AGENDA

1. OPENING SESSION
   A. Roll Call
   B. Excused Absences

2. APPROVAL OF AGENDA

3. COMMUNICATIONS

4. COMMENTS FROM THE AUDIENCE (please limit comments to 3 minutes per person)

5. PUBLIC HEARINGS
   a. Z-1-2020 & SLU-2-2020, 300 Block of N. Capitol Avenue, rezoning from “DM-4” Residential & “E-1” Apartment Shop districts to “G-1” Business district, Special Land Use Permit to construct a new parking deck........................................1
   b. SLU-3-2020, 610 N. Capitol Avenue, Special Land Use Permit to construct a new parking deck........................................2

6. RECESS

7. BUSINESS
   a. Consent Items
      1. Minutes for approval: February 4, 2020........................................3
      2. Z-1-2020 & SLU-2-2020, 300 Block of N. Capitol Avenue, rezoning from “DM-4” Residential & “E-1” Apartment Shop districts to “G-1” Business district, Special Land Use Permit to construct a new parking deck
      3. SLU-3-2020, 610 N. Capitol Avenue, Special Land Use Permit to construct a new parking deck
   b. Old Business
   c. New Business
      1. Design Lansing Comprehensive Plan evaluation..................................4

8. REPORT FROM PLANNING MANAGER
9. COMMENTS FROM THE CHAIRPERSON

10. COMMENTS FROM BOARD MEMBERS

11. PENDING ITEMS: FUTURE ACTION REQUIRED

12. ADJOURNMENT

FOR SPECIAL ACCOMMODATIONS, PLEASE GIVE NOTICE 24 HOURS PRIOR TO THE MEETING BY CALLING 517-483-4066 OR 517-483-4088 TDD.
GENERAL INFORMATION

APPLICANT/OWNER: Lansing Community College
315 N. Grand Avenue
Lansing, MI 48933

REQUESTED ACTIONS: Rezoning from “E-1” Apartment Shop & “DM-4” Residential districts to “G-1” Business district
Special Land Use Permit to construct a 5 level parking ramp

EXISTING LAND USE: Surface parking lot

PROPERTY SIZE & SHAPE: 186’ x 330’ = 61,380 square feet (1.4 acres)

SURROUNDING LAND USE: N: Office building
S: Apartment building
E: Parking ramp/offices
W: Residential/offices

SURROUNDING ZONING: N: “G-1” Business District
S: “G-1” Business District
E: “G-1” Business District
W: “D-1” Professional Office District

MASTER PLAN DESIGNATION: The Design Lansing Master Plan designates the subject property as “Downtown Mixed Use Center: Edge”. N. Capitol Avenue is designated as a major arterial. Shiawassee Street is designated as a collector road and Seymour is designated as a local road.

Requests

Z-1-2020 and SLU-2-2020 are requests by Lansing Community College to rezone the 1.4 acre parcel of land located on the south side of W. Shiawassee Street between Seymour Avenue and N. Capitol Avenue from “E-1” Apartment Shop & “DM-4” Residential districts to “G-1” Business district and for a special land use permit to allow the construction of a 5 level parking deck on the property. Parking facilities are permitted as the sole use of a parcel of land in the “G-1” Business district, if a special land use permit is approved by the City Council, following a review and recommendation by the Lansing Planning Board.
AGENCY RESPONSES:

BWL:

Building Safety: The Building Safety Office has no objections. The project will be subject to site plan and building plan reviews.

Development:

Fire Marshal:

Parks & Recreation: No issues for Parks. Riverfront Park events use the Gannon lot for special event parking and this ramp is also used at a shelter as part of the emergency inclement weather plan for large events in the park.

Public Service: The project engineer, NTH, has contacted Public Service to discuss stormwater handling for both parking ramps. Director Andy Kilpatrick has met with LCC about regarding the construction of the two ramps.

Transportation: No comments or requirements relative to the SLU or zoning requests based on the fact that both areas are currently parking facilities.

Any issues surrounding the actual structures will be addressed during the site plan review process. LCC has already been coordinating with the City regarding the conversion of Grand and Capitol Avenues to two-way operation to ensure that facilities will work with two way traffic operations.

REZONING ANALYSIS

COMPATIBILITY WITH SURROUNDING LAND USE

The applicant is requesting that the 1.4 acre property bounded by Shiawassee Street to the north, Seymour Street to the west and N. Capitol Avenue to the east be rezoned from “DM-4” Residential and “E-1” Apartment Shop districts to the “G-1” Business district. The applicant intends to construct a 5 level parking ramp on the subject property, which is currently a surface parking lot, to serve the parking needs of Lansing Community College. Parking facilities, as the sole use of a parcel of land in the “G-1” Business district, are permitted subject to approval of a special land use permit which is also being sought at this time by the applicant.

As depicted on the attached zoning map, the subject property is surrounded to its north, south and east by “G-1” Business district zoning and therefore, the proposed “G-1” zoning will be consistent with the zoning pattern already established in the area.

According the plans that have been submitted by the applicant, the proposed parking facility will be developed in a manner that is consistent with the existing development pattern in the area in terms of having multiple stories and being located at or very near the front property lines.
COMPLIANCE WITH MASTER PLAN

The Design Lansing Master Plan designates the subject property for Downtown Mixed-Use Center: Edge. The purpose of this designation as stated in the Design Lansing Master Plan is:

“To support the downtown area by allowing a mix of uses and to enhance the quality of the pedestrian environment; maintain the presence of older, often historic buildings; and provide for a transition in building height and use intensity to near-downtown neighborhoods.”

The Plan lists the following as typical uses for this designation:

“Office, institutions, entertainment, live-work and residential. Retail and personal services as an accessory use should be located in the same building as a primary use. Automobile-oriented uses and light industrial are permitted with special approval. High rise office and residential towers with large surface parking lots and limited street frontage should not be permitted.”

The use of the subject property for a parking ramp is consistent with one of the primary goals of the Comprehensive Plan which is to eliminate surface parking lots, particularly in the downtown. While a parking ramp without any first floor office or commercial space is not the most desirable use of the subject property, it is far more desirable than the surface parking lot that currently exists. Furthermore, the ramp will be designed to accommodate conversion of all or part of the first floor to other uses at some time in the future, should there be a viable opportunity to do so.

From a planning standpoint, parking in the downtown should be accommodated either below ground or in multi-level parking ramps. This not only eliminates the unappealing appearance of surface parking lots but maximizes the use of land in the downtown so that it is available for the types of uses that contribute to its economic vitality. As mentioned multiple times throughout the Comprehensive Plan, surface parking lots, on corner lots in particular, should be discouraged and replaced with buildings whenever possible. Buildings on corner lots define the blocks on which they are located and provide a sense of vitality and activity not associated with surface parking lots, even when the sole use of the building is for parking.

IMPACT ON VEHICULAR AND PEDESTRIAN TRAFFIC

Access to the proposed parking ramp will be from Capitol Avenue and Seymour Street, both of which are designed to carry a high volume of traffic. Furthermore, the necessary traffic controls are already in to ensure the safety of pedestrians in the area.

ENVIRONMENTAL IMPACT

Redevelopment of the site will have little to no impact on the physical environment as it is already covered almost entirely by impervious surface.
IMPACT ON PUBLIC FACILITIES

The proposed ramp must be approved through the administrative site plan review process before any permits can be issued for construction on the site. A primary component of the site plan review process is a review and approval of a storm-water management plan by the City’s Public Service Department.

IMPACT ON FUTURE PATTERNS OF DEVELOPMENT

The proposed rezoning of the site to the “G-1” Business district will not adversely impact future patterns of development in the area. As evidenced by the attached zoning map, the subject property is surrounded on three sides by “G-1” zoning. The request therefore, will make the zoning of the subject property consistent with the zoning pattern already established in the area. One of the reasons that the downtown area is predominantly zoned “G-1” Business is because it is the only zoning district that has no building height limitations, lot coverage restrictions, setback requirements or parking requirements and thus, it allows for maximum usage of properties, many of which are so small that they would be rendered unbuildable if they were subject to such requirements/limitations. While that is not true of the subject property, given its relatively large size, it is located in a downtown setting where development with little to no building setbacks, multi-stories and maximum lot coverage is appropriate and which can only be accommodated by “G-1” zoning.

SPECIAL LAND USE PERMIT ANALYSIS

Section 1282.03(f)(1)-(2) sets forth the criteria which must be used to evaluate a Special Land Use permit request. The criteria and evaluation are as follows.

