple-family dwelling units and the permitted occupancy of the units shall be limited to maintain a reasonable balance between the business and residential uses on the property consistent with the purpose of each business district.*

The majority of the first floor of the building is proposed for commercial uses, with some small areas utilized as common area for the residential uses on the upper floors. Residential uses are proposed for the three upper floors. The building is well balanced between the occupancy being proposed on the upper floors and the amount of commercial space on the first floor. Any future proposed changes in use from commercial to residential on the first floor would require an amended Special Use Permit.

- b. *The number of multiple-family dwelling units, the permitted occupancy of the units and the height and size of structures containing such units shall be limited to be compatible with adjacent development patterns and any nearby residential districts.*

The building would be shorter than all of the new buildings in the area, but still taller than the existing buildings. There would be a mix of one-, two-, and three-bedroom units spread throughout the three floors of residential space, with the lower level being non-residential space. For comparison, the following are examples of other properties and their occupant densities:

Property	Year Built	# of Beds	Commercial Sq. Ft.
The Residences	2013	84	8,580
St. Anne Lofts	2012	49	9,475
Building B (proposed)	N/A	87	~11,020

- c. *Reasonable amounts of yard areas and open space shall be provided where necessary to be consistent with surrounding use and development patterns and to provide for the privacy and enjoyment of the residents.*

Redevelopment projects in urban settings typically are not built with substantial yard areas. And notably, the standard calls for reasonable yard area 'where necessary'. Staff expects that the residents will likely utilize Valley Court Park and MSU's campus to enjoy yard areas and one of the plazas or outdoor seating area in the proposed project for open space. The proposed open space on the property is consistent with the downtown development pattern and the urban nature of the B-3 district.

- d. *The design, type and operational characteristics of the business and residential uses on the property shall be compatible with one another.*

Staff has identified no major design concerns between the proposed uses. There are examples throughout the world of use mixes similar to what is being proposed. There are complementary uses throughout the building. The eventual uses on the first floor will be reviewed to confirm that no

conflicts will arise between the uses in the building.

- e. *The residential units shall be designed and marketed to diversify housing opportunities in the neighborhood and shall not increase existing high concentrations of similar housing units in the neighborhood.*

The residential units are slightly larger than Staff has seen on more student oriented projects and this should allow the applicant to diversify the tenants in the building. They are also unique in that they are proposed to have more curving walls and designs internally, along with the curved face of the building along Valley Court Drive. The closets are larger than other apartments, but there is very little other storage in each of the units. Some storage is proposed for the first floor, along with bicycle parking. The applicant is diversifying somewhat in comparison to the design of units they proposed in Building A (reviewed under a separate application), but there will still be a preponderance of two-bedroom units.

ITEMS FOR CLARIFICATION/CORRECTION

Staff has noted several items throughout the plans that the applicant needs to clarify. These are:

- Remove the reference to converting the first floor to residential units, depending on market conditions, as this is not something that has been contemplated in the public hearing or review and would substantially change the analysis of the mix of uses in the building. **The reference has been removed from the plans.**
- Provide a parking plan, pursuant to Section 50-593, outlining where the residents and patrons will park for the proposed building. **The applicant has provided a parking plan (that covers both Buildings A and B), which has been reviewed under a separate heading.**
- Clarify, in writing, which portions of the road and infrastructure construction Park District Investment Group will be responsible for constructing in connection with the site plan review of Building B. **The applicant has clarified this in their response letter.**
- Provided bicycle parking for both the residential tenants and for visitors. Parking should be provided both internally and externally to accommodate both user groups. The interior parking area needs to be further analyzed to determine how many bicycles can be stored. **The applicant has clarified this in their response letter and will be providing exterior bike parking as well as the interior bike parking.**

PLANNING COMMISSION CONCERNS

During the public hearing held on August 13, 2014, the Planning Commission raised several issues with respect to the proposal. Staff has looked into each question and offers the following information.

