



Saginaw Street Corridor Improvement Authority

Informational Meeting #2 - Board of Director's

Thursday, September 23, 2021 – 5:30 PM

LEAP Office

1000 S Washington Ave #201

Lansing, MI 48910

AGENDA

1. Welcome/Call to Order
2. Approval of SSCIA Meeting Minutes (June 2021) – Action
3. Updates on CIA Goals and Projects
 - a. Neighborhood Grant Update
4. City of Lansing Practicum Presentation
5. Corridor Updates
6. Other Business
7. Public Comment
8. Adjournment



Saginaw Street Corridor Improvement Authority

Board of Director's Meeting

Thursday, June 17, 2021 – 3:30 PM

THIS MEETING WAS HELD ELECTRONICALLY*

Zoom Meeting Webinar ID: 865 7295 1103 | Passcode: 325604

<https://us02web.zoom.us/j/86572951103?pwd=ZE1DRVcwY0wzWkxXZFFpVS4tZV0wUT09>

Members Present: Jonathon Lukco (Lansing, Michigan), Diane Sanborn (Lansing, Michigan) – 4:01pm, Jim Houthoofd (Lansing, MI), Jessica Yorko (Montague Township, MI.)

Members Absent: Tiffany Dowling (excused)

Facilitator Present: Hannah Bryant (LEAP)

Guests: -

Public: Kris Klein (LEAP)

Recorded by: Hannah Bryant

Welcome/Call to Order/Meeting Overview

Chair Lukco welcomed everyone and called the SSCIA meeting to order at 3:30 p.m. Chair Lukco stated in an effort to protect the health and safety of the public, these meetings will be conducted virtually in accordance with Public Act 228 of 2020 and the Open Meetings Act, and all Board members and the public are participating virtually. Bryant took attendance and stated with the new Open Meetings Act, we will have to record the city and state of all board members and all votes will be roll call. Bryant provided an overview of the Zoom Webinar meeting process for the members and for the public.

Approval of SSCIA Meeting Minutes (May 6, 2021)

MOTION: Houthoofd moved to approve the SSCIA Meeting Minutes from the May 6th, 2021 meeting, as presented. Motion seconded by Yorko.

Bryant did a roll call vote:

Jim Houthoofd - yea
Jonathon Lukco - yea
Jessica Yorko - yea

YEAS: Unanimous. Motion carried.

SSCIA FY2020/FY2021 Amended Budget – Action

Chair Lukco provided an overview of the amended budget which is highlighted in orange in the packet. Bryant expressed that the amended budget reflects a higher tax capture than anticipated and the \$3,000 neighborhood grant that the board previously approved and accepted.

MOTION: Houthoofd moved to approve the SSCIA FY2020/FY2021 Amended Budget, as presented. Motion seconded by Yorko.

Bryant did a roll call vote:

Jim Houthoofd - yea
Jonathon Lukco - yea
Jessica Yorko - yea

YEAS: Unanimous. Motion carried.

SSCIA FY2021/FY2022 Budget – Action

Chair Lukco presented the budget which is highlighted in blue and is the estimated Fiscal Year 2021/2022 capture for the CIA. There were no expenditures but this can always be amended to express projects the board would like to work on. Member Houthoofd state the \$3,000 grant should be in the expenditure since this will be completed during the fiscal year. Bryant expressed she can make that amendment. Houthoofd asked why the tax increment revenue (TIR) from 2020/2021 is higher than the TIR projection in 2021/2022. Bryant expressed these are estimates because it is difficult to make assumptions on the increase in property values. The budget will always be amended at the end of the year to reflect the most accurate capture on property values.

MOTION: Houthoofd moved to approve the SSCIA FY2021/FY2022 Budget, as amended. Motion seconded by Yorko.

Bryant did a roll call vote:

Jim Houthoofd - yea

Jonathon Lukco - yea
Jessica Yorko – yea

YEAS: Unanimous. Motion carried.

Neighborhood Grant Discussion

Chair Lukco provided an update on the RFP for the bus shelter. Chair Lukco and Bryant have been working closely with CATA and the Arts Council on the creation of the RFP. Member Yorko expressed how great this is and will be a great addition to the corridor. Chair Lukco or Bryant will provide updates to the board.

Electronic Meeting Updates

Bryant shared that the Mayor declared a local state of emergency on March 16, 2020, which the Lansing City Council extended the state of emergency several times. This is currently set to expire on July 12, 2021, which will affect the ability for the board to host meetings via Zoom. After July 12, 2021, the public body must meet in person and can resume to meeting at the LEAP office. Bryant will share more details with the board. Several board members brought up the preference to meet along the corridor, Neogen could be an option.

Other Business

Kris Klein was able to join in and answer questions regarding the tax increment revenue. It was suggested the board could have an overview presentation or training about the TIF at a later meeting.

Discussion ensued on any updates by board members about events or business activity along the corridor.

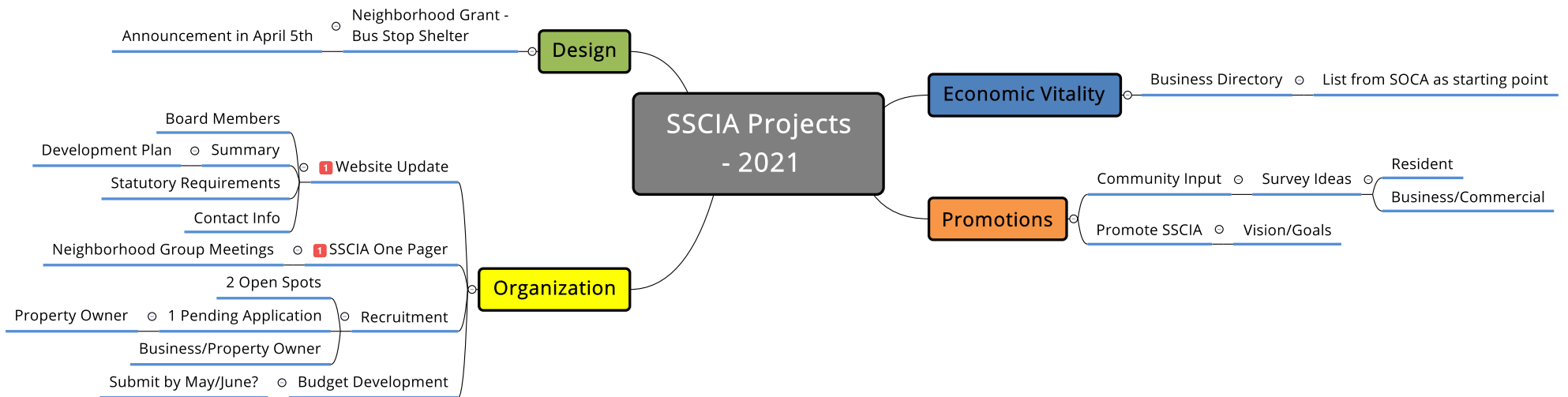
Public Comment

None provided at this time.

Adjournment

There being no further business, Chair Lukco declared the SSCIA meeting adjourned at 4:28 PM.

Jonathon Lukco, Chair
Saginaw Street Corridor Improvement Authority



Lansing, Michigan

Saginaw Street – Bus Shelter Public Art

Request for Proposals from Artists and Graphic Designers

Submission Deadline EXTENDED: 5:00pm Monday, September 20th, 2021

The Saginaw Street Corridor Improvement Authority (SSCIA) announces a request for proposals (RFP) for a new public art project, funded by the City of Lansing Neighborhood Grants in partnership with Capital Area Transportation Authority (CATA). This RFP is a great opportunity for artists and graphic designers to submit their concepts for a vinyl art installation on a new bus stop that will be installed at the location in Image 1. The new bus stop is in a highly visible public location that will serve as a practical waiting place for transit users and as a public art for the community. The chosen artist's work will be seen by hundreds of people each day.

Due to the success of previous public art projects in Lansing, the City and CATA see great value in continuing to invest in public art pieces as a placemaking tool to add to the community's enjoyment of public spaces. The SSCIA Development and Finance Plan lays out plans to make strides in making the Saginaw Street Corridor a multimodal street. This includes making improvements to the streetscape in addition to public infrastructure, such as the bus stops along the corridor.

PROJECT DESCRIPTION

Location:

150 feet west of the intersection of Saginaw Street and N. MLK Boulevard, on the southside of Saginaw Street, resides bus stop number 978, serving customers of CATA's Route 12. In its current state, a pair of benches occupy the space, oriented along the northern exterior wall of the Rite Aid pharmacy building, as depicted in image 3. A highly utilized stop, Eastbound Saginaw past MLK, will soon become the home of a new bus stop shelter structure.

The stop is less than one mile away from the Lansing Community College campus and one mile from the Michigan State Capitol Building. The bus stop serves as a primary entry point into CATA's public transportation system and is a valued asset to the surrounding community.

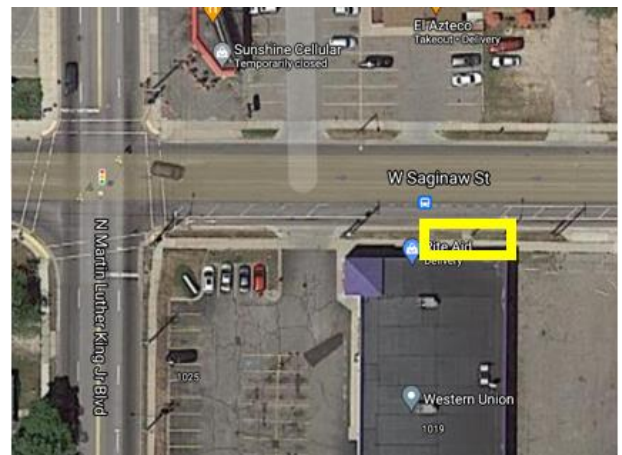


Image 1: Location of new bus stop

In an effort to create a truly authentic community look and feel for the new structure, the SSCIA seeks proposals to create a uniquely designed vinyl wrap for the forthcoming shelter structure, as depicted in Image 2. The artist will design the art and it will be reproduced to be placed on the shelter. An example of a past CATA project that was completed at Eastbound Holmes past Pleasant Grove Stop #1797, can be found on [their website](#).