1. **Is the proposed special land use designed, constructed, operated and maintained in a manner harmonious with the character of adjacent property and the surrounding area?**

   The site is surrounded by a newly renovated multi-level apartment building to the south, a 5 level City owned parking ramp to the east, an LCC office building to the north and a mix of office and residential uses to the west. The proposed 5 level parking ramp will be consistent with the scale of the existing buildings in the area, the majority of which are at least as tall, if not taller than the proposed parking ramp. In addition, the building will be designed to make it architecturally pleasing and as compatible as possible with the surrounding area. The plan also includes a landscape buffer around all three road frontages to soften its appearance at the streetscape.

2. **Will the proposed special land use change the essential character of the surrounding area?**

   The proposed parking ramp will not change the essential character of the area as there is already a 5-level City owned parking ramp directly across the street on Capitol Avenue and a
State of Michigan owned 5-level parking ramp located half of a block to the south. The proposed parking ramp will be constructed on an existing surface parking lot and is intended to provide additional parking to serve the needs of Lansing Community College, the main campus of which is located at the same intersection, just northeast of the subject property. Furthermore, the new parking ramp will reduce the demand for on-street parking in the area and will eliminate the need for LCC to demolish buildings in the area to create more surface parking.

3. **Will the proposed special land use interfere with the enjoyment of adjacent property?**

   The proposed parking ramp is not anticipated to interfere with the enjoyment of adjacent properties. The proposed parking ramp will diminish the views, to a certain extent, from the windows of the apartment building to the south and the office/residential buildings on the west side of Seymour Street. The existing zoning designations, however, allow buildings up to 100 feet in height and thus, the applicant’s proposal will not impact the surrounding land uses to any greater extent than development that would be permitted by right under the current zoning. Additionally, the applicant will be designing the building to ensure that the lights do not glare into the windows of the adjoining apartment building.

4. **Will the proposed special land use represent an improvement to the use or character of property under consideration and the surrounding area in general, and will the use be in keeping with the natural environment of the lot?**

   The proposed parking ramp will have no impact on the natural environment since the site is already covered almost entirely by an asphalt parking lot. The proposed ramp is considered to be an “improvement” to the property as it will make better use of the land and provide much needed parking for the LCC facilities to its north and northeast.

5. **Will the proposed special land use be hazardous to adjacent property or involve uses, activities, materials or equipment which are detrimental to the health, safety or welfare of persons or property through the excessive production of traffic, noise, smoke, odor, fumes or glare?**

   The parking lot will not generate any nuisances or hazardous conditions.

6. **Will the proposed special land use be adequately served by essential public facilities and services, or is it demonstrated that the person responsible for the proposed special land use is able to continually provide adequately for the services and facilities deemed essential to the special land use under consideration?**

   No negative comments have been received from any of the reviewing departments or agencies with regard to impacts on public facilities and services. The proposed parking ramp will need to be reviewed and approved through the City’s administrative site plan review process, a primary component of which will involve review and approval of a storm-water management plan.
7. **Will the proposed special land use place demand on public services and facilities in excess of current capacity?**

The proposed parking ramp is not anticipated to increase demands on public services and facilities in excess of current capacity. The street system in the area is designed to accommodate a high volume of vehicular traffic and the necessary traffic controls are already in place to accommodate pedestrian traffic. The only other public service that will be impacted by this proposal involves the storm sewer system. The engineers that are preparing the plans for LCC are already working with the City engineers to develop a storm water management plan for the site, the specifics of which will be reviewed during the site plan review process.

8. **Is the proposed special land use consistent with the intent and purpose of this Zoning Code and the objectives of any currently adopted Comprehensive Plan?**

The Design Lansing Master Plan designates the subject property for Downtown Mixed-Use Center: Edge. The purpose of this designation as described in the Plan is:

“To support the downtown area by allowing a mix of uses and to enhance the quality of the pedestrian environment; maintain the presence of older, often historic buildings; and provide for a transition in building height and use intensity to near-downtown neighborhoods.”

The use of the subject property for a parking ramp is consistent with one of the primary goals of the Comprehensive Plan which is to eliminate surface parking lots, particularly in the downtown. While a parking ramp without any first floor office or commercial space is not the most desirable use of the subject property, it is far more desirable than the surface parking lot that currently exists. Furthermore, the ramp will be designed to accommodate conversion of all or part of the first floor to other uses at some time in the future, should there be a viable opportunity to do so.

From a planning standpoint, parking in the downtown should be accommodated either below ground or in multi-level parking ramps. This not only eliminates the unappealing appearance of surface parking lots but maximizes the use of land in the downtown so that it is available for the types of uses that contribute to its economic vitality. As mentioned multiple times throughout the Comprehensive Plan, surface parking lots, on corner lots in particular, should be discouraged and replaced with buildings whenever possible. Buildings on corner lots define the blocks on which they are located and provide a sense of vitality and activity not associated with surface parking lots, even when the sole use of the building is for parking.

9. **Will the proposed special land use meet the dimensional requirements of the district in which the property is located?**

There are no setback or lot coverage requirements and no building height limitations under the proposed “G-1” zoning district. The proposed parking ramp will be located at or within 3 feet of the property lines to the north, south and for a short distance along the east property
lines. The ramp will have setbacks of 14.5 feet and 15.1 feet along the west and the majority of the east property lines, respectively. These areas will be landscaped in accordance with the attached plan.

SUMMARY

Z-1-2020 and SLU-2-2020 are requests by Lansing Community College to rezone the 1.4 acre parcel of land located on the south side of W. Shiawassee Street between Seymour Avenue and N. Capitol Avenue from “E-1” Apartment Shop & “DM-4” Residential districts to “G-1” Business district and for a special land use permit to allow the construction of a 5 level parking deck on the property. Parking facilities are permitted as the sole use of a parcel of land in the “G-1” Business district, if a special land use permit is approved by the City Council, following a review and recommendation by the Lansing Planning Board.

Based on the findings contained in this staff report, the proposal complies with all of the criteria of Section 1282.03(f)(1)-(9) of the Zoning Code for evaluating Special Land Use permits.

1. The proposed Special Land Use will be harmonious with the character of adjacent properties and surrounding uses.
2. The proposed Special Land Use will not change the essential character of the surrounding properties.
3. The proposed Special Land Use will not interfere with the general enjoyment of adjacent properties.
4. The proposed Special Land Use does represent an improvement to the lot as it currently exists.
5. The proposed Special Land Use will not be hazardous to adjacent properties.
6. The proposed Special Land Use can be adequately served by public services and utilities.
7. The proposed Special Land Use will not place any demand on public services and facilities in excess of current capacities.
8. The proposed Special Land Use is consistent with the specific designations of the Zoning Code and the goals of the Design Lansing Comprehensive Plans.
9. The proposed Special Land Use will comply with the dimensional requirements of the Zoning Ordinance.

RECOMMENDATION

Staff recommends approval of Z-1-2020 to rezone the 1.4 acre parcel of land located on the south side of W. Shiawassee Street between Seymour Avenue and N. Capitol Avenue from “E-1” Apartment Shop & “DM-4” Residential districts to “G-1” Business district and SLU-2-2020 for a special land use permit to allow the construction of a 5 level parking ramp on the property, based upon the findings of fact as outlined in this staff report.

Respectfully Submitted,

Susan Stachowiak
Zoning Administrator
Photo 6: South Property limits – looking west along property limits

Photo 5: East Property limits – looking south along capital
Photo 6: Southern Property Area — Looking south at adjacent Oliver Towers

Photo 7: West Property limits — Looking north along Seymour
City of Lansing

Proposed parking ramp location

Zoning District

A Residential-Single
B Residential-Single
C Residential-2 Unit
NONE
CUP Community Unit Plan
D-1 Professional Office
D-2 Residential/Office
DM-1 Residential-Multiple
DM-2 Residential-Multiple
DM-3 Residential-Multiple
DM-4 Residential-Multiple
E-1 Apartment Shop
E-2 Local Shopping
F Commercial
F-1 Commercial
G-1 Business
G-2 Wholesale
H Light Industrial
I Heavy Industrial
J Parking
ROW Right of Way

North
GENERAL INFORMATION

APPLICANT/OWNER: Lansing Community College  
315 N. Grand Avenue  
Lansing, MI 48933

REQUESTED ACTIONS: Special Land Use Permit to construct a new parking ramp

EXISTING LAND USE: LCC Gannon Parking Ramp

PROPERTY SIZE & SHAPE: Entire Parcel: 770’ x 1,205’=927,850 square feet (21.3 acres)

SURROUNDING LAND USE:  
N: City park, office building, parking lot  
S: City parking ramp, office buildings  
E: City park  
W: Office buildings

SURROUNDING ZONING:  
N: “A” Residential & “D-1” Professional Office Districts  
S: “G-1” Business District  
E: “A” Residential District  
W: “D-1” Professional Office & “G-1” Business Districts

MASTER PLAN DESIGNATION: The Design Lansing Master Plan designates the subject property for institutional land use. N. Capitol Avenue, N. Grand Avenue & Saginaw Street are designated as major arterials. Shiawassee Street is designated as a collector road.