- *What are the economic considerations behind converting Evergreen Avenue, between 420 Evergreen and Albert Avenue, to a pedestrian area and eliminating vehicular traffic?* - This item is more appropriately discussed with the DTN proposal, as they are responsible for the Evergreen Avenue changes in this area. It has not yet been determined whether or not the City would vacate the property or who would maintain the new pedestrian areas.
- *How will the parking for this building be accommodated?* - The applicant and City have done parking studies for both Building A and Building B. The transient parking for the retail space will be accommodated in the new on street parking spaces that will be built with this project and the existing surface lots, given that DTN's project is not proceeding at this time. The residential parking will be accommodated through a combination of the parking structure under Building A, the approximately 100 permit parking spaces in the City's system.

SUMMARY COMMENTS

The plans represent a substantial improvement over the buildings that are currently located at 341-345 Evergreen Avenue. The applicant has voluntarily limited the density and height of the building under the Conditional Rezoning Agreement being requested and reviewed under a separate heading. The plans meet all ordinance requirements and the parking in this building can be accommodated through the combination of the parking in Building A (also reviewed under a separate heading) and the existing and modified City parking lots in the area. Lastly, the height of the proposed building and residential density, both of which require Special Use Permit approval, are reasonable for the site and fit in well along this edge of the downtown, as the area transitions into largely two-story, single-family homes to the north. The applicant has addressed any concerns that have been raised and after review, Staff **can recommend approval** of the proposed four-story, mixed-use building. Staff has provided a sample motion for the Planning Commission's use.

In the matter of the request from Park District Investment Group, LLC (PDIG), for Site Plan and Special Use Permit approval for the property at 341-345 Evergreen Avenue to demolish the existing structures and construct a four-story, mixed-use building (Building B) containing retail space on the first floor and 42 one-, two-, and three-bedroom apartments on the upper floors, motion to **recommend approval** to the City Council for the Site Plan and Special Use Permit **for the following reasons...**

- *(Insert specific Planning Commission reasons here)*

Subject to the following conditions...

- *(Insert specific Planning Commission conditions here)*

1. Water and sanitary sewer extensions and connections shall be approved by the City Engineer in accordance with all applicable State and local regulations.
2. The storm water detention facility shall be designed to accommodate a 100-year storm; the required calculations and storm water management plan shall be approved by the City Engineer.
3. Final grading, soil erosion control, paving and utility plans for the site shall be approved by the City Engineer in accordance with all applicable local requirements.
4. The required permit(s) shall be obtained from the City of East Lansing and the Michigan Department of Environmental Quality if any filling or excavation is to be done within regulated wetland/flood plain areas.
5. The applicant shall construct an 8 foot wide sidewalk along all major road R.O.W. and 5 foot wide sidewalk shall extend from the public sidewalk to the entrance of the building(s).
6. Final landscaping and screening details shall be designed in accordance with sections 50-816 and 50-817 of the Zoning Code. A final landscape plan shall be approved by the Planning and Zoning Administrator and signed-off on prior to installation.
7. Bike racks shall be installed sufficient to accommodate at least 47 bicycles.
8. Site lighting shall be installed in accordance with the requirements of section 50-155 of the Zoning Code.
9. The trash containers shall be constructed and screened in accordance with the requirements of section 50-147 of the Zoning Code.
10. Recycling containers shall be provided in accordance with section 36-86 of the City Code.
11. The required permit(s) shall be obtained from the Department of Planning, Building, and Development for all exterior signs, in accordance with the City Sign Ordinance.
12. The project shall be designed and developed in accordance with all applicable State and local statutes, codes and regulations.