Background:

The [Saginaw Street Corridor Improvement Authority Development Plan](#), approved in late 2019, outlines the strategic goals of the Authority. This will be a great opportunity for an artist to work on one of the first Saginaw Street projects. The projects for the SSCIA follow 4 main categories: Design, Economic

Restructuring, Organization, and Promotions/Marketing. Many of the projects that are listed in the plan address the public transit system, including efforts to improve stops with additional amenities and while working with local artists to install more public art along the corridor. This project addresses many focus areas of the Authority and will make much need improvements to a key intersection along the Saginaw Street corridor.

Project:

The City of Lansing awarded the Saginaw Street Corridor Improvement Authority with a neighborhood grant of \$3,000 to partner with CATA to incorporate public art into a bus stop location near the intersection of Saginaw Street and N. MLK Blvd. This will enhance this area's economic vibrancy and sense of place. The selected vinyl art piece will be located on the new installed bus shelter to maximize its visibility and impact for the riders of the public transit and to the community. The design of the public art piece should speak to Lansing's heritage, promote inclusiveness, and reflect the opportunity for growth in the future for the Saginaw Street Corridor. The SSCIA is looking for a proposal that will include art on the shelter shown in Image 2, which will replace the benches in Image 3.



Image 2: New bus stop where vinyl wrap art will be installed



Image 3: Location of the bus stop from Image 2

ELIGIBILITY

The RFP is open to all professional artists and/or artist-led teams based in Michigan, with priority to artists located in the City of Lansing and tri-county region. Interested artists will have demonstrated the capacity in innovative placemaking and are welcome to propose work in all media that meet the "ARTWORK CRITERIA" and are durable and suitable for Michigan's variable climate.

PROJECT BUDGET

The commission budget is up to a total of \$3,000 USD this can include but is not limited to artists' fees, design, engineering, insurance, permits, signage, fabrication, installation, and shipping. The Artist will design the art to be printed on the vinyl and will work with the installation of it, while partnering with CATA to install and maintain the art piece. The budget should include the initially installed vinyl wrap and one duplicate to be used as a backup in case of damage. See attachment A for the bus shelter specifications.

PROJECT TIMELINE *(Subject to change)*

Submittal Deadline: 5:00pm Monday, September 20th, 2021

Artist Chosen and Notified: Friday, September 24th, 2021

Fabrication and Installation: September – November 2021

Project Completion and Unveiling: October - November 2021

ARTWORK CRITERIA

The art piece should permanently endure on the site, the SSCIA is looking for an art piece that will incorporate vinyl wrap. Understanding the timeline, the proposal can use an artist's existing piece to be incorporated into the art piece but will have to be included in the proposal. The size should fit on the CATA bus stop shelter; however, it should stand out and welcome community members to Lansing and the Saginaw Street corridor. The specification of the new bus shelter can be found in attachment A. Image 2 shows the new bus stop that will soon be installed at the new location on Saginaw Street. The selected art piece will convey an inclusive message that is specific to Lansing's community and culture, with a focus on the Saginaw Street corridor.

REVIEW AND SELECTION PROCESS

With guidance from the [City of Lansing Public Art Guidelines](#), the SSCIA will work with the City of Lansing Public Art Committee to designate an Art Selection Panel to review the submissions and select the finalist based on materials submitted. Selection will be based on the following criteria:

- Artist's consideration of and experience in creating artwork of this size and scope
- Artist's professional experience represents a developed and successful of site-specific public art projects of a similar scope as demonstrated by visual documentation
- Ability to understand sense of place and design in a context sensitive manner as demonstrated by visual documentation
- Willingness of the artist to consult and work with the design and construction teams to successfully integrate the work into the site and meet any construction requirements, schedules, and deadlines.
- Ensure that the artwork will be of a permanent nature, does not require excessive maintenance or repair costs and meets public safety issues and Americans for Disabilities Act (ADA) standards. Artwork must not be obscene in nature.
- Artist's location (within City of Lansing, within tri-county region, within Michigan)
- Feasibility: Is the budget, timeline, and project execution realistic? Is the proposed design one that can be completed within budget and according to project guidelines? Has the artist demonstrated strong understanding or background in the media they propose to use?
- Artistic merit: Does the art piece reflect values of inclusion and diversity? Is the design aesthetically pleasing? Is it appropriate for the context of the city?
- Professional presentation: Are documents written in a professional manner, free of grammatical errors? Does the presentation adequately describe the process and final installation?

ARTIST'S COMMISSIONED WORK AGREEMENT

The selected artist/team will enter into a two-party Agreement between the Saginaw Street CIA and the artist/team to complete a transfer of ownership. The art piece will become the full property of CATA at the time of installation. The selected artist/team will be required to provide General Liability and other insurance as specified in the agreement.

SUBMISSION INFORMATION

Materials for Submission:

One pdf must include:

- Name/Mailing Address/Phone Number/Email Address/Brief Bio
- A resume and/or CV that includes relevant creative or professional work
- A list of three professional references
- A statement of interest, 500 words or less, that discusses your unique qualifications, reason for interest in this project, and statement regarding concept of the proposal
- A conceptual image of the proposed vinyl art piece on the bus shelter
- Project budget, including itemized breakdown of costs i.e. fee, printing, and install
- Estimated time necessary for completion.

Deadline: All application materials must be submitted electronically by 5:00pm Monday, September 20th, 2021

Contact:

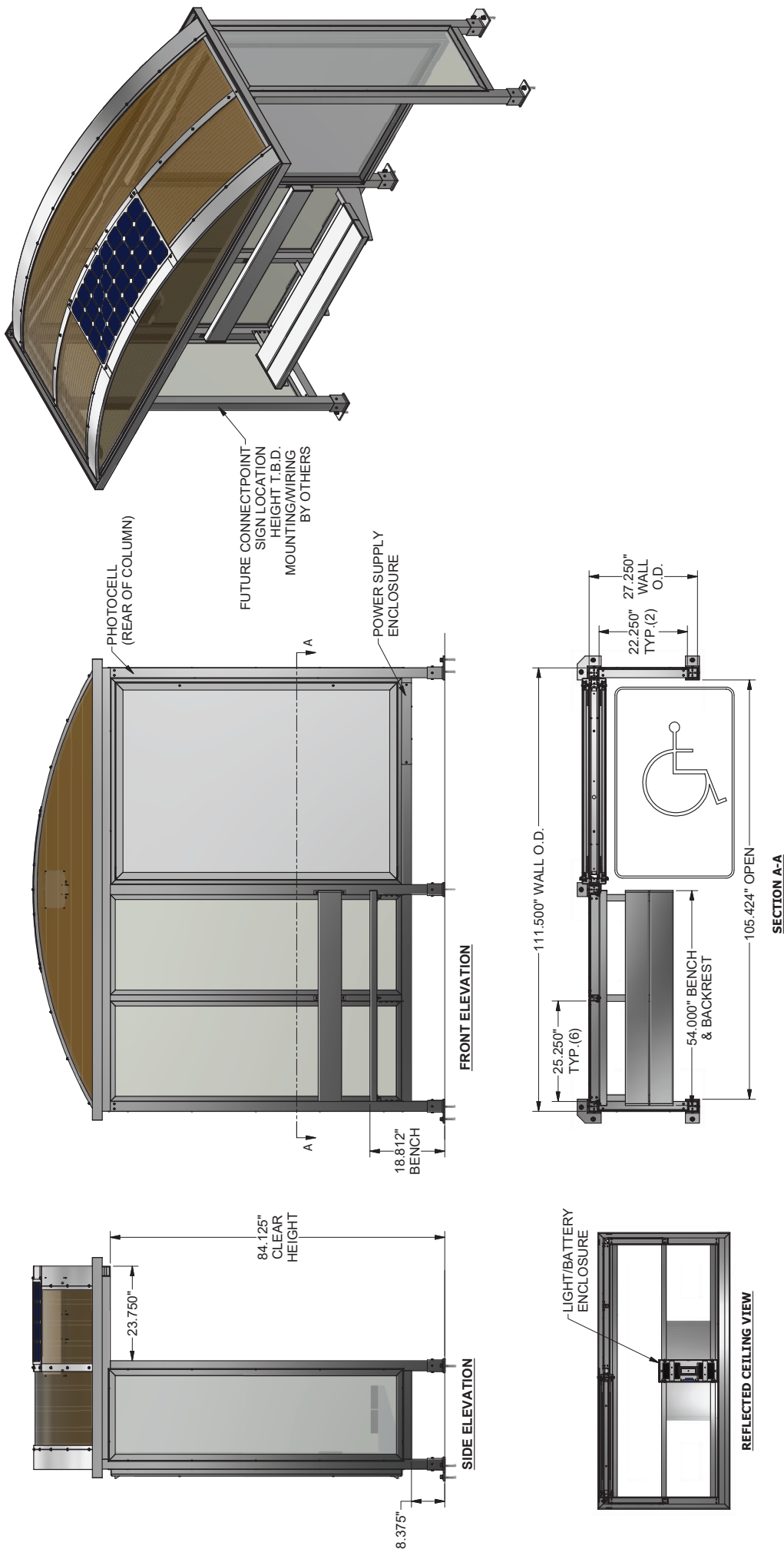
- Submit applications to Hannah Bryant, hannah@purelansing.com (517-388-1947)

Website: <https://www.lansingmi.gov/610/Saginaw-Street-Corridor-Improvement-Auth>

The Saginaw Street CIA reserves the right to reject any or all applications, to reissue the Call for Entries, or to terminate the selection process or project at any time without prior notice.

Attachment A: Slimline Style Transit Shelter Specifications

- ELECTRICAL ENTRY LOCATION T.B.D. ALL CONDUIT BY OTHERS.