Requests

This is a request by Lansing Community College for a special land use permit to allow the construction of a new 3 level parking ramp on the property at 610 N. Capitol Avenue. The new parking ramp will replace the existing Gannon Parking ramp located on the N. Washington Avenue side of the Lansing Community College main campus. The entire LLC campus is zoned “G-1” Business, which district requires a special land use permit for a parking ramp when it is the sole use of a parcel of land. In this case, the parking ramp is located on the same parcel as the classroom, office, recreational and other Lansing Community College buildings. The parking ramp is therefore, considered an accessory use and no special land use permit is required. Lansing Community College has nevertheless chosen to pursue a special land use permit to eliminate any questions or challenges as to whether it is required, to provide complete transparency and to provide a forum for the public to comment on the proposal.
AGENCY RESPONSES:

BWL:

Building Safety: The Building Safety Office has no objections. The project will be subject to site plan and building plan reviews.

Development:

Fire Marshal:

Parks & Recreation: No issues for Parks. Riverfront Park events use the Gannon lot for special event parking and this ramp is also used at a shelter as part of the emergency inclement weather plan for large events in the park.

Public Service: The project engineer, NTH, has contacted Public Service to discuss stormwater handling for both parking ramps. Director Andy Kilpatrick has met with LCC about regarding the construction of the two ramps.

Transportation: No comments or requirements relative to the SLU or zoning requests based on the fact that both areas are currently parking facilities.

Any issues surrounding the actual structures will be addressed during the site plan review process. LCC has already been coordinating with the City regarding the conversion of Grand and Capitol Avenues to two-way operation to ensure that facilities will work with two way traffic operations.

ANALYSIS

Section 1282.03(f)(1)-(2) sets forth the criteria which must be used to evaluate a Special Land Use permit request. The criteria and evaluation are as follows.

1. Is the proposed special land use designed, constructed, operated and maintained in a manner harmonious with the character of adjacent property and the surrounding area?

The proposed parking ramp will be designed, constructed, operated and maintained in a manner harmonious with the character of the surrounding area. The new ramp will be located at the northeast corner of the main LLC campus in the same location as the existing ramp. As with the existing ramp, the new ramp will be designed to blend in with the streetscape and will include significant landscaping along Grand Avenue to soften its view from the street.
2. Will the proposed special land use change the essential character of the surrounding area?

The proposed parking ramp will not change the essential character of the surrounding area as it merely replaces an existing parking ramp in the same location on the LCC campus.

3. Will the proposed special land use interfere with the enjoyment of adjacent property?

The proposed parking ramp will have no impact on the enjoyment of adjacent properties. In fact, LLC has historically made its ramp available for public parking during events at Adado Riverfront Park located on the east side of Grand Avenue, immediately across from the parking ramp.

4. Will the proposed special land use represent an improvement to the use or character of property under consideration and the surrounding area in general, and will the use be in keeping with the natural environment of the lot?

The proposed parking ramp will have no significant impact on the natural environment since the new parking ramp will result in only a slight increase in the amount of impervious surface on the site. In addition, it will represent an improvement to the property as it will provide a newer, larger and more efficient ramp to serve the parking needs for the LCC main campus.

5. Will the proposed special land use be hazardous to adjacent property or involve uses, activities, materials or equipment which are detrimental to the health, safety or welfare of persons or property through the excessive production of traffic, noise, smoke, odor, fumes or glare?

The parking lot will not generate any nuisances or hazardous conditions.

6. Will the proposed special land use be adequately served by essential public facilities and services, or is it demonstrated that the person responsible for the proposed special land use is able to continually provide adequately for the services and facilities deemed essential to the special land use under consideration?

No negative comments have been received from any of the reviewing departments or agencies with regard to impacts on public facilities and services. The proposed parking ramp will need to be reviewed and approved through the City’s administrative site plan review process, a primary component of which will involve review and approval of a storm-water management plan.

7. Will the proposed special land use place demand on public services and facilities in excess of current capacity?

The proposed parking ramp is not anticipated to increase demands on public services and facilities in excess of current capacity. The street system in the area is designed to
accommodate a high volume of vehicular traffic and the necessary traffic controls are already in place to accommodate pedestrian traffic. The only other public service that will be impacted by this proposal involves the storm sewer system. The engineers that are preparing the plans for LCC are already working with the City engineers to develop a storm water management plan for the site, the specifics of which will be reviewed during the site plan review process.

8. **Is the proposed special land use consistent with the intent and purpose of this Zoning Code and the objectives of any currently adopted Comprehensive Plan?**

The Design Lansing Master Plan designates the subject property for institutional use which is the appropriate land use designation for a community college. Since the proposed ramp merely provides parking to support the college facilities, it is consistent with the land use pattern being advanced in the Master Plan. It is also consistent with the intent and purpose of both the Master Plan and the Zoning Ordinance which is to provide adequate parking to support the use that it serves and to do so in a manner that minimizes or eliminates the need for surface parking.

9. **Will the proposed special land use meet the dimensional requirements of the district in which the property is located?**

There are no setback or building height requirements and no lot coverage restrictions in the “G-1” Business district, which is the zoning designation of the subject property. Although not required, the applicant will provide a significant landscape buffer along both Grand Avenue and Schoolcraft Drive, as shown on the attached site plan.

**SUMMARY**

This is a request by Lansing Community College for a special land use permit to allow the construction of a new 3 level parking ramp on the property at 610 N. Capitol Avenue. The new parking ramp will replace the existing Gannon Parking ramp located on the N. Washington Avenue side of the Lansing Community College main campus. Based on the findings contained in this staff report, the proposal complies with all of the criteria of Section 1282.03(f)(1)-(9) of the Zoning Code for evaluating Special Land Use permits.

1. The proposed Special Land Use will be harmonious with the character of adjacent properties and surrounding uses.
2. The proposed Special Land Use will not change the essential character of the surrounding properties.
3. The proposed Special Land Use will not interfere with the general enjoyment of adjacent properties.
4. The proposed Special Land Use does represent an improvement to the lot as it currently exists.
5. The proposed Special Land Use will not be hazardous to adjacent properties.
6. The proposed Special Land Use can be adequately served by public services and utilities.
7. The proposed Special Land Use will not place any demand on public services and facilities in excess of current capacities.

8. The proposed Special Land Use is consistent with the Design Lansing Master Plan institutional land use designation and with the goals of both the Master Plan and the Zoning Ordinance.

9. The proposed Special Land Use will comply with the dimensional requirements of the Zoning Ordinance.

RECOMMENDATION

Staff recommends approval of SLU-3-2020 for a special land use permit to allow the construction of a 3 level parking ramp on the property at 610 N. Capitol Avenue, based upon the findings of fact as outlined in this staff report.

Respectfully Submitted,

Susan Stachowiak
Zoning Administrator
Photo 2: West Property limits looking South from Schoolcraft and Grand

Photo 1: Northwest corner of the Property - Looking Southeast at ex. Cannon Deck
Photo 4: West side Cannnon Deck - looking south from Cannon Deck entrance

Photo 5: West Property Limit - looking south from Cannon Deck entrance

Lansing Community College Cannon Deck
Photo 6: Eastern Project Limits - Looking south along Gannon Deck

Photo 5: Eastern Project Limits - Looking south along Washington Mall/CC Campus
Photo 5. South side Cannan Deck – looking northwest at structure and Cannan building

Photo 6. West side Cannan Deck – looking south at helix exit ramp

PHOTO LOG
Laings Community College Cannan Deck
MINUTES

1. OPENING SESSION

Mr. Ruge called the meeting to order at 6:30 p.m.

   a. Present:  John Ruge, Katie Alexander, Marta Cerna, Farhan Bhatti, Monte Jackson, Josh Hovey
   b. Absent:   Gary Manns, Tony Cox
   c. Staff:    Brian McGrain, Sue Stachowiak, Bill Rieske, Andy Fedewa & Doris Witherspoon

On a voice vote the Planning Board granted an excused absence to Mr. Manns.

2. APPROVAL OF AGENDA

The Board approved the agenda by unanimous consent.