ZONING ANALYSIS
341-345 Evergreen Avenue (Park District Investment Group)

Zone: B-3 (PROPOSED)	Standard	Proposed	Conformity
Min. Site Area:	N/A	0.53 acres	Yes
Min. Lot Width/Frontage:	None	270 feet	Yes
Max. Building Height:	4 stories 64 feet	4 stories 49.5 feet	Yes ¹ Yes ¹
Min. Floor Area Ratio:	1.25	3.06	Yes
Max. Building Cover:	80%+ bonuses, up to 100%	79.0%	Yes
Max. Ground Cover:	85%+ bonuses, up to 100%	93% ²	Yes
Min. Bldg. Setbacks:			
Front Yard (West)	0 feet	4.6 feet	Yes
Side Yard (South)	0 feet	5 feet	Yes
Rear Yard (East)	0 feet	2 feet	Yes
Min. Parking Setbacks:			
No surface parking provided			
Parking Spaces:			
Min. Required ³	0	0	Yes
Max. Permitted	0	0	Yes
Min. Barrier Free Spcs.	0	0	Yes
Min. Bike Spaces	47	Unknown, but standard will be met	Yes
Loading Space:	10 feet wide, adjacent to building	Shown	Yes

Notes:

¹ Height above 8 stories or 112 feet requires a special use permit, approved by 3/4 of the City Council, be in a specific geographic location, and be found to be significant public benefit.

² 100% ground coverage permitted with qualifying features. Proposed development has plaza areas on the south side of the building (~2,492 square feet) that allow additional lot coverage up to 100%.

³ On-site parking in the B-3 zoning district is permitted only in limited circumstances under Section 50-593(j). 100 parking spaces would be required based on the mix of uses being proposed.

CITY OF EAST LANSING

AERIAL PHOTOGRAPH





PUBLIC WORKS AND ENVIRONMENTAL SERVICES

Quality Services for a Quality Community

MEMORANDUM

TO: Darcy Schmitt, Planning & Zoning Administrator

FROM: Steven Roach, Design Engineer

DATE: November 21, 2014

SUBJECT: Transportation Commission Recommendation on PDIG Building B

City of East Lansing
PUBLIC WORKS AND
ENVIRONMENTAL
SERVICES
1800 E. State Road
East Lansing, MI 48823

Mailing Address:
410 Abbot Road
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This memorandum is to inform you that the Transportation Commission reviewed/discussed the Traffic Impact Study (TIS) for the Park District Development for the Park District Investment Group (PDIG) as it relates to Building B at their November 17, 2014 meeting. Approval on Building B was denied on a vote of 1-5 as the Commission expressed their desire to see a completed package of the site plan and surrounding lane configurations before considering granting approval. This includes a layout of a bike lane on Abbot Road through Grand River Avenue.

The attached meeting minutes summarize the parameters of concern on behalf of the Commission members, which includes the bike lane on Abbot Road, overall parking availability and pedestrian/bicycle access around Building B.

Reconsideration of the TIS as it relates to Building B is scheduled for the Transportation Commission's December 8, 2014 meeting, pending receipt of additional information addressing the Commission's concerns.



TRANSPORTATION COMMISSION

Quality Services for a Quality Community

MEMBERS

Konrad Hittner, Chair
Barbara Hollstein
Daphne O'Regan
Chris Parsons
Bob Rutledge
Diana Twede

MEETING MINUTES

November 17, 2014 - 7:00 P.M.

54-B District Courtroom 2

101 Linden Street

East Lansing, MI 48823

City Council Liaison
Susan W. Woods

Staff Liaison
Robert Scheuerman
(517) 337-9459

City of East Lansing
DEPARTMENT OF PUBLIC
WORKS &
ENVIRONMENTAL
SERVICES
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ROLL CALL:

Commissioners present:

Konrad Hittner, Barbara Hollstein, Daphne O'Regan, Chris Parsons, Bob Rutledge
Diana Twede

Commissioners absent:

None

APPROVAL OF AGENDA:

Agenda approved unanimously.

APPROVAL OF 2015 TRANSPORTATION COMMISSION MEETING SCHEDULE:

Upon review of the proposed schedule for the 2015 Transportation Commission, there were no questions.

Twede forwarded a motion to approve the 2015 schedule.

Rutledge seconded.

Vote 6-0, motion approved.

APPROVAL OF MINUTES –SEPTEMBER 15, 2014 & OCTOBER 20, 2014 MEETING:

Minutes approved unanimously.