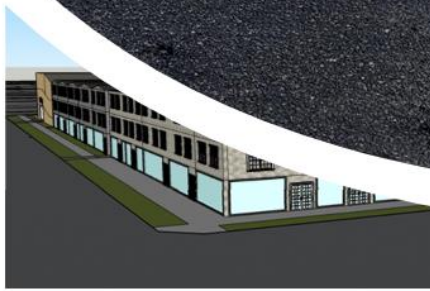
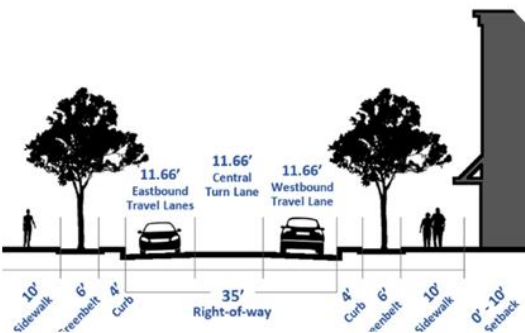
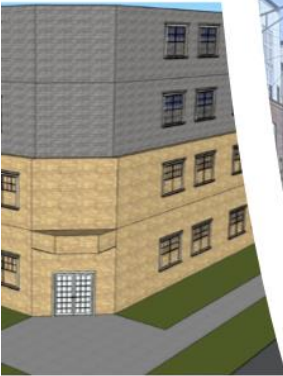


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					JOB # 6350C		DATE: 10-21-20
					SHEET: S-001		REVISION: A

Cedar Larch Oakland Saginaw

CORRIDOR REDEVELOPMENT STUDY

APRIL 2021



A joint project between Michigan State University & The City of Lansing

Khalil Davis • Jason Derry • Jim Guan • Aiden Taliaferro • Meng Wang



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Lansing Corridor Improvement Authority

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The statements, findings, conclusions and recommendations are solely those of the authors and do not necessarily reflect the views of Michigan State University, the MSU School of Planning, Design, & Construction, or any federal, state, or local agency.

EXECUTIVE SUMMARY

The CLOS Corridor Redevelopment Study Report is a product of Michigan State University's Spring 2021 Semester Urban and Regional Planning Practicum class. The report examines the intersections of Cedar Street, Larch Street, Oakland Avenue, and Saginaw Highway, 0.5 miles northeast of downtown Lansing and provides illustration and explanation regarding the changes that can be expected to occur in Lansing due to newly enacted form-based zoning codes. The reason for the undertaking of this study is to generate a comprehensive analysis of the area's potential for future growth under form-based zoning codes, as well as the preservation of the existing historical characteristics of the area. The report is designed to be material for presentation to stakeholders within the Lansing community, such as the Michigan Department of Transportation (MDOT), real estate developers, and individual community members.

To gain a better understanding of the demographics, economic characteristics, and current conditions of the CLOS Study Area, data was collected from several sources including the U.S. Census Bureau, ESRI Business Analyst, and local documentation. This data was combined with primary data collected by the practicum team via site visits and stakeholder discussions.

Socio-economic data was used to analyze current demographic and economic characteristics for the block group that the CLOS Study Area is situated mostly within. Analysis revealed that residents in the neighborhood earn lower incomes on average than in other neighborhoods situated around comparable major intersections in the Lansing area. Residents also rent at rates nearly 1.75 times higher than those comparable Lansing-area intersections, while other characteristics like racial makeup, age, and employment are relatively similar to the comparable areas.

Zoning and land use information, provided by the City of Lansing, combined with multiple site visits found that the area's land use is largely composed of auto-oriented commercial properties with vacant lots and clusters of residential homes scattered throughout. Infrastructure and traffic data, largely sourced from MDOT, reveals that the CLOS intersections have been the site of dozens of pedestrian and bicyclist collisions over the past 10 years and 1,289 auto accidents—over 1,000 more than similar Lansing area intersections. This suggests that serious accommodations need to be made for non-motorized commuters going forward with development.

Retail analysis included industries within the CLOS Study Area that have improved over the last decade. Data shows occupations within entertainment, community and social services, and production work; these sectors would complete the preexisting business complex within the CLOS Study Area. The employment sectors should only be considered as potential suggestions for future developers and stakeholders within the community. Further analysis of the retail data should be considered in a post-covid economy, with applicability to Lansing DT-1 and DT-2 districts.

The Parcel Inventory (Appendix 1) included in this report examines the detailed characteristics and quality of the individual parcels of land within the CLOS Study Area. These characteristics include aspects such as total value of land improvements, total floor area, and ownership as well as others. The information in this parcel inventory is updated to the year of 2021, yet it reports the 2019 zoning class as the new Lansing Form-Based Codes do not go into effect until May 1st, 2021. The data in this section was gathered from the Lansing Parcel Viewer website as well as the BS&A online database supporting the online program.

Recommendations within this report are primarily based on socio-economic data, property data, employment sector data, the practicum team's assessment of current conditions along the corridor, a community outreach survey performed by the Lansing Corridor Improvement Authority, and the included case study research on noteworthy form-based zoning practices. These recommendations are primarily intended as possible suggestions and imaginations of future developments and should not be received as prescriptions for specific site development or design.

The Lansing Practicum Team isolated four sites within the CLOS Study Area that we believe to be prime for future development. These four locations are all vacant as of 2021, so new infill development at these locations under the 2021 Lansing Form-Based Zoning Codes would likely be easier and more attractive for both the Lansing community and potential developers. These sites would develop under form-based zoning codes, and the four locations will be zoned as either DT-1 Urban Edge and DT-2 Urban Flex districts, which are summarized in this report. Numerous different land uses and structure designs could be built at these vacant locations in Lansing's future. This report has identified and illustrated a small number of possible designs, yet we believe these to be the most probable based on the data and information analyzed throughout this study.

Street design recommendations included in this report are based on the practicum team's analyses and case study research where it is apparent that good design and amenities play a critical role in attracting businesses, residents, and clientele to the corridor. Recommendations regarding street amenities include providing increased numbers of street amenities such as benches, bike racks, and signage as some specific examples. In terms of streetscape design, the practicum team has offered visual suggestions of how strategies like road dieting and the redesign of right-of-ways can be utilized to make transit of all kinds more safe, controlled, and enjoyable throughout the CLOS Study Area.

The data and information analyzed throughout this study suggest that there are many opportunities for the CLOS Study Area to redevelop itself as a successful mixed-use Corridor and component of the overall Lansing community. The study area itself has access to a variety of beneficial assets and attractions, and is located down the road from a world-class academic institution at Michigan State University as well as the state capitol of Michigan. Through a strong local planning approach and a unified vision amongst stakeholders, the data and recommendations within this report can assist both the public and private sectors in making decisions that enable appropriate development within the CLOS Study Area.

INTRODUCTION

PLANNING PRACTICUM

As part of their final semester of education, students in Michigan State University's Urban and Regional Planning program, part of the School of Planning, Design, and Construction, enroll in a planning practicum that serves as a capstone course to their academic career. Practicum provides opportunities for small teams of students (both undergraduate and graduate) and professional clients to collaborate on real-world projects. Primary research, hands-on field work, and classroom forums are conducted throughout the semester for the purpose of delivering a final report and community presentation exhibiting the team's project findings and results. This method of experiential learning is designed to strengthen participants' collaboration and communication skills while providing an opportunity to apply the knowledge they have gained in the classroom to complete a project with tangible impacts for their client communities.

PROJECT CLIENT

The client for this project is the City of Lansing, represented by Planning & Neighborhood Development Director Brian McGrain and Planner Andrew Fedewa in the Lansing Planning Office. Both McGrain and Fedewa are themselves alumni of the Michigan State University Urban and Regional Planning program. Andrew Fedewa acted as the CLOS Study Team's primary contact.

DESIGN LANSING 2012 COMPREHENSIVE PLAN

The Design Lansing Comprehensive Plan, adopted on April 9, 2012, is the foremost planning document for the City of Lansing. Like many communities, it was created based on extensive public input and serves to inform city staff and developers of the direction that projects and development should take to best suit the needs of the city. Throughout the Plan, community members established corridor redevelopment as a recurring goal, specifying key areas for preservation, enhancement, and transformation. The CLOS Study Area is almost entirely identified as needing total transformation (Design Lansing, pg. 33). This corridor redevelopment is to take shape as more complete streets with retail uses concentrated into transit-oriented, mixed-use cores (Design Lansing, pg. 50). With support from the Plan, complete corridors are slated to be a common characteristic by 2030 (Design Lansing, pg. 39). By recharacterizing these commercial strip corridors, Lansing can sufficiently reduce the amount of unappealing imagery created by excess land zoned for auto-oriented commercial use along important streets to and through the city (Design Lansing, pg. 58).

FORM-BASED CODE (DT-1 AND DT-2)

Figure 1-1 – CLOS Study Area in the Draft Lansing Form-Based Code Zoning Map



DT-1 Urban Edge

The DT-1 Urban Edge District Intent as stated in the 2021 Lansing Form-Based Code is described as follows:

“The DT-1 Urban Edge district permits a mixture of office and residential uses complementary to the Downtown Core but lower in intensity. Urban Edge areas are intended to retain elements of the historic residential character such as short block lengths and existing front-yard setbacks. One purpose of this district is to permit homes to be converted to offices provided the historic residential character is maintained.”

DT-1 is designed with a specific goal in mind to preserve the historic character of many of the residential neighborhoods surrounding Lansing’s downtown, while still providing opportunities for modernized land uses such as low intensity office space.

DT-2 Urban Flex

Likewise, the DT-2 Urban Flex District Intent as stated in the 2021 Lansing Form-Based Code is described as follows:

“The intent and purpose of the DT-2 Urban Flex district is to foster a mixture of residential, commercial, and industrial uses that complement the nearby Downtown Core and Mixed-Use Corridors. The Urban Flex districts generally are areas transitioning from older industrial and auto-oriented uses with pockets of residential to higher density modern infill and adaptive reuse. These areas are characterized by an eclectic mixture of entertainment, retail, residential, and lower intensity industrial uses in a warehouse setting. Along Activity Corridors, ground floor uses should be those that generate pedestrian activity along the street front through the location of doors, windows, and displays.”

DT-2 is designed with the goal of tying a wide range of existing land uses together into an inviting, pedestrian-oriented district. This unification will make way for unique, diverse neighborhoods with a variety of retail businesses and employers that visitors are encouraged to explore.