3. COMMUNICATIONS

   o Letter and church service attendance data from unity Spiritual Church (applicant) in response to the issues brought up at the January 7, 2020 public hearing
   o Petition containing 109 signatures in support of the NCU-1-2019 request
   o Letters/emails in opposition to the NCU-1-2019 request:
     - Two from Lora Bruder, Williamston, church member
     - Chris Hershberger, 1216 Prospect St.
     - Janet Hershberger, 1216 Prospect St.
     - Linda Garza, 216 S. Holmes St.
     - Four from Belinda Fitzpatrick, 224 S Holmes St., adjacent property owner to the north
   o Letters/emails in support of the NCU-1-2019 request:
     - Joan Nelson, Executive Director, Allen Neighborhood Center on behalf of the ANC Board of Directors, 1611 E Kalamazoo St.
     - Jennie Grau on behalf of the Prospect PLACE Neighborhood Association
     - Christ Janson, Church board member and area resident
     - Kay Batterson
     - Pamela Riley Miklavcic, Executive Director, The Davis Project, 230 Bingham
     - James Hagan, Hagan Realty
     - Naomi Snyder
     - Winalee Zeeb, 1808 E Michigan Ave., church member
     - Susan Winklestern, Mulliken, MI, church member
     - Barbara Starling, 1419 Prospect, church member
     - Connie Cogswell-Samohovetz, 1215 Prospect St.
     - Two from Christine Clements, 1219 Prospect St., adjacent property owner to the west
4. **COMMENTS FROM THE AUDIENCE**

Dan Maynard, president of Unity Spiritual Center board spoke in favor of approving NCU-1-2019.

Sharon Ketchum, 1531 Osborn Rd., Lansing, reverend for Unity Spiritual Center spoke in favor of approving NCU-1-2019.

Debra Otis, 3821 Dobie Rd. Okemos, thanked Ms. Stachowiak for her work.

Morris, Prospect St. spoke in favor of approving NCU-1-2019.

Lora Bruder, 5400 Zimmer Rd. Williamston, spoke in opposition to NCU-1-2019.

Linda Garza, 216 S. Holmes St. spoke about her concerns in regards to a light detailed on site plans she had seen for the 230 S Holmes St. church.

Belinda Fitzpatrick, 224 S. Holmes St., spoke in opposition to NCU-1-2019.

5. **PUBLIC HEARINGS**

a. **FY 2020/2021 Proposed Funding Allocations – CDBG, HOME, and ESG Resources**

Ms. Witherspoon stated that a public hearing before the Planning Board on the proposed funding allocations for the Annual Action Plan 2020 (7/1/20-6/30/21) is the next step in the process in accordance with the Citizen Participation Plan and Schedule of Activities. Ms. Witherspoon stated that Congressional appropriations for fiscal year 2020 are not available at this time, however, as with previous years, the City of Lansing will proceed with the Action Plan process/schedule and plan based on the previous year's allocations and adjust accordingly once the actual allocations are received. She said that the budget projections are subject to pro rata adjustments based on the actual amounts awarded to the City of Lansing by the Department of Housing and Urban Development. This is the last year of the current Five-Year Consolidated Plan.

Ms. Witherspoon said that the primary objective of Lansing's Housing and Community Development Program is the development of a viable community which will provide standard housing in a suitable living environment, principally to benefit low and moderate income persons, preserve and expand existing businesses and industries, and create an atmosphere conducive to stability in neighborhoods. She said that the CDBG funds are used to provide programs for low to moderate income households through activities such as housing rehabilitation, weatherization, and promoting economic development/opportunities in eligible areas of the City. HOME funds are used for activities such as promoting home ownership through down-payment assistance and new housing construction. ESG funds are eligible for six components including homeless prevention assistance, supporting emergency shelter facilities, etc.
Sharon Dade, New Hope Community Center, 420 N Larch St. spoke about her organization and spoke in favor of CDBG, HOME, and ESG Resources funding.

Angela Pruitt of Closing the Digital Gap, spoke about her organization and the need for more funding to be allocated to technological training programs.

Sharon Courtland of Closing the Digital Gap, spoke about her organization and the need for more funding to be allocated to technological training programs.

Jim Heinowski of Capital Area Housing Partnership, spoke about his organization and spoke in favor of CDBG, HOME, and ESG Resources funding.

Ms. Alexander questioned if specific requests for funding are handled by the Economic Development and Planning Department. Ms. Witherspoon answered that they are in the Development Division.

Ms. Cerna asked if the Department would detail funding numbers to the Board when they became available. Ms. Witherspoon explained how money is allocated for different projects based on prior years and they will adjust accordingly with federal numbers.

Mr. Ruge stated that he found the details of the work done by Closing the Digital Gap to be compelling.

Brian McGrain, Director of the Economic Development and Planning Department, spoke on his meeting with Closing the Digital Gap last year and welcomed any proposals for funding. Mr. McGrain echoed Ms. Witherspoon's prior statement that this is the last year of the current Five-Year Plan and the City could be rethinking its strategy for the 2021-2025 Five-Year Consolidated Plan.

Ms. Cerna asked if the 20% administration funds could be used for training for Closing the Digital Gap resources. Ms. Witherspoon stated that CDBG general administration includes City staff costs associated with the preparation of the Consolidated Plan, Action Plan, environmental review, and implementation of community development resources.

Seeing no one else wishing to speak, Chairperson Ruge closed the public hearing.

Dr. Bhatti made a motion, seconded by Ms. Alexander, to approve the CDBG, HOME and ESG Resources - FY 2020 (7/1/20-6/30/21) Proposed Funding Allocations with the understanding that pro rata adjustments may need to be made to the budget based on actual grant award funding amounts from HUD. Motion carried unanimously.

Ms. Stachowiak reviewed the details of the fire at the church, the need of the applicant for Class A nonconforming status, and the need for the request going to the Board of Zoning Appeals. Ms. Stachowiak acknowledged the parking situation and detailed the occupancy limit for the church, the potential parking spaces in the gravel lot, the purpose of on-street parking, and that the peak time for parking is limited to about one hour on one day a week. Ms. Stachowiak reiterated that in her time with the City she has not fielded a complaint about the parking situation at this church.

Because the Public Hearing portion of this case was conducted during the January 7, 2020 meeting, the Planning Board did not take comments from the public.

Mr. Jackson questioned if the occupancy limit number would take into account future growth of the church's congregation. Ms. Stachowiak answered that services are limited by that occupancy limit of 85 persons. Mr. Jackson stated that if the congregation exceeded that limit they could hold additional services to accommodate everyone and Ms. Stachowiak confirmed.

Mr. Jackson asked if on-street parking could accommodate the peak hour. Ms. Stachowiak answered that the church is the only non-residential use in the area and that there is only one peak time, limited to one day a week.

Ms. Cerna stated that parking would be needed for other activities held at the church. Ms. Stachowiak answered that there is adequate on-street parking throughout the area.

Mr. Ruge stated that even a funeral would be limited by the occupancy capacity and there are options to block off curbside parking if needed. Ms. Stachowiak stated that Holmes and Eureka streets already do not allow parking on one side of the street so that there is enough space for vehicle maneuvering.

Ms. Alexander asked what would happen if the Planning Board denied the request. Ms. Stachowiak answered that the building would have to be demolished because it is fire damaged.

Mr. Ruge said that he still has concerns with the undefined parking area and would like to see some kind of plantings or trees to demarcate the area.

Mr. Hovey made a motion, seconded by Dr. Bhatti to approve NCU-1-2019, 230 S Holmes Street (PID # 33-01-01-15-331-132), request for Class A Nonconforming Status with the condition that vegetation be planted to screen and buffer the parking area. Motion carried unanimously.

c. SLU-1-2020, N Homer Street (PID # 33-01-01-11-251-281), Special Land Use permit for a telecommunications tower in the "A" Residential zoning district.

Ms. Stachowiak detailed the request by Metro Fibernet, LLC for a Special Land Use Permit to construct a telecommunications tower and equipment shelters at the
southeast corner of the Board of Water & Light property between 1220 and 1306 N. Homer Street. The purpose of the tower/shelters is to provide fiber optic internet and streaming television services to business and residential customers in the City of Lansing and surrounding communities. Telecommunication towers with related structures/equipment are permitted in the "A" Residential district, which is the zoning designation of the subject property, if a Special Land Use permit is approved by the Lansing City Council. Because the tower will be 80' in height the applicant will also have to go to the Board of Zoning Appeals to exceed the height limit of the “A” Residential zoning district. Additionally, the applicant will go to the City Council for a setback waiver.

Ms. Stachowiak detailed that the applicant will install a gravel driveway and evergreen plants at the property border to the south. Ms. Stachowiak requested that there be a condition for staff to mandate more plant screening if it is deemed necessary in the future.

Jim Rood, Metro Fibernet emphasized that his company wants to be a good neighbor and detailed the request. Metro Fibernet will build this tower as close to US-127 as possible and they are open to additional plant/tree species as screening elements. Mr. Rood said that limited staff would access the site but there will be a generator on site that will run for approximately 20 minutes once a week and for longer once a year to test power capacity.

Mr. Ruge disused the 100' isolation zone of the pump station in the middle of the property and asked if the driveway could be moved further north away from the adjacent house at the south property line.

Seeing no one wishing to speak, Chairperson Ruge closed the public hearing.