CORRESPONDENCE:

Doug Couto, 1707 Walnut Heights Drive

Mr. Couto issued a letter to the Transportation Commission expressing the concern of residents within the Walnut Heights Neighborhood over the congested parking occurring along Woodside Drive at the pump house location directly north of the East Lansing Middle School. Due to ingress/egress changes and turning movement restrictions made at the approaches and the addition of the sixth grade student body, students are routinely being dropped off and picked up along Woodside creating safety concerns and difficulty for residents to exit their own driveways. The Neighborhood Association is requesting assistance in developing a traffic management plan.

Hollstein requested that the appropriate school officials be contacted as well to determine if students could be educated on the situation being encountered along Woodside.

Roach stated he would be follow-up with the neighborhood association and the school district to further discuss options.

COMMENTS FROM CITY COUNCIL LIAISON TO THE COMMISSION:

None

AUDIENCE COMMENTS ON NON-AGENDA TOPICS:

None

BUSINESS AGENDA

DISCUSSION OF TRAFFIC ANALYSIS FOR THE BEECH STREET/BAILEY STREET INTERSECTION

Roach briefly reviewed the correspondence that was discussed at the September 2014 meeting where a resident had requested that the City look into potentially installing stop signs along the north and south legs of the Beech/Bailey Street intersection. Currently, the east and west legs of the intersection (Beech St.) are controlled by stop signs.

During the week of September 15, 2014, the East Lansing Engineering Dept. placed traffic counters to monitor existing traffic volumes and speeds. Crash analysis of the intersection was also performed from the past three years and sight distance triangles were completed at the intersection. Current ADT volumes on Beech are 830, while volumes on Bailey are 1,975. Average speed data collected was less than the posted speed limit of 25 mph. Four accidents have occurred over the past three years at this intersection due to failure to yield and sight distance does not appear to be an issue.

Based on the data collected, current average speeds do not meet the threshold criteria outlined in the Action Plan Guidelines for Addressing Neighborhood Speeding & Non-Resident Traffic Issues to implement stop signs.

Rutlege asked if there were any different criteria outlined given that one leg of the intersection is currently at an angle.

Roach stated the criteria remains the same, but the sight distance was evaluated for the that purpose to make sure proper sight distances are available at this intersection. Based on the current geometry of the intersection, minimum requirements are met.

Parson asked if implementation of traffic control was also dependant on engineering judgment in most cases.

Roach acknowledged that it was. Evaluations of sight distance, crash history and speeds are the most common factors evaluated. None of which appear to be an issue at this time.

Roach stated he would contact the resident following the Transportation Commission meeting to inform them of the discussion this evening and possible alternatives. Requests to step up enforcement could be one alternative but can't be a dedicated location for local enforcement.

No further action was taken.

DISCUSSION OF PARK DISTRICT DEVELOPMENT FOR THE PARK DISTRICT INVESTMENT GROUP BUILDING B

Roach provided Commission members with the Traffic Impact Study (TIS) for the Park District Development for the Park District Investment Group, LLC (PDIG). The focus this evening is approval of Building B, which would be located on the northeast corner of the realigned Albert Avenue and Valley Court. Building B will consist of a four story building with retail on the first floor and apartments on floors two through four. With the DTN portion of the development no longer being proposed, additional parking is being proposed on the east side of Building B to improve parking accommodations around the site. An illustration was provided which represented the revised site plan to each of the Commission members.

Tim Schmitt, Community Development Analyst with the City's Planning Department was in attendance and offered to speak on the development and what approval is needed by the Transportation Commission this evening.

O'Regan stated she is concerned over the crosswalk expectations for pedestrians to cross Albert Ave. at Abbot Rd. and then proceed to the dedicated pathway along the west side of Building A.

Schmitt stated pedestrians would have that option of crossing at the signalized light at the Abbot/Albert intersection, but there will also be a non-signalized crossing provided between Evergreen Ave. and the public alley shown on the site plan.