STRUCTURE OF THIS REPORT

The CLOS Corridor Redevelopment Study Report is structured with the design recommendations at the front with supporting data following behind. This is an intentional decision meant to emphasize the current conditions of the CLOS Study Area and the potential for improvement through street redesigns and development under the form-based code. Full sections on the data about the CLOS Study Area’s current state be found beginning on page 44,

but varying conclusions from these sections are referenced throughout the recommendations wherever relevant.

ILLUSTRATIVE PLAN

INTRODUCTION

Based on data collected from land use and economic analyses, traffic patterns, and existing conditions in the CLOS Study Area, the following illustrative plan was created to depict how the Lansing form-based code can guide redevelopment to cultivate a walkable, inviting neighborhood where underutilized land currently exists. The goal of the illustrative plan is to reimagine the urban form of key areas to better reflect best placemaking practices, with an emphasis on currently vacant parcels. This emphasis is intended to bring attention to areas where change can be enacted quickly as little to no demolition is necessary.

This plan will include a series of pedestrian- and bicyclist-oriented recommendations, an overview of street design possibilities addressing four key corridor sections, and several redevelopment possibilities for four prominent vacant parcels scattered around the project area. *Developments depicted in the DT-1 and DT-2 zoning districts are shaded in pink and purple, respectively.* The street sections and vacant parcels are described as follows and are mapped in Figure 2-1.

Street 1 (Oakland Avenue)

The segment of Oakland Avenue between the Cedar and Larch Street intersections. Its location makes it a prime area for commercial development, but also easy for traffic to speed through, making other modes of transit dangerous.

Street 2 (Saginaw Highway)

The segment of Saginaw Highway between the Cedar and Larch Street intersections. Its location makes it a prime area for commercial development, too, but also easy for traffic to speed through. Saginaw Highway has a bike lane to the west that ends at Center Street that could be extended to serve a CLOS Study Area bike lane network.

Street 3 (Cedar Street)

A section of Cedar Street as it intersects Monroe Street. Its location between the major traffic and commercial nodes of Oakland Avenue and Saginaw Highway makes it a prime area for higher-density residential development, in accordance with current trends on renters living in the CLOS Study Area (pg. 55)

Street 4 (Larch Street)

A section of Larch Street as it also intersects Monroe Street. Its location between the major

traffic and commercial nodes of Oakland Avenue and Saginaw Highway makes it a prime area for higher-density residential development and mixed-use retail where existing commercial properties are.

Vacancy 1 (Center Street)

A collection of small residential parcels grouped together along Center Street. This site provides an opportunity for development nearly adjacent to the Lansing River Trail.

Vacancy 2 (709 N Larch Street)

A large, unpaved lot on the corner of Saginaw Highway and Larch Street. This site features a back alleyway connecting it to the adjacent Burger King and bears the potential to be an anchoring building for a new walkable retail district.

Vacancy 3 (500 E Oakland Avenue)

A site made up of several residential parcels and a large, encompassing commercial parcel. This site currently houses a former dispensary and several unkempt houses. Stretching all the way from Larch Street to Cedar Street, this site has the potential to define the entire commercial district of Oakland Avenue within the CLOS Study Area.

Vacancy 4 (617 E Shiawassee Street)

A deep, narrow collection of parcels at the corner of Shiawassee Street and the railroad tracks. This site may have difficulty attracting residential development, but still has potential for commercial and office space.

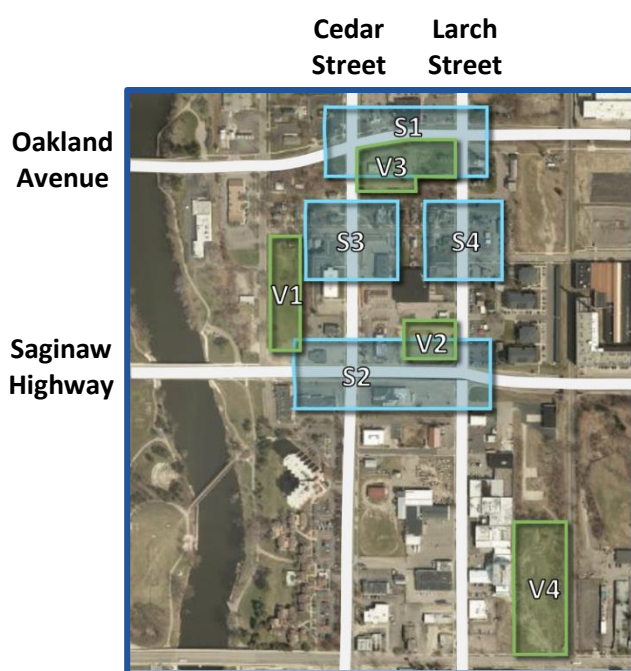


Figure 2-1 – Streets and vacancies with rendered recommendations

Street Design Illustrations

- S1. Oakland Avenue
- S2. Saginaw Highway
- S3. Cedar Street
- S4. Larch Street

Vacant Parcel Illustrations

- V1. Center Street
- V2. 709 N Larch Street
- V3. 500 E Oakland Avenue
- V4. 617 E Shiawassee Street

PEDESTRIAN- AND BICYCLIST-ORIENTED RECOMMENDATIONS

Introduction

The following are a series of recommended actions and improvements to create *complete streets*, meant to enhance the appearance, function, and overall vitality of the CLOS Study Area. Complete streets prioritize safety and access for all modes of transportation including vehicles, bicycles, pedestrians, and public transportation. Improvements identified in this section are oriented toward pedestrian and bicyclist needs, while vehicular transportation is addressed in the following sections. Many recommendations made in this section appear in illustrative renders for street redesign in those sections. Some of the recommendations are simple, less costly improvements that can be implemented quickly, while others are more costly and will require more detailed study, planning, and funding.

LANDSCAPING

Parkway landscaping can visually unite a corridor and help establish a sense of place and identity. It can also play an important role in screening parking areas and reducing noise, light, dust, and glare from a roadway onto adjacent properties. The City could develop and implement a unified streetscaping treatment along the CLOS corridors consisting of evenly spaced right-of-way trees, pedestrian-scale lighting, shrubbery, flower beds, and other improvements that can help beautify and distinguish these important corridors.

Figure 2-2 – Parkway landscaping as seen in Cleveland, OH. For more information, visit Case Studies on page 34.



Source: Google Maps, 2021

CROSSWALKS

Figure 2-3 – Brick paved primary crosswalks as seen in Hamilton, OH. For more information, visit Case Studies on page 34.



Strengthening and enhancing crosswalks throughout the CLOS corridors could improve the pedestrian orientation and safety of I-96 and M-43. Primary crosswalks, designated for busier intersections, could be constructed with different materials and colors than the street, such as brick pavers or stamped and painted concrete, to enhance their visibility, improve the streetscape, and deter fast traffic. Secondary crosswalks should use heavy striping to strengthen their presence as well.

A 2019 study from the International Journal of Environmental Research and Public Health



Source: Google Maps, 2021

measured how brick and granite block paving materials may influence free flow traffic speed. Traffic speeds on street blocks paved with asphalt, granite block, and brick materials were measured in Philadelphia, Pennsylvania. Results indicated that brick reduced speeds by approximately 3 mph and granite block by approximately 7 mph, as compared to standard asphalt paved city streets, which they attribute to drivers intentionally slowing due to road roughness. This research suggests that brick and granite block paving materials are effective traffic calming materials and can be used to increase pedestrian safety at primary crosswalks (Mennis & Nogueira, 2019).

SIGNAGE

Wayfinding signage can play an important role in branding, placemaking, function, and navigation of a community. A district identity and brand could be created for the CLOS corridors and wayfinding could direct motorists and pedestrians to key destinations along the corridors and within the neighborhood. Wayfinding signage could be simple, quick and easy to understand, attractive, and contribute to the appearance and overall character of the CLOS Study Area. Kiosks with maps and directories could also be placed at key activity nodes along the corridors for easy visibility and accessibility.

Figure 2-4 – Wayfinding signage as seen in Grand Rapids, MI. For more information, visit Case Studies on page 34.

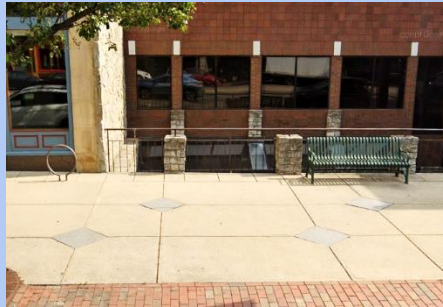


Source: corbindesign.com

SMALL AMENITIES

Even small improvements can further enhance the pedestrian experience and make the CLOS Study Area more inviting. Such amenities as street furniture (benches, tables and chairs), trash and recycling cans, and bike racks can incentivize pedestrians and bicyclists to take more time to enjoy their surroundings and patronize nearby businesses.

Figure 2-4 – Minimalist benches and bike rack as seen in Hamilton, OH. For more information, visit Case



Source: Google Maps, 2021

BIKE LANES

Bike lanes can add a level of safety and accessibility to complete streets to create more options for transportation in a neighborhood. Paired with bike racks, bike lanes can make bicyclists feel welcomed and accommodated. They also help protect pedestrians from bicyclists just as much as they protect bicyclists from vehicles, as bicyclists are incentivized to ride in their lanes than share sidewalks with pedestrians.

A 2019 study from the University of Colorado Denver looked through 13 years of data from 12 large U.S. cities with high-bicycling mode shares, including Denver, Dallas, Portland, OR, and Kansas City, MO. They found that within their sample, the aggregate number of protected bike lanes doubled each year starting in 2009. Consequently, fatal bicyclist crash rates dropped in Seattle (-60.6%), San Francisco (-49.3%), Denver (-40.3%) and Chicago (-38.2%), among others. The study supports the placemaking theory that bicycling infrastructure is significantly associated with fewer fatalities and better road-safety outcomes (Ferenchak & Marshall, 2019).

Figure 2-4 – Green painted bike lane as seen in Detroit, MI. For more information, visit Case Studies on page 34.