*Dr. Bhatti made a motion, seconded by Ms. Alexander, to approve SLU-1-2020, N Homer Street (PID # 33-01-01-11-251-281), Special Land Use permit for a telecommunications tower in the “A” Residential zoning district with the request that the driveway be moved further north if feasible and the condition that the Zoning Administrator is given the authority to require additional landscaping and/or an opaque fence along the south property line if deemed necessary. Motion carried unanimously.*

d. Form-Based Code

Bill Rieske reviewed the first Public Hearing of the new Draft Form-Based Code (FBC) that was held during the January 7, 2020 Planning Board meeting. Board members were sent internet links and documents about form-based zoning codes and specific resources for Lansing’s new FBC. Mr. Rieske explained minor edits that have been conducted and that the Planning Office has incorporated public feedback given during recent presentations to the Saginaw St. and Michigan Ave. Corridor Improvement Authorities. Mr. Rieske stated that this has been a long process and
has gone through eight public hearings and over 25 meetings and the next step after the Planning Board is City Council review.

Rikki Reynolds, Hickory St. spoke in favor of the Form-Based Code, but stated that public materials should better detail the benefits of the Code for Lansing residents.

Mr. Hovey thanked the City staff for their work and stated that the major corridors are zoned to improve the built environment along them and that residential districts are zoned to preserve their current characters.

Ms. Alexander thanked City staff for their work.

*Dr. Bhatti made a motion, seconded by Ms. Alexander to recommend the new Form-Based Code for City Council approval. Motion carried unanimously.*

6. **RECESS** – Not taken

7. **BUSINESS**
   A. **Consent Items**
      (1) Minutes for approval: January 7, 2019
      Without objection, January 7, 2019 minutes were approved.
   B. **Old Business** – None
   C. **New Business** – None

8. **REPORT FROM PLANNING MANAGER**

   Mr. Rieske said that an evaluation matrix of the Master Plan will be back before the board at next month’s regularly scheduled meeting, March 3, 2020.

   Planning Staff requested that the agenda format be reinterpreted so that action on cases are taken immediately after the case is heard rather than under the Consent Items section of the agenda for clarity and respect for everyone’s time.

   Mr. Rieske informed the Planning Board that he will be retiring from the City of Lansing toward the end of March 2020.

   Mr. McGrain thanked the Planning Board for their work and service to the City as volunteer Board members.

9. **COMMENTS FROM THE CHAIRPERSON** – None

10. **COMMENTS FROM BOARD MEMBERS**

   Mr. Hovey requested that Ms. Stachowiak update the Board in regards to the driveway and landscaping for SLU-1-2020.

11. **PENDING ITEMS: FUTURE ACTION REQUIRED** - None

12. **ADJOURNMENT** – The meeting was adjourned at 8:15 p.m.
To: Planning Board
From: Bill Rieske, Asst. Planning Manager
Re: Evaluation of Design Lansing Comprehensive Plan Implementation

The attached sheets track progress on the Design Lansing Action Plan recommendations on pages 184-186 of the Comprehensive Plan. The sheets show, not surprisingly, that as a community, we’ve made good progress on many items, less so on others. The Plan can be found on the web at https://lansingmi.gov/275/Design-Lansing.

This item is for information and discussion only, as we gear up for a master plan update following the adoption of the Form Based Code and the 2020 Census. No action on this item is necessary.
<table>
<thead>
<tr>
<th>Land Use: Economic Development Goals and Objectives</th>
<th>What Are We Doing?</th>
<th>Who's Doing It?</th>
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<tbody>
<tr>
<td><strong>Build Competitiveness</strong></td>
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<tr>
<td>• Focus on placemaking and quality of life efforts.</td>
<td>The Lansing community has responded with festivals, concerts, and public art that create and celebrate place. Public art grants through the Lansing Economic Area Partnership (LEAP), murals on our business districts, Art in the Park, and public art on our parking structures. Summer Concerts in the Park and on the Grand Concerts. Numerous festivals from Common Ground, the Taste of Old Town, BeerFests, and music festivals in Old Town, REO Town, and south Lansing, all of which combine to make Lansing’s sense of place and quality of life much improved over a few short years ago.</td>
<td>All this has come about through the combined efforts of volunteers, City departments (e.g. Parks, Public Service, Economic Development and Planning (EDP), and Neighborhoods &amp; Citizen Engagement (NCE), agencies (e.g. Lansing Entertainment Public Facilities Authority (LEPFA), Downtown Lansing Incorporated (DLI), Capital Area Transportation Authority (CATA), Michigan Economic Development Corporation (MEDC), and nonprofit organizations, such as Lansing 5:01, Old Town Commercial Association (OTCA), the South Lansing Community Development Association (SLCDA), Greater Lansing Arts Council, Chamber of Commerce, and Convention &amp; Visitors Bureau (CVB).</td>
<td>The Lansing community has done well with creative and tactical placemaking, which focuses on Lighter Quicker Cheaper, social events, and public art. Lansing has made less progress on the strategic placemaking called for in the Design Lansing Plan, which centers more on the City’s physical form, land uses and functions. The most notable exceptions are located along East Michigan Avenue, where newer, multi-story buildings are being constructed close to the street and targeted for mixed-use occupancy. A form-based code, recommended in the Design Lansing Comprehensive Plan, is in its final draft stage, and is designed to gradually steer development to the pattern recommended in the Plan.</td>
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### Land Use: Economic Development Goals and Objectives

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<td>More effectively market assets.</td>
<td>See Above</td>
<td>Although Lansing has 74 historical markers, two National Register historic districts, and two dozen properties on the National Register of Historic Places, its historical assets are not well recognized. Lansing has a “Tree City USA” designation, which is not well publicized.</td>
</tr>
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</table>

The efforts described above go a long way toward marketing Lansing as a desirable place to live, work, and play.

The Convention and Visitors Bureau’s annual “Be a Tourist in Your Own Town” event, now in its 25th year, is perhaps the largest and most effective single marketing effort that draws residents and visitors to Lansing attractions.

Lansing’s “Opportunity Zones Investment Prospectus” builds on the targeted redevelopment sites approach of the Redevelopment Ready Communities (RRC) program.

Lansing’s new Rotary Park was just completed along the north shore of the Grand River between Michigan Avenue and Shiawassee St. It features a new ADA kayak launch, a beach, a vibrant plaza with a large fireplace, a magical lighted forest, and a new venue for small concerts and events under the bridge.

LEAP, EDP, MEDC

Rotary Club of Lansing Foundation, Lansing Community Foundation, Delta Dental, Auto Owners, Team Lansing Foundation, numerous other partners

A good example of collaboration, as recommended in the Plan.
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<tr>
<td><strong>Focus on Mixed-Use</strong></td>
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<tr>
<td>• Reinforce downtown as a regional mixed-use destination.</td>
<td>LEAP, DLI, and the City have been active in encouraging new housing and entertainment developments. Block600, a mixed-use development under construction on E. Michigan Ave., features a Meijer Market, a 120-room hotel, and 40 apartments. Cooley Law School Stadium now features The Outfield - 84 residential units overlooking the field of play. Further east, the Avenue Flats, the Venue, and Provident Place all add mixed use residential and commercial along E. Michigan. Closer to LCC, the Oliver Towers renovation will add an additional 96 apartment units. On the southwest, Metro Place, with 145 apartment units and 7,000 square feet of retail space, is in progress on the former YMCA.</td>
<td>Builders, such as the Gillespie Group, the Gillespie Company, and the Eyde Company have done the lion’s share of construction work. LEAP has provided the incentives, with DLI and the Convention and Visitors Bureau (CVB) setting the stage. The City performed multiple roles, including zoning and permit approvals, sale of a parking lot, vacating an alley, granting easements, and approving incentive packages.</td>
<td>Placemaking and focusing on mixed use has created the momentum for a continued downtown resurgence. Cathleen Edgerly has recently come on board as DLI’s Executive Director. Downtowns generally have the most intense development and the tallest buildings. While this remains true in downtown Lansing, buildings recently constructed downtown tend to be lower profile to reduce construction costs.</td>
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<td>• Maximize synergy between downtown and the Capitol Complex.</td>
<td>CATA has eight routes that serve thousands of State office workers west of the Capitol. CATA’s Grab &amp; Go Express also links the State complex with the downtown and Old Town businesses. Moreover, the City Administration meets periodically regarding share interests such as parking, circulation, and land use.</td>
<td>CATA, City Administration, State officials, DLI activity</td>
<td>DLI continues marketing to State employees. City and State officials continue to coordinate on current and future downtown issues, including the sale of the Townsend parking ramp and future buildings on parking lots.</td>
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<tr>
<td>• Encourage mixed use, walkability and height/density transitions on downtown edges.</td>
<td>Metro Place, with 145 apartment units and 7,000 square feet of retail space, is under construction on the former YMCA site near on the south edge of downtown. Ottawa Block is a 40+ unit complex between the Downtown Neighborhood and the Hall of Justice, also under construction. The Stadium District is a mixed use building right across from Cooley Law School Stadium. It is home to the Greater Lansing Chamber of Commerce and Convention &amp; Visitors Bureau, with 42 upper story residences.</td>
<td>Metro Place: Julie Lawton Essa, developer. City officials approved all permits and incentives. LEAP packaged the incentives. The Stadium District: The Gillespie Group, developer.</td>
<td>Metro Place and the Ottawa Block are under construction. The Stadium District is completed and occupied. The DeLuxe Inn site is being marketed for development. The Moon houses are being evaluated.</td>
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- Capitalize on the urban reach of the Grand River.