Hittner asked what needs to be changed on the south side of the Grand River/Abbot intersection to connect a dedicated bike lane with the one currently in place on the MSU campus side of this intersection.

Schmitt stated the bike lane on campus is in a location where pedestrians/bicyclists would have to change lanes among traffic as they proceed through the intersection. This concept is not desired due to safety concerns.

Scheuerman stated the City has contacted the consultant who created the City's Non-Motorized Transportation Plan to evaluate this concept of a bike lane through the west leg of the Grand River/Abbot intersection. The consultant has provided a concept at this time that incorporates a bike signal at this intersection. This concept will be provided to PDIG to evaluate with their traffic consultant and a recommendation will be expected once an evaluation of how the traffic and pedestrians will maneuver through this intersection is completed. Mr. Scheuerman stated that MDOT has been made aware of the request to place a bike lane from Albert through Grand River to connect with campus and has been reassured that this concept will be evaluated once a final plan is provided. Scheuerman went on to explain that the current parking configuration has been altered since the DTN portion of the development is no longer in place. With this in mind, the overall parking availability was evaluated by Carl Walker and it was determined that the majority of both Building A and B's parking demands could be accommodated with the underground parking at Building A combined with those spaces provided in the existing parking system and the revised site plan. Cut through traffic to the north through the surrounding neighborhood will be discouraged as parking along the east side of Building B will be from the southbound direction only.

Hittner asked about the modification to the site plan now that the DTN piece is no longer moving forward and how it relates to the proposed parking along the east side of Building B. Is this an indication that sufficient space is now not necessarily available.

Schmitt stated that was not the case, but the additional parking spaces along the east side of Building B were a result of maintaining the same number of spaces available on this side of the City as there was prior to the development.

O'Regan asked about the possibility of closing the access to the parking along the east side of Building B and making it one way in/one way out.

Schmitt stated that concept would be taking away the frontage for the first floor.

Twede forwarded a motion that the Transportation Commission approve the TIS for Building B of the Park District Development Project.

Hollstein seconded.

Further discussion among the Commission members followed.

O'Regan stated pedestrian and bicycle access needs to be further evaluated around Building B before discussing approval.

Scheuerman stated the developer is providing pedestrian access and bicycle lanes along Albert Ave.

Hittner stated the fact that Building A and B are incorporated into the same TIS, that he feels the Commission reserves the right to follow through on concerns that stem from the September 2014 meeting at which time the TIS for Building A was approved. He feels until there is a possible plan or concept in place to implement a bike lane between Albert and Grand River extending through the Grand River intersection, that he would not be in a position to offer his approval.

Other Commission members who voted in favor of the TIS for Building A at the last meeting, also explained their desire to see a concept in place by the developer for establishing bike access through the Grand River/Abbot intersection, despite approval of Building B being the agenda topic this evening and discussing the TIS as it relates to this particular building.

Commission members expressed their desire to see a complete package of the site plan and lane configuration and Abbot lane concept plan before exercising their vote on possibly approving the TIS as it relates to Building B.

During the August 2014 Transportation Commission meeting, it was suggested by the third party review consultant DLZ, in their memo to the City, that the developers contract the TIS's for the Park District Development into one independent study. Later in the meeting, the developer for the PDIG stated Buildings A and B under the PDIG plan are both separate applications and were to be reviewed/approved separately, while the proposed DTN plan for buildings C, D and E were a third separate application.

Schmitt clarified that the Commission would like to see a redesigned concept for the lane configuration on Abbot Rd., including a bike lane through the Grand River intersection as it relates to the plan that incorporates Building A, before forwarding a motion to approve the TIS as it relates to Building B.

Hittner stated this was correct.

Vote 1-5, motion denied.

DISCUSSION AND APPROVAL OF DECEMBER 2014 TRANSPORTATION COMMISSION MEETING DATE

In order for the Planning Commission to potentially move forward with approval of Building B for the Park District Development, the Transportation Commission must discuss and forward a recommendation of approval for the TIS as it relates to Building B. Appropriate revisions to the site plan that incorporates pedestrian access and bike lanes as previously discussed during this meeting and the September 2014 meeting are to be evaluated with a revised plan established by the developer. The Transportation Commission discussed setting the next meeting on December 8, 2014.