Source: Google Maps, 2021

ILLUSTRATIVE PLAN

Street Design

OAKLAND AVENUE (STREET 1)

Safe and efficient transportation along the Oakland Avenue corridor must remain a priority for the City of Lansing. Although there are consistently three travel lanes within this portion of Oakland Avenue, various turning lanes and extended business entrances vary throughout this stretch of street. Coming into Zone 1, the cross section is three travel lanes and 35 feet wide. West of Larch Street, a left-turn lane is added, and the width increases to 50 feet. From this point forward, the corridor remains 50 feet wide over the Grand River and to the west, except for several discrepancies.

Oakland Avenue

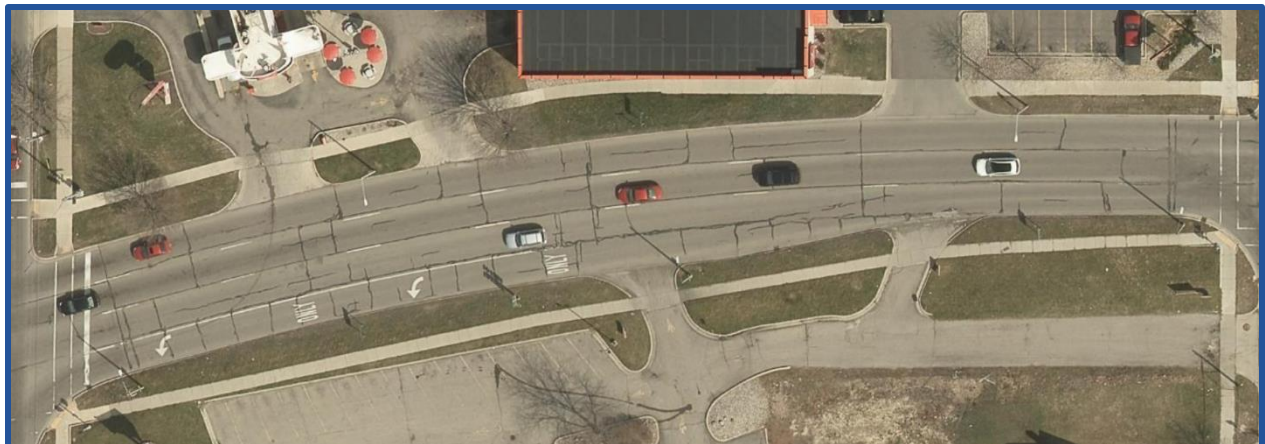
Saginaw Highway



This part of the illustrative plan provides several potential improvements to the Oakland Avenue Corridor to provide a safer and more comfortable environment for non-motorized visitors while continuing to accommodate the efficient movement of all forms of transit. Working within the existing right-of-way, two suggestions are given to provide ample opportunity for Lansing and state stakeholders to envision a streetscape that fits their needs and advances community objectives.

Pictured below in Figure 3-1 are the current conditions of the most active section of Oakland Avenue in the CLOS Study Area.

Figure 3-1 – Current conditions of Oakland Avenue



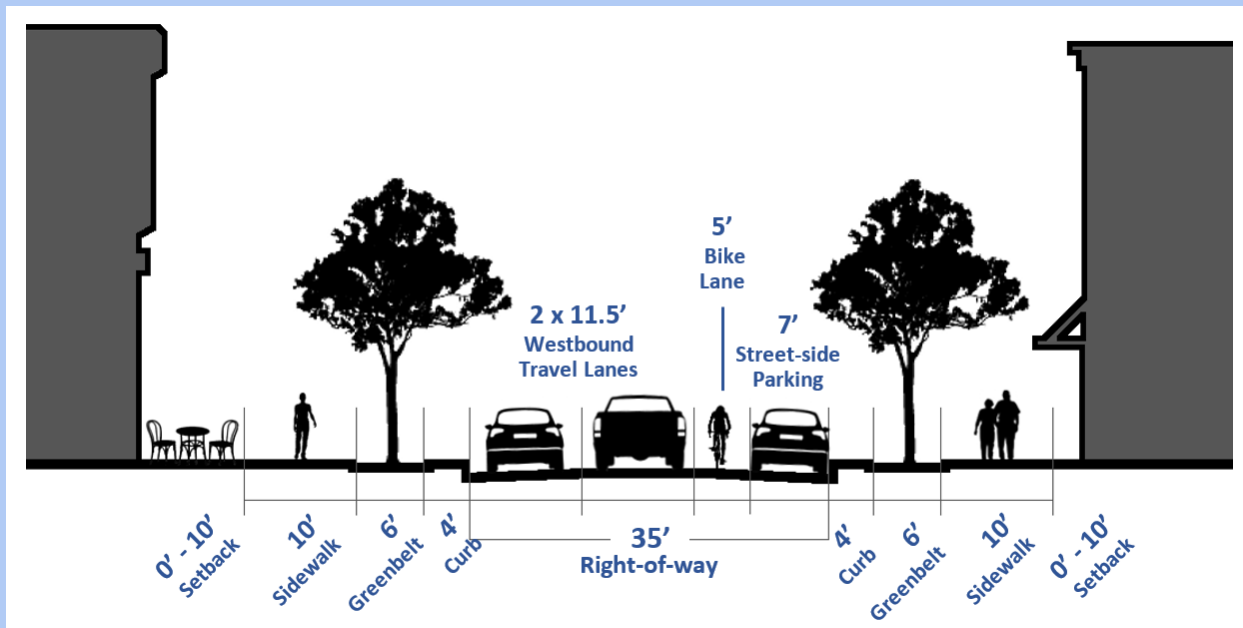
The following illustrations depicts potential street redesigns for future development of the Oakland Avenue portion of the CLOS Study Area (Figure 3-2 through Figure 3-5). Oakland Avenue from Larch Street to Cedar street could be maintained as a two-lane street with two 10-foot lanes (reduced from the current 12-foot lanes) and a 5-foot bicycle lane on the right-hand side, with a 7-foot on-street parking lane. As Oakland Avenue nears Cedar Street, it could still pick up its dedicated turn lane (10 feet) to relieve traffic heading south.

Figure 3-2 – Potential one-way redesign of Oakland Avenue



The cross-section for this layout towards the Larch Street end would look as follows:

Figure 3-3 – Cross-section for one-way redesign of Oakland Avenue



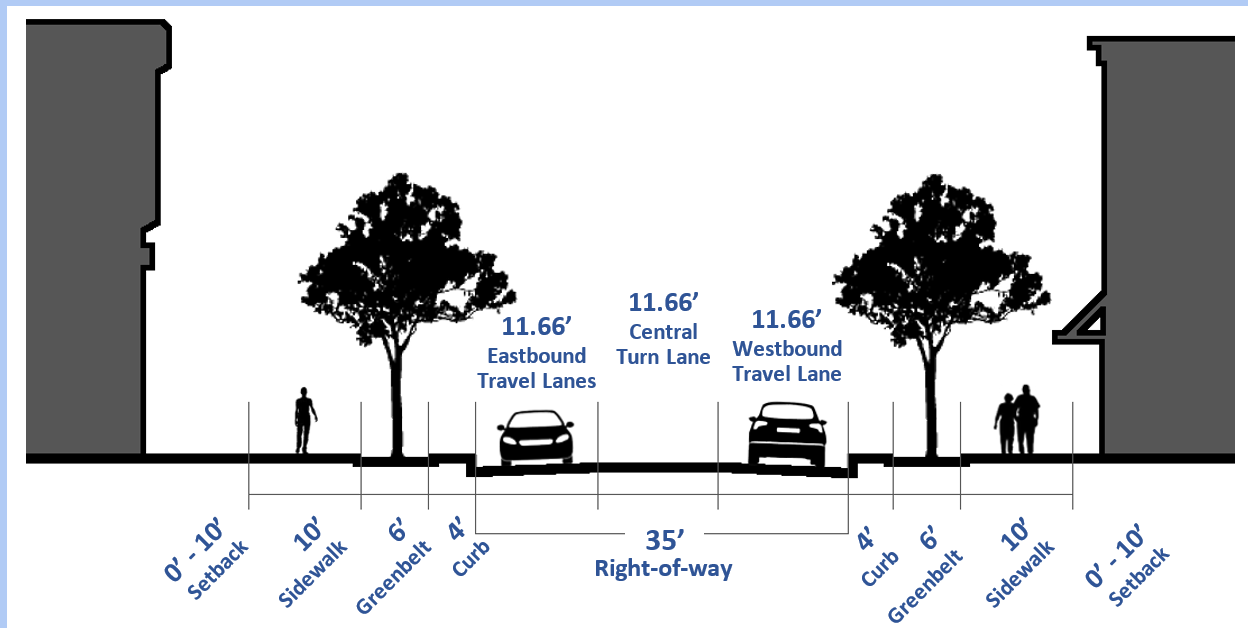
Alternatively, Oakland Avenue could be converted into a two-way corridor. Dimensions for this streetscape could include one west-bound lane and a central turn lane, all about 12.5 feet wide (at Cedar Street), with two eastbound lanes merging into one. After merging, the three remaining lanes would have a width of 11.66 feet each (at Larch Street).