The 5.8-mile South Lansing Pathway was completed in the fall of 2014. This paved multi-use path travels from Waverly Road through Benjamin Davis Park along a Consumers Energy utility corridor to Maguire Park, where it connects with the Lansing River Trail and the Sycamore Trail. This project provides River Trail access to residents of SW Lansing.

The city is finalizing plans for an "east side connector" pedestrian and bike route that would extend from the area of the Frandor shopping center to the eastern edge of Lansing's downtown. Property acquisition is in progress.

The City is also planning the Bear Lake Pathway, which forms a connection from south Lansing to Forest Road, which could provide on-road connection to the new McLaren Hospital and MSU's south campus.

Acquisition of property near Hunters Ridge, Scott Woods, and Hawk Island Park to enhance the Riverfront is in progress. Friends of the Lansing River Trail now has a regional focus. Renamed "Friends of the Lansing Regional Trail".

Rotary Park stretches from the Lansing Center to the Shiawassee Street Bridge, with a man-made beach, a lighted forest, an outdoor fireplace, and a place to launch kayaks. Rivertown Adventures provides kayak and canoe rentals on a daily basis.

Ingham County residents approved a River Trail millage in 2014, raising $3.4 million a year for trail improvements.

The Friends of the Lansing Regional Trails, assists with planning, fundraising, and advocacy.

Public Service Department and Parks & Recreation Department have coordinated property acquisition for trails.

Ingham County has taken over the management of the River Trail.

LEPFA conducts concerts and special events, such as concerts along the Lansing Center riverfront.

ARTpath is a partnership between Lansing Art Gallery & Education Center and the City of Lansing's Parks & Recreation Department to highlight 20 temporary, site-specific art works along a 3.5 mile stretch of the Lansing River Trail – from Old Town through Downtown Districts, to REO Town and beyond.

Capital Region Community Foundation, Lansing Rotary Club, private donations, Parks Dept., and LEPFA.

South Lansing Pathway is completed.

Eastside Connector - Property acquisition is in progress.

Bear Lake Pathway - Property acquisition is in progress.

ARTpath is expanded for 2019.

Completed in August, 2019, and open to the public.
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<td>• Support Old Town and REO Town as community-scale mixed-use districts.</td>
<td>A REO Town intensive level survey was completed to facilitate a National Register nomination. Festivals held in Old Town and Reo Town on a regular basis. Façade grants are helping with financing building improvements, with EDP staff making recommendations upon request.</td>
<td>Planning Office, the MSU Urban and Regional Planning program, Historic District Commission (HDC), and State Historic Preservation Office (SHPO). Arts Council of Greater Lansing, Convention &amp; Visitors Bureau, Chamber of Commerce, Old Town Main Street, REO Town Commercial Assoc., City of Lansing, various sponsors. DLI, LEAP, EDP</td>
<td>Survey is completed. Nomination is on hold. Festival activity is ongoing.</td>
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<tr>
<td>• Encourage the restructuring of large shopping areas as community-scale mixed-use centers (Frandor, Logan Center area and Cedar/Jolly).</td>
<td>The former EDS building, like the former Metro Ford before it, is slated to become a self-storage establishment. The City has worked with U-Haul, K-Mart, and Logan Square on redevelopment for retail uses. The proposed FBC would set the stage for more intensive development in the future.</td>
<td>EDP and LEAP met with them and proposed more intensive development. EDP and LEAP are meeting with U-Haul and K-Mart owners, and have met with the new owners of Logan Square. EDP and the Office of the City Attorney (OCA) are completing the FBC.</td>
<td>The most common proposal for these large retail buildings is for self-storage units. The recommendation for mixed-use community centers may need to be re-evaluated. Planning for Frandor could be a priority project within the next 1-3 years.</td>
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<tr>
<td>• Encourage the restructuring of strip commercial on major transit routes into neighborhood-scale mixed-use destination centers.</td>
<td>FBC Corridor Improvement Authorities (CIAs)</td>
<td>EDP, OCA LEAP, Business organizations</td>
<td>Michigan Avenue and Saginaw Street CIAs have approved their development and Tax Increment Financing plans. W. Grand River and S. Martin Luther King CIAs are in the process of being established.</td>
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## Land Use: Economic Development Goals and Objectives

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<tr>
<td>• Encourage a transition to walkable mixed-use development on urban connectors.</td>
<td>Working with neighborhood businesses at Pleasant Grove and Holmes</td>
<td>NCE, EDP, LEAP, Parks Dept. South Lansing Community Development Association (SLCDA)</td>
</tr>
<tr>
<td>• Encourage the creation of mixed-use neighborhood-scale convenience centers.</td>
<td>Pleasant Grove and Holmes Corridor Improvement Work Form Based Code</td>
<td>NCE, EDP, LEAP, Parks Dept. South Lansing Community Development Association (SLCDA)</td>
</tr>
<tr>
<td>• Encourage a mix of uses and a high quality of development on suburban gateway corridor segments.</td>
<td>FBC Corridor Improvement Work</td>
<td>EDP, OCA LEAP Business organizations</td>
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### Provide diverse job centers

- Build on cluster strengths.

The city has seven Opportunity Zones, located at the Downtown Business District, E. Michigan Ave., North Cedar-Larch Corridor, North Grand River Corridor, South Cedar Corridor-West I-96, and South Martin Luther King Jr. Blvd. Corridor - Southwest Lansing. Redevelopment projects within these zones are eligible for preferential tax treatment under certain conditions.
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<tr>
<td>• Locate major job centers on transit routes.</td>
<td>FBC</td>
<td>EDP, OCA</td>
<td>The Michigan Avenue Development and TIF Plan is in the process of adoption. The plans for the West Saginaw, North Grand River, and South MLK Corridor Improvement Authorities are still being completed.</td>
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<td>Opportunity Zones.</td>
<td>LEAP Business organizations</td>
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<td>Corridor Improvement Authority work.</td>
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<tr>
<td>• Market mixed-use centers and urban connectors as new economy job locations.</td>
<td>FBC</td>
<td>EDP, OCA</td>
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<td>Opportunity Zones.</td>
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<td>Corridor Improvement Authority work.</td>
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<tr>
<td>• Promote Lansing as a regional center for arts/culture.</td>
<td>Art festivals, scrap fest</td>
<td>Greater Lansing Council for the Arts Old Town Main Street REO Town Commercial Assn. LEAP</td>
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<td>Arts Impact Grants</td>
<td>Mayor Schor, Arts Commission members</td>
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<td>The Mayor created a 28-member Arts Commission to plan for the arts, serve as a resource, organize events and recommend performance measures. The Arts Commission is spearheading a Performing Arts Center for Lansing.</td>
<td>Arts Commission to take a leadership role in promoting Lansing's arts scene.</td>
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<td>• Attract and support innovators and entrepreneurs.</td>
<td>PROTO empowers entrepreneurs through financing and a wide range of programming to help them bring their ideas to market. The Hatching is a business competition for Lansing entrepreneurs, helping to move business ideas from concept to reality. The Fledge is a radically inclusive idea creation and maker space, incubator and accelerator on Lansing's east side.</td>
<td>PROTO is a subsidiary of LEAP Chamber of Commerce Capital Area Michigan Works. The Hatching is hosted by LEAP and the Lansing Brewing Company. Jerry Norris founded The Fledge to assist aspiring entrepreneurs.</td>
<td>Poor Progress</td>
</tr>
<tr>
<td>• Support expansion of the technology infrastructure to support the new economy.</td>
<td>The City is working with cell tower companies on making G4 wireless telecommunications available throughout downtown Lansing, while limiting the adverse impacts on community character. Telecommunication towers have been constructed in some City parks under license agreement with the City</td>
<td>Public Service Dept. Parks Department</td>
<td>Good Progress</td>
</tr>
<tr>
<td>• Allow/encourage institutions to grow in the city while enhancing neighborhoods, walkability and transit.</td>
<td>Sparrow, McLaren are growing. Both have multiple facilities. The main Sparrow facilities are located on Michigan Avenue, with easy access to CATA's Route 1. McLaren's new facilities off Collins Road is serviced by CATA Route 20, out of East Lansing.</td>
<td>CATA</td>
<td>Fair Progress</td>
</tr>
<tr>
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<tr>
<td>• Encourage industrial investment where easy truck access to interstates is available without traveling residential streets.</td>
<td>The Zoning Ordinance basically implements this recommendation.</td>
<td>EDP (Zoning), LEAP</td>
<td></td>
</tr>
<tr>
<td>• Continue recruiting green and advanced manufacturing jobs.</td>
<td>There is no real identifiable emphasis on green jobs, although they may be included in new economy jobs.</td>
<td>LEAP</td>
<td></td>
</tr>
<tr>
<td>• Encourage the adaptive reuse of smaller vacant industrial sites and buildings for mixed use.</td>
<td>The Ingham County Land Bank has been working with partners on redeveloping a former bottling plant. The EDP Department has been providing conceptual plans and renderings to encourage “possibility thinking.”</td>
<td>Ingham County Land Bank, EDP, LEAP, and MEDC.</td>
<td></td>
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<tr>
<td>• Encourage job-oriented uses, green development and neighborhood transitions in the cleanup and reuse of large vacant industrial sites.</td>
<td>LEAP staffs the Brownfield Redevelopment Authority, which provides incentives through tax increment financing (TIF) for the redevelopment of vacant properties large and small.</td>
<td>Land Bank, EDP, LEAP, RACER Trust</td>
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**Focus Resources**