Scheuerman stated the MSU Federal Credit Union is expanding and would like to further discuss the site plan and traffic report at the upcoming December meeting as well.

Hollstein forwarded a motion to schedule the December 8, 2014 meeting to further discuss Building B as it relates to the Park District Development and the site plan/traffic report for the proposed second MSUFCU building along West Road.

Twede seconded.

Vote 6-0, motion approved.

DISCUSSION OF SITE PLAN FOR 1595 LAKE LANSING ROAD

Roach provided the Commission members with a site plan which incorporates the development of the third building as part of the Caddis Development project at 1595 W. Lake Lansing Road. Currently on site, there is a PNC Bank and cancer center. The third building on the approved site is to be a three story commercial building which will include a drive through coffee shop. Already included in the Commission's packet this evening is a memo from Traffic Engineering Associates, Inc. (TEA), which mentions the level of service analysis for an exclusive right lane for eastbound Lake Lansing at Coolidge Road. Previous traffic impact studies (TIS) completed for this site showed this lane as a concept to possibly be implemented in the future. Land was set aside by the developer upon discussing the development with the City prior to commencing construction. The memo summarizes that the need for an exclusive right turn lane is not essentially needed at this time based on the current and future level of service parameters at this intersection.

Hittner opened the floor to public comment.

Ralph Monsma, 1350 Red Leaf Lane

Mr. Monsma stated the adjacent neighborhood had questions related to zoning and the impacts the proposed drive through had on the zoning requirements.

Kevin McGraw, Caddis Development Group

Mr. McGraw spoke on the proposed development and the overall site and the amount of traffic currently experienced through this site. The overall density is much less than what

was originally projected based on the approved site plan. The plan is for a small coffee shop with the remaining space dedicated to office type facilities, keeping the zoning a B-4.

Parsons asked if the dedicated right turn lane is shown per the existing site plan.

McGraw stated there is not a dedicated right turn lane at this time, but the land was given to the City for future construction and use when needed.

Twede forwarded a motion to approve the site plan without the need for a dedicated right turn lane on Lake Lansing based on the current information presented.

Rutledge seconded.

Vote 6-0, motion approved.

STAFF UPDATE

Roach stated he was appointed the staff person to meet with the Chesterfield Neighborhood Parking Committee and will be doing so later this week. Next step would be to draft a petition for approval of permit parking on the appropriate streets for submittal to local residents. Further information will be presented to the Commission at later dates.

Roach stated the Commission will have a new member starting in December, this new member is Andy Draheim. Approval to be added to the Transportation Commission is expected to take place at the November 18, 2014 City Council meeting.

E-mails from Matt Phelan and Paul McAllister were included in this evening's packet as both members have resigned from their positions. The City Clerk's Office also submitted a Boards and Commissions document of Commission members term status. Diana Twede and Chris Parsons are up for consideration of re-appointment while Barbara Hollstein is term limited upon the completion of the December 2014 meeting.

Both Mr. Parsons and Ms. Twede stated they were willing to continue to serve. However, Mr. Parsons will only be through February of 2015.

COMMISSION MEMBER CONCERNS

O'Regan suggested changes to ordinance language regarding traffic impact studies requirements.

Scheuerman stated the City will work with the consulting firm DLZ on items that have come up during recent TIS reviews at the Commission level. He suggests working through this parameters with DLZ and presenting to the Commission before suggesting changes to the City Ordinance.

ITEMS FOR THE DECEMBER 8, 2014 MEETING:

- Discussion of traffic report for MSUFCU HQ2 Development
- Review of Park District Development for PDIG Building B

There being no further business, the meeting was adjourned at 9:55 P.M.