Figure 3-4 – Potential two-way redesign of Oakland Avenue



The cross-section for this layout towards the Larch Street end would look as follows:

Figure 3-5 – Cross-section for two-way redesign of Oakland Avenue



SAGINAW HIGHWAY (STREET 2)

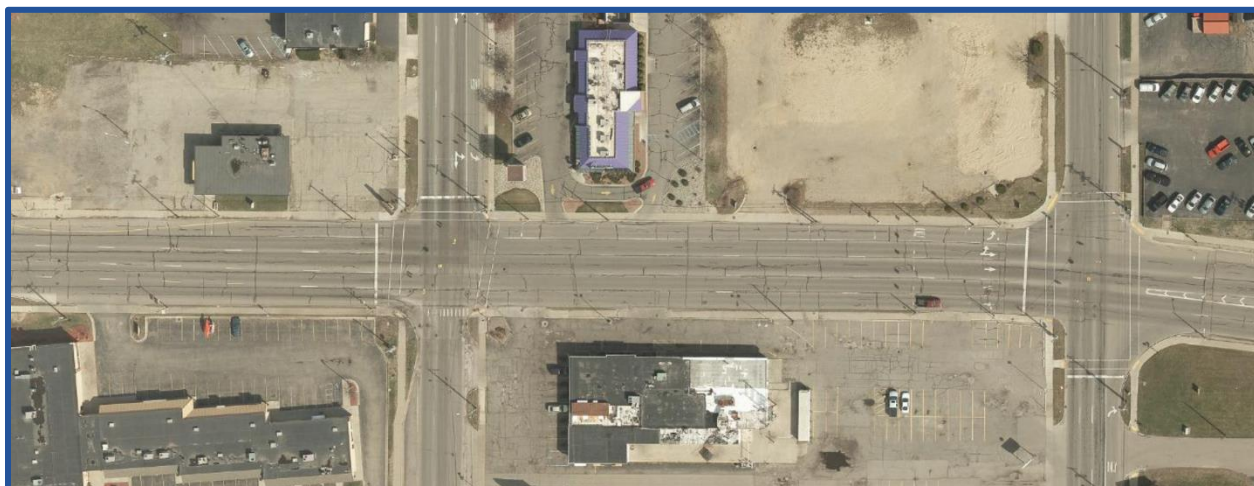
Right-of-way width varies along Saginaw Highway within this portion of the CLOS Study Area. Entering from the west there are four lanes—three for travel and one converted into a bike lane with painted divider lines separating it from traffic. This right-of-way is 50 feet wide. By Cedar Street, another two travel lanes are added, one being the bike lane converted back into a vehicular lane. The width now reaches 65 feet. At Larch Street, five lanes remain, but one is converted into a shared travel/left-turn lane and another is a dedicated left-turn lane. The right-of-way remains 65 feet wide. Past Larch Street, Saginaw Highway heads under the railroad bridge where support beams split the right-of-way into two groups of two travel lanes—four in total. The width stays 65 feet through here but loses a travel lane to accommodate for the support beams.



This part of the illustrative plan identifies potential improvements to the Saginaw Highway Corridor to provide a safer and more comfortable environment for non-motorized visitors while continuing to accommodate the efficient movement of all forms of transit. Working within the existing right-of-way, two suggestions are given to provide ample opportunity for Lansing and state stakeholders to envision a streetscape that fits their needs and advances community objectives.

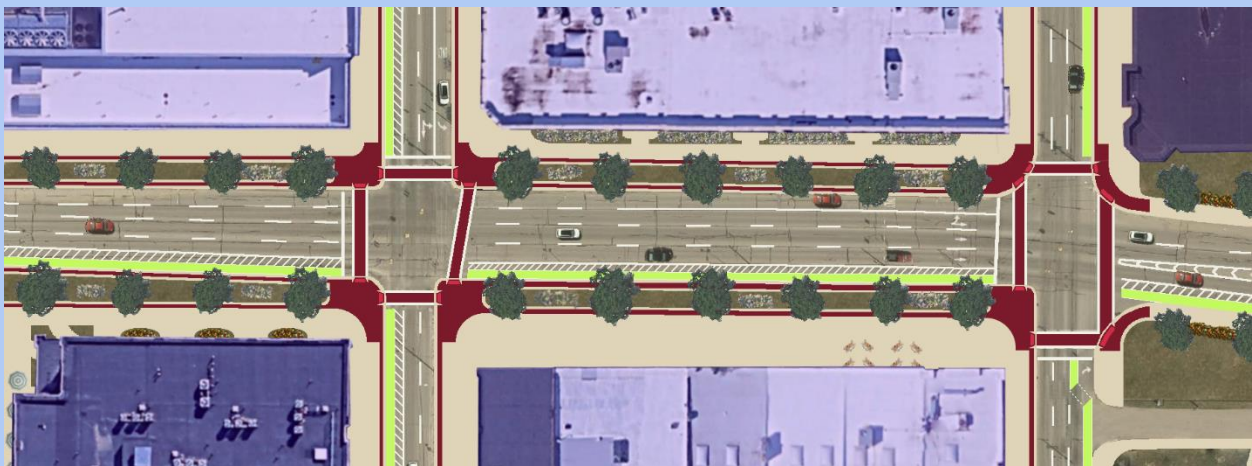
Pictured in Figure 3-6 on the following page are the current conditions of the most active section of Saginaw Highway in the CLOS Study Area.

Figure 3-6 – Current conditions of Saginaw Highway



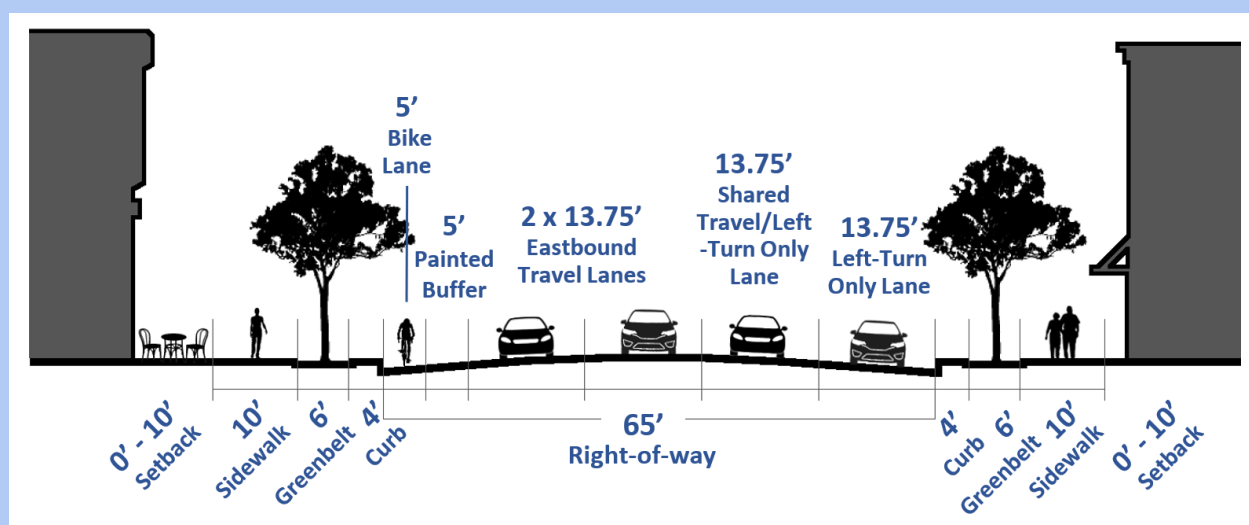
The following illustrations depict potential street designs for the most active zone on the Saginaw Highway portion of the CLOS Study Area (Figure 3-7 through Figure 3-11). Saginaw Highway from the Grand River to Cedar street could be maintained as a four-lane street with four 13.75-foot lanes and a 5-foot bicycle lane on the right-hand side, separated from traffic by a 5-foot painted barrier. This bike lane could be an extension of the Saginaw Highway bike lane that travels 1.65 miles west to a point just south of West Side Park. As Saginaw Highway nears Cedar Street, all dimensions could stay the same, but with the conversion of one lane into a dedicated left-turn lane and one into a shared travel/left-turn lane (as is the case currently). Past Larch Street, three travel lanes can continue eastward, with two to the left of the bridge support beams and one lane and the bike lane to the right.

Figure 3-7 – Potential one-way redesign of Saginaw Highway



The cross-section for this layout towards the Larch Street end would look as follows:

Figure 3-8 – Cross-section for one-way redesign of Saginaw Highway



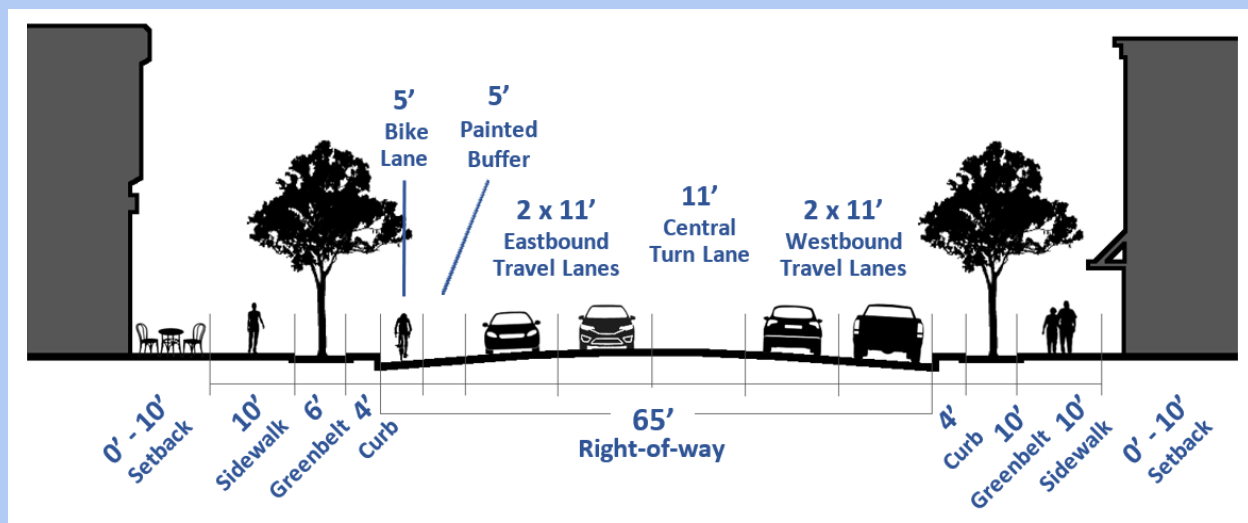
Alternatively, Saginaw Highway could be converted into a two-way corridor. Dimensions for this streetscape would include two travel lanes going both ways and a central turn lane. The outermost turn travel lane would be converted into a shared travel/right-turn lane. Each lane in this design would be reduced to 11 feet, with the 10-foot combine bike lane and painted buffer remaining.