- Build on assets and reinvest in key nodes and districts.
  - Beacon Field, sculpture in plaza
  - Rotary Park
  - Parks, NCE, EDP, LEAP, Parks, Lansing Rotary Club, Capital Area Community Foundation, et al
  - Poor Progress
### Collaborate

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<td><strong>Continue regional collaboration in economic development using Lansing's capacity for higher densities and mixed use.</strong></td>
<td>Greater Lansing Prosperity Initiative (GLPI) through Tri-County Regional Planning Commission, LEAP’s work on a regional level.</td>
<td>LEAP, EDP TCRPC CATA</td>
<td>Good Progress</td>
</tr>
<tr>
<td><strong>Leverage the interest/investments of other agencies and community groups.</strong></td>
<td>Michigan State University MEDC Land Bank MSHDA Nonprofits and neighborhood groups</td>
<td>LEAP, EDP, NCE</td>
<td>The <em>Design Lansing</em> Comprehensive Plan invites individual and collective participation in the implementation phase. We are seeing strong evidence that this is happening.</td>
</tr>
<tr>
<td>Strengthen Existing Neighborhoods</td>
<td>What Are We Doing?</td>
<td>Who's Doing It?</td>
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<td>Build on the assets of older neighborhoods; encourage reinvestment and strengthen maintenance codes.</td>
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<td>The Mayor created the Neighborhoods and Citizen Engagement Department, which is doing neighborhood organizing, Walking Wednesdays, Neighborhood Roundtables, Neighborhood Forums throughout the City. Expand Neighborhood Grants program. Beacon Field. Commercial corridor inspector hired. Façade improvement grants available through LEAP, design assistance available through EDP. Working with businesses on a plaza with a sculpture.</td>
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<td>Mayor's Office, Neighborhoods &amp; Citizen Engagement (NCE), Parks, Public Service, The Department of Economic Development and Planning (EDP), Lansing Economic Area Partnership (LEAP)</td>
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<td>Beacon Field constructed. Commercial corridor inspector on the job. Easement and plans for a sculpture are approved.</td>
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| • Promote compatible infill and renovation in all neighborhoods. | Housing Rehab loans. Ingham County Land Bank programs. 
Build Lansing Program to promote the sale of surplus City property for appropriate infill projects. | EDP - Development Office 
Ingham County Habitat for Humanity 
Capital Area Housing Partnership | Ongoing. |
<p>| • Allow medium-density residential (rather than commercial) on high traffic streets served by transit. | As redevelopment along these corridors gradually takes place, the proposed form based code would call for multi-story, mixed use buildings built closer to the street for a more walkable, transit-friendly pattern along CATA’s fixed bus routes. | EDP - Planning spearheaded the Form-Based Code (FBC) project recommended by the Design Lansing Comprehensive Plan, and coordinated with the Office of the City Attorney (OCA) on its completion. | |
| • Support programs that reduce housing vacancies. | Housing rehab loans. Working with partners. | EDP-Development Office, Land Bank, Habitat for Humanity, Capital Area Housing Partnership (CAHP), MSHDA. | Beginning discussions about housing policy and initiatives beyond what’s currently being done. |</p>
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<td>• Support policies for aging in place.</td>
<td>&quot;Lansing for a Lifetime&quot; Age-Friendly plan</td>
<td>Public Service, Tri-County Office on Aging, Development Office, Parks, NCE Mayor's Office</td>
<td>Plan is near completion</td>
</tr>
<tr>
<td>• Continue to target improvement funds in established focus areas.</td>
<td>Opportunity Zones Baker Neighborhood, Pleasant Grove &amp; Holmes.</td>
<td>Lansing Economic Area Partnership (LEAP), EDP, NCE, Public Service, Parks</td>
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<tr>
<td>• Explore right-sizing strategies in collaboration with neighborhoods.</td>
<td>Neighborhood Stabilization Program, FEMA Hazard Mitigation Program</td>
<td>Land Bank EDP-Development Office Emergency Management</td>
<td>Policy discussions nowadays do not revolve around managing decline, perhaps because the &quot;right-sizing&quot; work is completed.</td>
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<tr>
<td>• Encourage the reuse of surplus school sites consistent with the master plan.</td>
<td>FBC Walter French Middle School Genesee School Pleasant Grove School Otto Middle School Holmes St. School</td>
<td>EDP, OCA CAHP Mike Markey, developer Ingham County Land Bank Michigan State Housing Development Authority MSHDA.</td>
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<td>Expand housing choice.</td>
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<tr>
<td>• Make Lansing a more competitive choice for seniors, empty nesters, young professionals and students.</td>
<td>&quot;Lansing for a Lifetime&quot; Age-Friendly Plan. An Allen Place development is being proposed as a model.</td>
<td>Public Service coordinated sessions with a variety of partners. Allen Neighborhood Center Lansing 5:01</td>
<td>Lansing is #41 in &quot;Best Places to Live&quot;, by U.S. and World Report.</td>
</tr>
<tr>
<td>• Encourage higher-density housing options in transit-served mixed-use centers and corridors.</td>
<td>600 Blk. E. Michigan, Avenue Flat, the Venue, Provident Place, etc. FBC</td>
<td>Developers, LEAP, EDP, Public Service EDP, OCA</td>
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<td>• Encourage mixed income housing.</td>
<td>Working with outside agencies whose programming goal is to provide housing for low- and moderate-income housing.</td>
<td>MSHDA Ingham County Land Bank Capital Area Housing Partnership</td>
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<td>• Explore live-work units for artists and entrepreneurs.</td>
<td></td>
<td>EDP, LEAP, Old Town and REO Town Main Street programs.</td>
<td>City continues to struggle with attraction/promotion of live-work and missing middle housing options</td>
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<td>Green all neighborhoods</td>
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<td>• Encourage green practices in all new development.</td>
<td>The Public Service reviews Stormwater Management Plans, and upon approval, issues Stormwater Management Permits.</td>
<td>Public Service</td>
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<td>• Encourage the development of a model green neighborhood.</td>
<td>Allen Neighborhood Center (ANC) and Hunter Park, with its marketplace, local food, hoop house, seems to be emerging as a model green neighborhood and energy conservation district.</td>
<td>ANC, Development Office, Parks, Ingham County Land Bank, Greater Lansing Food Bank</td>
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<td>• Encourage green retrofits in existing neighborhoods.</td>
<td>Promoting the reuse/redevelopment of vacant lots.</td>
<td>EDP Ingham County Greater Lansing Food Bank Lansing Community College</td>
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<td>Support healthy natural systems.</td>
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<td>Protect and link woodland and wetland fragments into a larger greenway network.</td>
<td>Acquisition of Hunter's Ridge, Willard parcels</td>
<td>Parks &amp; Recreation</td>
<td>Purchases are completed.</td>
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<tr>
<td>Enhance and promote the recreational and environmental value of Lansing's river systems.</td>
<td>Art in the Park</td>
<td>Arts Council, Parks, Friends of the Lansing Regional Trails (FLRT) River Town Adventures, MI Princess Lansing Rotary Club, Capital Regional Community Foundation. Donors, Lansing Entertainment Public Facilities Authority (LEPFA)</td>
<td>In place for the season.</td>
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<td>Rotary Park</td>
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<td>Opened August 2019.</td>
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| Protect and expand the urban forest canopy. | Stump removal, some tree planting | Parks, Public Service, Neighborhoods and Citizen Engagement NCE, Board of Water and Light | **Good Progress**