KONRAD HITTNER, CHAIR

ROBERT SCHEUERMAN, SECRETARY

**Traffic Engineering
Associates, Inc.**

517/627-6028 FAX: 517/627-6040

PO Box 100
Saranac, Michigan 48881

Mr. Todd Arend, PE
1427 W. Saginaw, Suite 200
East Lansing, MI 48823

November 14, 2014

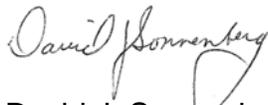
Dear Mr. Arend:

Traffic Engineering Associates, Inc. (TEA) is pleased to provide you with the following letter as it relates to the Traffic Impact Study for the revised Park District Development for PDIG, LLC, in the City of East Lansing, Ingham County, Michigan.

It is our understanding that additional on-street parking was added south of Evergreen Avenue on the east side of Building B. The revised site plan shows twenty-three (23) additional parking spaces on a one-way southbound roadway that ends at Albert Avenue. It is unclear at this time if the City of East Lansing will designate this new parking as metered or permit parking.

With only twenty-three (23) proposed parking spaces, either metered or permit parking, the small amount of traffic that will be generated is not anticipated to be concentrated during the AM and PM peak hours; therefore, the addition of 23 new parking spaces and roadway exiting onto Albert Avenue west of Abott Road is not expected to have any impact in the original traffic study and no further analysis will be needed.

Sincerely,



David J. Sonnenberg, P.E.





CITY OF EAST LANSING

The Home of Michigan State University

November 5, 2014

Ms. Sheryl Soczek, Chair
East Lansing Planning Commission
410 Abbot Road
East Lansing, MI 48823

Re: **Recommendation Related to the Park District Investment Group Site Plan and Special Use Permit for Park District Building B**

Dear Ms. Soczek and Planning Commissioners:

At its October 23, 2014 meeting, the Downtown Development Authority discussed the application from Park District Investment Group, LLC, for Site Plan and Special Use Permit approval for the property at 341-345 Evergreen Avenue to demolish the existing structures and construct a four-story, mixed-use building (Building B) containing retail space on the first floor and 42 apartments on the upper floors. The property is proposed to be rezoned to B-3, City Center Commercial, with a conditional rezoning agreement, under Ordinance 1337.

Staff noted that the Planning Commission had not stated concerns with the site plan. They are waiting to vote on the plan until the Transportation Commission has had a chance to review it. The DDA expressed concern about circulation and that the site be more pedestrian oriented, with a lane for bicycle traffic.

Following the discussion, with 11 members present, the Board voted unanimously, with one member being recused, to recommend approval of the Site Plan and Special Use Permit with the additional recommendations that the applicant complete the site work in compliance with the DDA's recently adopted Urban Design Guidelines; that the applicant implement wayfinding signage directed at pedestrians, bicyclists and motorists using the design and materials consistent with the current wayfinding plans and signage; and that a lane be created for bicyclists.

Thank you for the opportunity to review this request and for your time in reviewing this recommendation.

Sincerely,

William L. Mansfield, Chair
Downtown Development Authority

c: DDA Board
Tim Dempsey, Director of Planning, Building and Development

410 Abbot Road
East Lansing, MI 48823

(517) 337-1731
Fax (517) 337-1559
www.cityofeastlansing.com

Memorandum

East Lansing Police Department

To: Chief Juli Liebler
From: Officer James Didion
Date: July 18, 2014
Re: Park District Plan Building B

I have been given the Park District plans to review by Tim Schmitt of the Planning Department. There are three plans for the Park District for which Tim Schmitt has requested an approved memorandum. This is the memorandum for Park District Plan Building B.

I have reviewed the plans for Park District Building B. This will be a four story building located at Albert and Valley Court. There are no parking ramps inside this structure.

I do not have a lot to comment on in this building. It is four stories. The first story appears to be for commercial purposes. The top three levels are four residential.

The only balconies are small Juliet balconies. These do not leave a lot of room for the residents to stand and party and the railing does not hide any people wishing to cause problems.

Basically, I see no problems with this structure from a Police perspective.