Figure 3-9 – Potential two-way redesign of Saginaw Highway



The cross-section for this layout towards the Larch Street end would look as follows:

Figure 3-10 – Cross-section for two-way redesign of Saginaw Highway



CEDAR STREET (STREET 3)

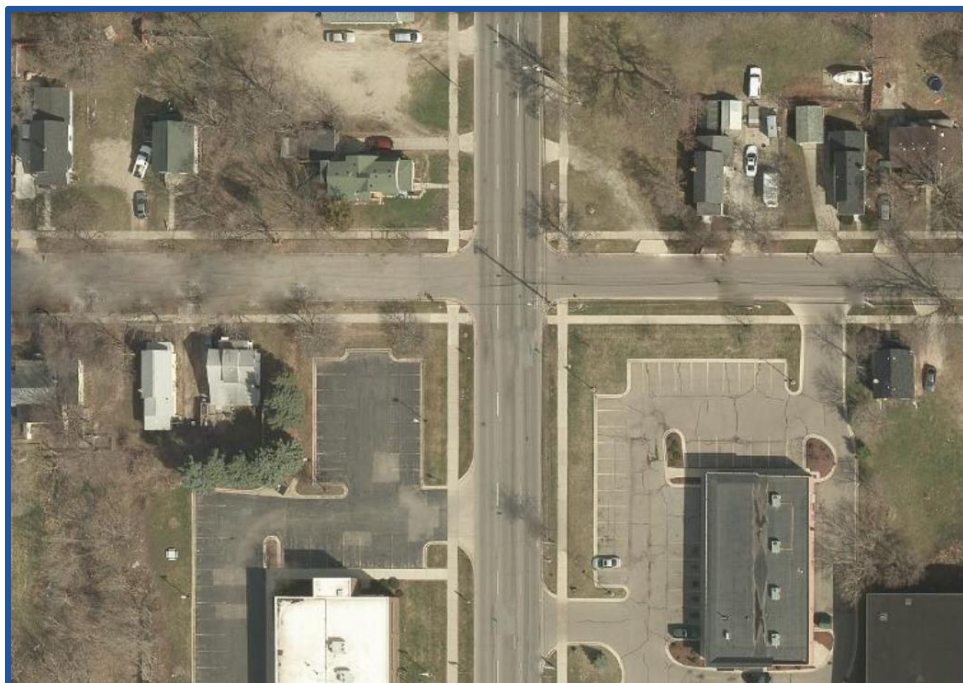
Between Oakland Avenue and Saginaw Highway, Cedar Street consists of three travel lanes, measuring out to a total width of 35 feet—11.66 feet per lane. As Cedar Street Approaches Saginaw Highway, it gains an extra dedicated left-turn lane as well as turning one of its travel-only lanes into a shared travel/left-turn lane. At this point, the right-of-way measures out to 50 feet, with the new turn lane accounting for about 13 more feet and each other lane adding inches to fill the space.

The following part of the illustrative plan provides several potential improvements to the Cedar Street Corridor to provide a safer and more comfortable environment for non-motorized visitors while continuing to accommodate the efficient movement of all forms of transit. Working within the existing right-of-way, two suggestions are given to provide ample opportunity for Lansing and state stakeholders to envision a streetscape that fits their needs and advances community objectives.

Pictured below in Figure 3-11 are the current conditions of one of the most active sections of Cedar Street in the CLOS Study Area.



Figure 3-11 – Cross-section for two-way redesign of Saginaw Highway



The next figure shows a potential street redesign for Cedar Street as it intersects Monroe Street (Figure 3-12). Cedar Street from Oakland Avenue to Saginaw Highway could be maintained as a two-lane street with two 11.5-foot lanes (only inches more narrow than current conditions), a 5-foot bicycle lane on the right-hand side (when traveling south), and a 7-foot on-street parking lane. As Oakland Avenue nears Cedar Street, it could still pick up its dedicated turn lane to relieve traffic heading east.

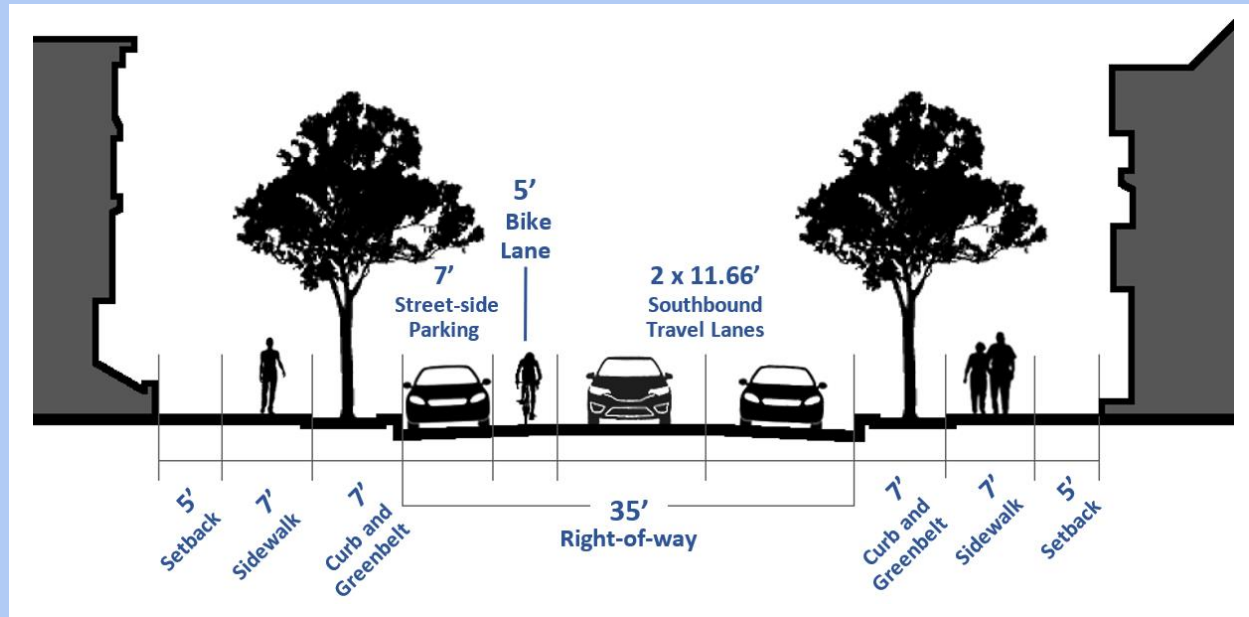
Figure 3-12 – Potential one-way redesign of Cedar Street



The cross-section for this layout at the Monroe Street intersection is illustrated on the following page.

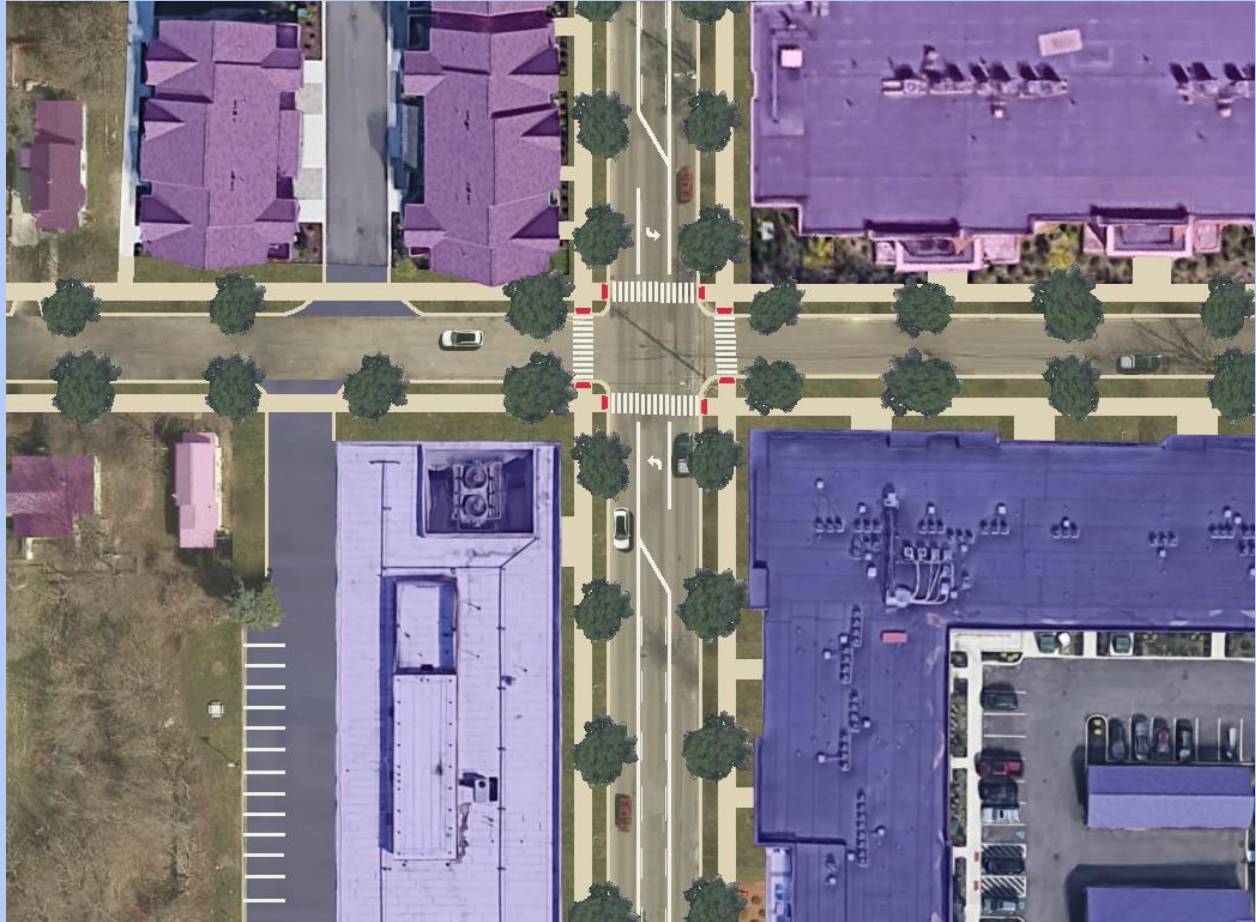
The cross-section for this layout at the Monroe Street intersection would look as follows:

Figure 3-13 – Cross-section for one-way redesign of Cedar Street



Alternatively, Cedar Street could be converted into a two-way corridor. Dimensions for this streetscape would include two travel lanes going both ways and a central turn lane, losing the on-street parking and bike lane suggested in the one-way redesign. The outermost travel lane would be converted into a shared travel/right-turn lane when necessary. Each lane in this design would measure out to 11.66 feet (Figure 3-14).