We should look hard at aggressively implementing this recommendation:
- Trees increase property values
- Trees help prevent water pollution
- Trees combat climate change
- Trees improve pedestrian comfort
- Trees add beauty and improve personal health
- Trees reduce air pollution
- Trees conserve water and reduce soil erosion
- Trees save energy
- Trees modify local climate
- Trees increase economic stability
- Trees reduce noise pollution
- Trees create wildlife and plant diversity

Lansing has hundreds of potential locations for street trees.

| Encourage healthy lifestyles. | Substantial rehab of the Trail Property Acquisitions | Parks, Ingham County Parks, FLRT | **Fair Progress**
Pavement and Bridge improvements completed.

| Preserve existing dedicated parks and natural areas. | Ongoing maintenance and preservation | Parks | **Poor Progress**

| Use green Development approaches in parks. | | Parks | **Poor Progress**

Green roofs, porous parking lots and trails, solar collectors, etc. Most park facilities already exist, so this would need to happen on a small scale replacement basis.
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<td>Implement Parks and Recreation Master Plan.</td>
<td>Using Parks Plan for implementing property acquisitions and public improvements.</td>
<td>Parks</td>
<td>Ongoing</td>
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<tr>
<td>Continue special events and festivals.</td>
<td>Common Ground and other downtown events. Capital City River Run Concerts in the Park Old Town &amp; REO Town events</td>
<td>Parks, Lansing Entertainment Public Facilities Authority (LEPFA) Downtown Lansing, Inc. (DLI) NCE Community organizations Volunteers, donors</td>
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<td>Support local food production and improve access to fresh food.</td>
<td>Community Gardens Farmers Markets Training in urban agriculture Lansing Urban Farm Project</td>
<td>Land Bank Greater Lansing Food Bank EDP Development Office NCE Community organizations</td>
<td>Lansing has developed an amazing culture of food and urban agriculture.</td>
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<td>Pursue green leadership.</td>
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<td>Promote Lansing’s green assets/accomplishments.</td>
<td>Live Green Lansing is a community initiative working to make metro Lansing cleaner, healthier and more resilient to environmental hazards. The Lansing Board of Water and Light (BWL) became the first utility in the State of Michigan to adopt a renewable energy portfolio in 2007. The BWL owns the Cedar Street Solar Array, with 824 photovoltaic panels with a gross generating capacity of 150 kilowatts. Another 50 solar panels are installed on the REO Town Headquarters rooftops, generating 13.5 kilowatts. The BWL has committed to 30 percent clean energy by 2020 and 40 percent by 2030, which</td>
<td>Mayor’s Office, BWL, Public Service, Parks</td>
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<td>means improved air quality and environmental health and a reduction of greenhouse gas emissions by 80 percent.</td>
<td>BWL also purchases electricity from Delta Solar, the largest tracking solar array project in Michigan located in Delta Township, with a nearly 24-megawatt solar array has 86,000 panels and can generate enough energy to power more than 4,200 homes.</td>
<td>The Lansing City Council voted to hire a consultant to work toward a regional climate action plan.</td>
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<td>BWL also partnered with the City of East Lansing and Michigan Energy Options to build the East Lansing Solar Park.</td>
<td>BWL purchases power from two Granger landfill gas sites and Tower-Kleber Hydro, for a gross generating capacity of nearly 13 megawatts.</td>
<td>Lansing should begin an aggressive tree planting program during the Climate Action Plan study. (e.g. Plant &gt;250 additional trees annually @ approx. $200/tree.)</td>
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<td>Tri-County Regional Planning Commission, Michigan Trails and Greenways Alliance</td>
<td>The Mayor proposed a plan for all municipal</td>
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<td>buildings to utilize 100% renewable energy by 2021.</td>
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<td>Lansing has long been designated as a Tree City USA community.</td>
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<td>Greening Mid-Michigan project, a regional approach focusing on trails, rivers, farms &amp; markets, and parks.</td>
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<tr>
<td>Encourage green site selection and site development, and building practices.</td>
<td>Focus on preservation, redevelopment, and infill. FBC</td>
<td>EDP, CATA, LEAP, Public Service, Ingham County Land Bank.</td>
<td>Infill housing completed at Market Place, the Venue, the Outfield, School for the Blind, and the Avenue Flats. Major infill developments under construction on Capitol Ave., W. Ottawa, S. Lenawee, W. Willow, E. Michigan, and Collins Road.</td>
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<td>Encourage green retrofits.</td>
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<td>Public Service (Bldg Maint.), EDP - Building Safety Office (BSO)</td>
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<td>Allow for alternative energy approaches.</td>
<td>See above.</td>
<td>Public Service (Bldg Maint.), LBWL, EDP - BSO</td>
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<tr>
<td>Make land use and transportation decisions that reduce Lansing's carbon footprint.</td>
<td>Focus on preservation, redevelopment, and infill. Create a Climate Action Plan</td>
<td>EDP, CATA, LEAP, Public Service, Ingham County Land Bank. Lansing City Council and Administration</td>
<td>See above.</td>
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<tr>
<td>• Continue to Implement Lansing’s complete streets ordinance.</td>
<td>Converting 4 lane streets to 3 lanes plus two bicycle lanes.</td>
<td>Public Service</td>
<td>Portions of 25 streets, including E. Kalamazoo, W. Mt. Hope, Pleasant Grove, Jolly, Miller, and Aurelius have undergone road diets, a total of 13.14 miles. Two dozen streets now have bike lanes, including Saginaw Street. More streets are planned for lane reductions.</td>
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<td>• Implement Lansing’s Non-Motorized Plan.</td>
<td>Buying properties for trail development, Improving trail. Since the adoption of the first non-motorized (walking and biking) plan in 2012, the City has constructed almost 7 miles of trail, 9 3/4 miles of bike lanes, and 1 3/4 miles of side paths. These additions bring the entire non-motorized network to over 50 miles.</td>
<td>Parks, Public Service, Friends of Lansing Regional Trails (FLRT)</td>
<td>Hunters Ridge, Eastside Connector, Bear Lake Connector in process Parks Millage South Lansing Pathway should get landscaping and/or naturalizing.</td>
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<td>• Adopt land use policies and encourage investment that supports transit.</td>
<td>Form Based Code is designed to boost density in transit corridors. Targeting investment along Michigan Ave. (Skyvue, Red Cedar, the Venue, Provident Place)</td>
<td>EDP, CATA, Public Service Developers</td>
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<td>• Adopt technology to help reduce greenhouse gas emissions.</td>
<td>Decommissioning Eckert, Erickson, replacing with gas generator and purchased renewables. Electric Vehicle parking stalls</td>
<td>LBWL EDP – Parking Services Office</td>
<td>More EV charging stations needed.</td>
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<td><strong>Redesign Streets</strong></td>
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<td>• Design streets to fit the character of their surroundings.</td>
<td>Imagine the Avenue project. Two Corridor Improvement Authority (CIA) Development Plans completed, two additional CIAs in progress.</td>
<td>CATA, Public Service, EDP, LEAP</td>
<td>More needed. Also, see below.</td>
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<tr>
<td>• Improve traffic flow to reduce crash potential along major arterial streets.</td>
<td>Signal timing.</td>
<td>Public Service, MDOT</td>
<td>We may need more traffic signals to make streets crossable, which would arguably work against this recommendation.</td>
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<tr>
<td>• Use green/low-impact development strategies in street design.</td>
<td>Rain Gardens along Michigan and Washington Avenues. Montgomery Drain project at Red Cedar.</td>
<td>Public Service, MDOT Ingham County</td>
<td>There are ample opportunities for planting street trees along corridors and in neighborhoods.</td>
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<td><strong>Strengthen City image.</strong></td>
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<td>• Improve visual character along major arterials and at major gateways.</td>
<td>FBC. Sign Ordinance enforcement. Public Art grants.</td>
<td>EDP, OCA EDP LEAP</td>
<td>The City is beginning to build visual improvements into incentive financing. There are still ample opportunities for planting street trees along corridors and in neighborhoods. The City should consider require brownfield plans to set aside gateway improvement money.</td>
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<tr>
<td>• Reduce the impact of parking on Lansing’s appearance, environment and walkability.</td>
<td>FBC. Public art on N. Grand parking deck.</td>
<td>EDP, OCA EDP-Parking</td>
<td>The Administration shares philosophy of minimizing negative impacts of large surface lots, reducing parking requirements, and moving parking into structures and behind buildings.</td>
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<td>• Improve wayfinding, especially from the airport.</td>
<td>N. Grand River CIA. Wayfinding downtown.</td>
<td>LEAP DLI, LEPFA</td>
<td>Beginning stages are completed. Wayfinding is needed in other parts of the city as well.</td>
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