



# COMPREHENSIVE PLAN UPDATE

Transportation, Infrastructure and Environmental Sustainability and Urban Form Steering Committees

## MEETING SYNOPSIS

### MEMBERS

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Fred Bauries  
Sheryl Soczek

#### Vice Chair

Linda White

#### Councilmember

Diane Goddeeris

#### Transportation Committee

Debra Alexander  
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Brad Cassidy  
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Linda Hegstrom  
John Kinch  
Paul McAllister  
Andy McGlashen  
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#### Urban Form Committee

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Ruth Beier  
Dave Betts  
Dan Bollman  
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Alec Hathaway  
Marcia Horan  
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Michael Townley  
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Chris Wolf

#### Support Staff

Darcy C. Schmitt  
Timothy R. Schmitt  
Lori Mullins  
Daniel O'Connor  
Robert Scheuerman  
Catherine DeShambo

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**March 31, 2014 – 7:00 p.m.**

Hannah Community Center, Room 235  
819 Abbot Road

**Present:** Bauries, Beard, Bollman, Clayton, Cuddeback, Hathaway, Horan, Jester, Kinch, McGlashen, Mrozowski, Soczek, Townley, Twede, White, and Wolf

**Staff Members:** T. Dempsey DeShambo, Mullins, Scheuerman, D. Schmitt, and T. Schmitt

**Others:** Jonathan Brownburg, Ralph Monsma, Steve Osborn, Chris Root, and Mark Sullivan

### 1) OPENING

- A) Roll Call
- B) Approval of Agends

### 2) URBAN DESIGN GUIDELINES

Lori Mullins briefly presented the progress made on the Urban Design Guidelines.

### 3) MAP: CORE DOWNTOWN

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

Bicycle use in the alleys can be dangerous at street crossings. The use of signage or other cautionary markings should be made at these locations.

The East Village District was originally designed for a massive redevelopment rather than smaller incremental development. The code should be reviewed to eliminate obstacles to incremental development.

Bicycle crossings should be provided at the intersections of Grand River Avenue and Collingwood, Stoddard, Bogue, and Abbot.

The two design concepts for BRT would not negatively affect bicycle or pedestrian crossing.

As we work toward balancing the parking in the core downtown, make sure there is sufficient convenient parking for those with mobility concerns.

Desirable destinations will attract people to the core downtown regardless of the perceived parking constraints.

In the core downtown building height can be supported more on the north side of Albert than on the south side because of the potential for shadowing the plaza. Buildings on the south side of Albert could have more height if the buildings were stepped back far enough to avoid shadowing the street. The city may want to develop a shadow study to determine how the buildings should be designed to prevent shadowing the street and plaza.

The Grand River Avenue in the core downtown should have a minimum four story height requirement. However, have the option to propose as shorter height with special approval from Council.

The buildings at key vistas such as the corner of Grand River Avenue and Michigan Avenue can have a profound effect.

Buildings have the ability to reflect sound such as music from outdoor concerts. Areas that are intended to be used for concerts should provide screening such as landscaping or a screen wall to prevent the sound reflection.

How many residents do we want to increase by? What size buildings do we need to support the population we desire?

We already have assets that are a draw to living in the downtown area. The University is a huge asset to the City across the street from downtown. Even without BRT, the city has a great bus system.

Hotel and conference space needed to complement the needs of the F-RIB.  
There is a market for rental properties for nonstudents.

Use the census data to develop scenarios for housing growth projected.

**4) MAP: DELTA TRIANGLE**

**5) ADJOURNMENT**