From: Gerald Rodabaugh <grodaba@cityofeastlansing.com>
To: tschmitt@cityofeastlansing.com
Date: 7/30/2014 7:54 AM
Subject: Park District

General fire comments:

Buildings A, C, D & E are all high rise building and each is required to have a Fire Command Center, located per the Fire Department.

Building A has issues with exiting and the Restaurant/Bar area on the second floor also has exiting issues.

All building are required to meet local area radio coverage within the Buildings. The County system is a Harris EDACS Radio system with 97% in building radio coverage.

The plans lack the detail for a full review, but these are the major items that the detail is either missing or incorrect on the plans.

Thanks

Gerald Rodabaugh, Fire Marshal
City of East Lansing Fire Department
517-332-1956
grodaba@cityofeastlansing.com



PUBLIC WORKS AND ENVIRONMENTAL SERVICES

Quality Services for a Quality Community

MEMORANDUM

TO: Tim Schmitt, Community Development Analyst

FROM: Robert Scheuerman, P.E., Engineering Administrator

DATE: July 25, 2014

SUBJECT: Site Plan Review Park District Building B

City of East Lansing
1800 E. State Road
East Lansing, MI 48823

(517) 337-9459
www.cityofeastlansing.com

We received a set of drawings on July 15, 2014 on behalf of Park District Investment Group, LLC for Building "B" - part of the new proposed Park District redevelopment north of Grand River Avenue and west of Abbot Road. The plans were prepared by Bergmann Associates, stamped and dated July 9, 2014.

The following items were identified as requiring further attention:

KEBs Topographical and Boundary Survey Drawings (3 Sheets):

- The three drawings are labeled as 1 of 4 thru 3 of 4- but only three drawings are provided and listed on the index on the cover sheet.
- Sheet 1 of 4- The overall legal description includes all building but Building "E". There are some discrepancies between the legal description and the boundaries identified on other drawings, including the crossing of Valley Court and the fact that the boundary follows the north ROW of Valley Court. This drawing may still reflect parts of City Center II.
- Sheet 3 of 4- Some of the Tax Parcel Numbers and addresses are no longer accurate.

Drawing C100 thru C120:

- It is not shown which Developers are responsible for which parts of the infrastructure improvements.

Drawing C101:

- The traffic pattern shown in Abbot Road and new lanes will need further study and consultation.

Drawing C110:

- The alley is shown as 17 feet wide face-to-face. This only allows 14 feet of asphalt which is insufficient for two way traffic especially considering that trucks will likely use the alley for deliveries to Dublin Square and others

Memorandum – Site Plan Review Park District Building B

July 25, 2014

Page 2

- The proposed project appears to have significantly more equivalent units. As such, we will have to review the previous sewer study to confirm the proper capacity required in the sewer system.
- A new 36 inch diameter sewer will be required between Building “B” and Building “D” and connect to the various sewers at the intersection of Evergreen and Valley Court.
- Details will be needed showing the connection of the new sewer directly to the tunnel in Grand River Avenue.
- The new 12” water main shown on Albert needs to be looped back either to the 12” in Abbot (Building “E”) or Grand River (Delta Street).

Several minor issues regarding invert elevations and grades on Drawings C110 and C120 were noted for future discussions when the project progresses further.

A comprehensive traffic study must be provided for all areas affected by the proposed work.

We would be happy to discuss the project with staff or the developer further if so desired.

From: James Hoffman
To: Tim Schmitt
Date: 7/29/2014 7:23 AM
Subject: Park Place

Comments for the Park Place project:

1. Dead-end corridors on Levels 2-4 of Building B.
2. Exit stairway in middle of Building B not discharging directly to an exit discharge.
3. Egress doors swinging in wrong direction.
4. Second floor restaurant in Building A with insufficient exiting with one exit traversing through Loading/Receiving-Trash/Recycling Area.
5. Only one exit shown in each Building A first floor retail space and in bank.
6. No designation of required accessible hotel rooms or apartment units.

Jim Hoffman
Building Inspector / Code Official
City of East Lansing
East Lansing, MI 48823