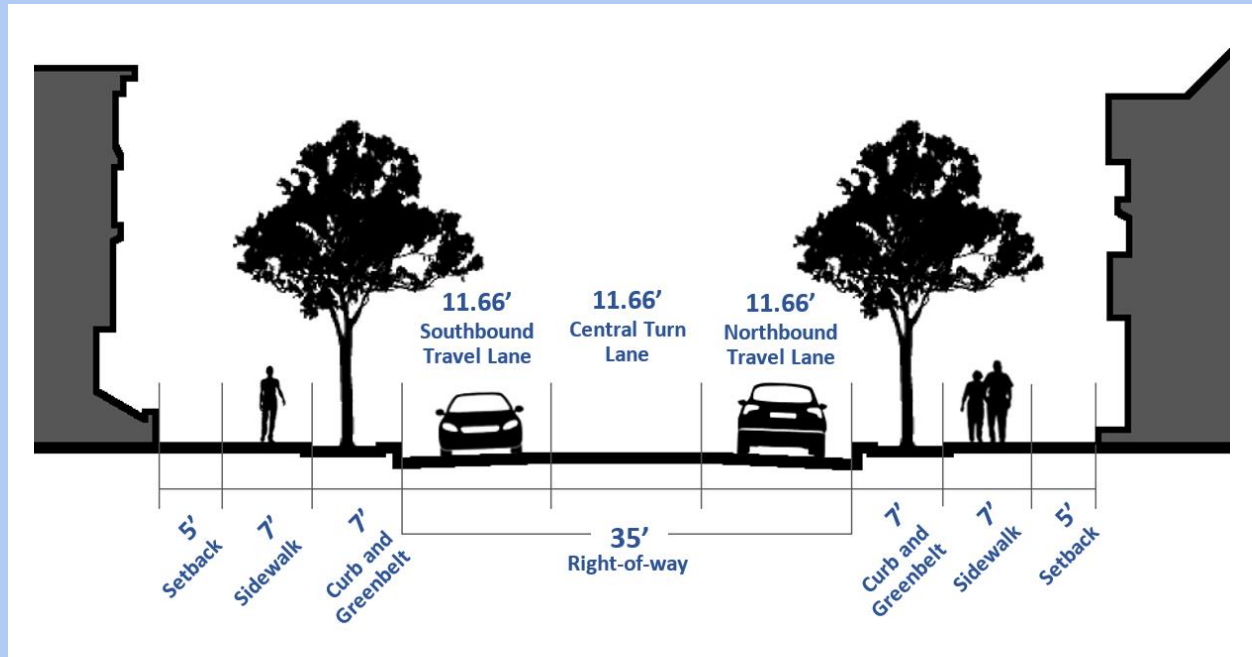
Figure 3-14 – Potential two-way redesign of Cedar Street



The cross-section for this layout at the Monroe Street intersection is illustrated on the following page.

The cross-section for this layout at the Monroe Street intersection would look as follows:

Figure 3-15 – Cross-section for two-way redesign of Cedar Street



LARCH STREET (STREET 4)

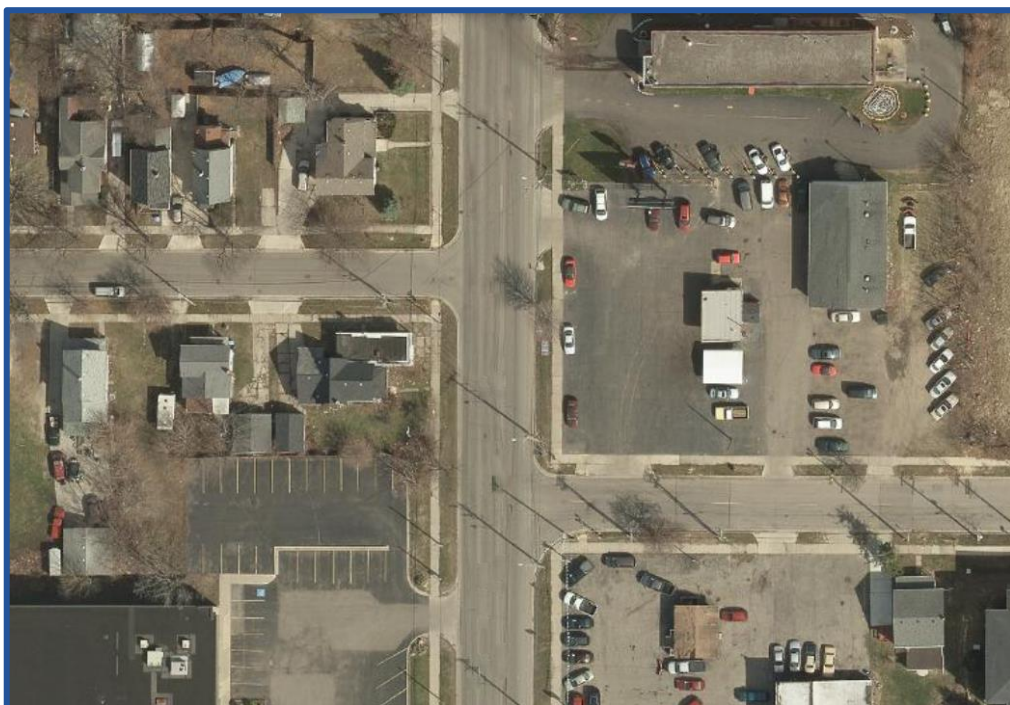
Right-of-way width is consistent along Cedar Street within this portion of the CLOS Study Area. Between Saginaw Highway and Oakland Avenue, the corridor is made up of three travel lanes—the leftmost measuring 12 feet in width, the center measuring 10 feet, and the rightmost measuring 18 feet. These parts comprise the total right-of-way width of 40 feet. This unconventional layout provides unique opportunities for redesign.

The following part of the illustrative plan identifies potential improvements to the Larch Street Corridor to provide a safer and more comfortable environment for non-motorized visitors while continuing to accommodate the efficient movement of all forms of transit (Figure 3-16). Working within the existing right-of-way, two suggestions are given to provide ample opportunity for Lansing and state stakeholders to envision a streetscape that fits their needs and advances community objectives.

Pictured below in Figure 3-16 are the current conditions of one of the most active sections of Larch Street in the CLOS Study Area.



Figure 3-16 – Current conditions of Larch Street



The next figure shows a potential street redesign for Larch Street as it intersects Monroe Street (Figure 3-17). Larch Street from Oakland Avenue to Saginaw Highway could maintain its current three-lane form by reducing lane widths from 12 or more feet to three 10-foot travel lanes. The remaining space could contain a 5-foot painted buffer zone with a 5-foot bike lane on the other side.

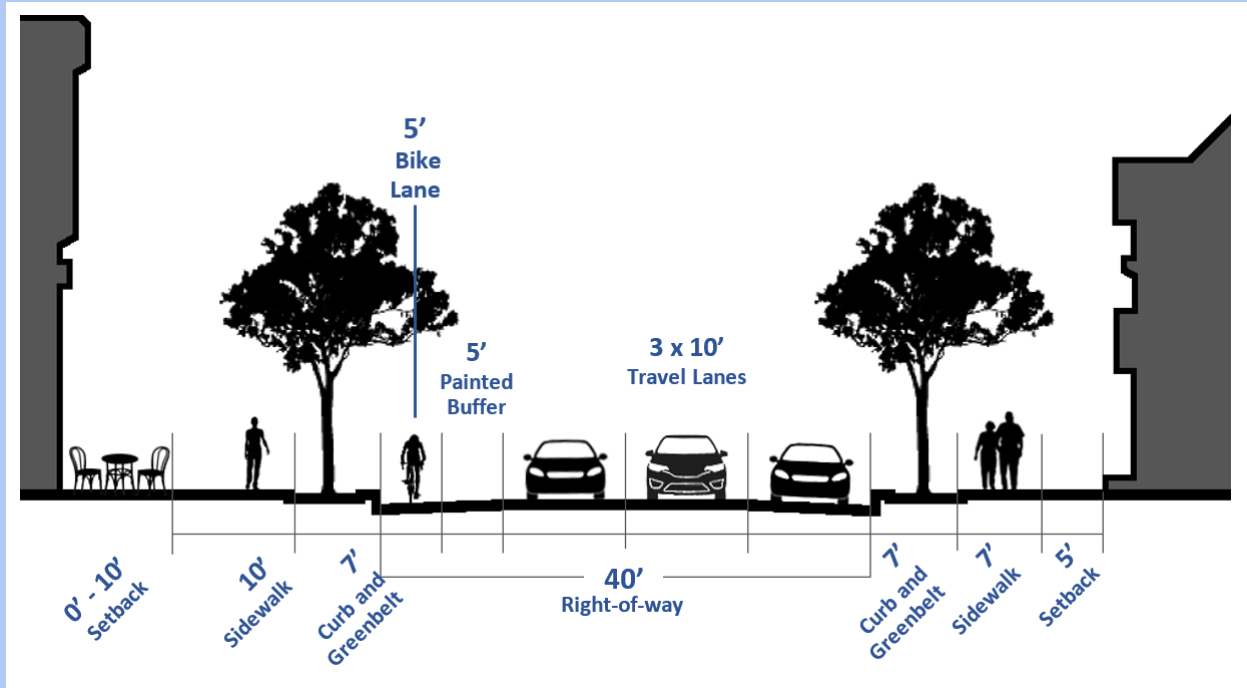
Figure 3-17 – Potential one-way redesign of Larch Street



The cross-section for this layout at the Monroe Street intersection is illustrated on the following page.

The cross-section for this layout at the Monroe Street intersection would look as follows:

Figure 3-18 – Cross-section for one-way redesign of Larch Street



Alternatively, Larch Street could be converted into a two-way corridor. Dimensions for this streetscape would include two travel lanes going both ways and a central turn lane, while keeping the bike lane and buffer suggested in the one-way redesign. Each lane in this design would still measure out to 10 feet (Figure 3-19).

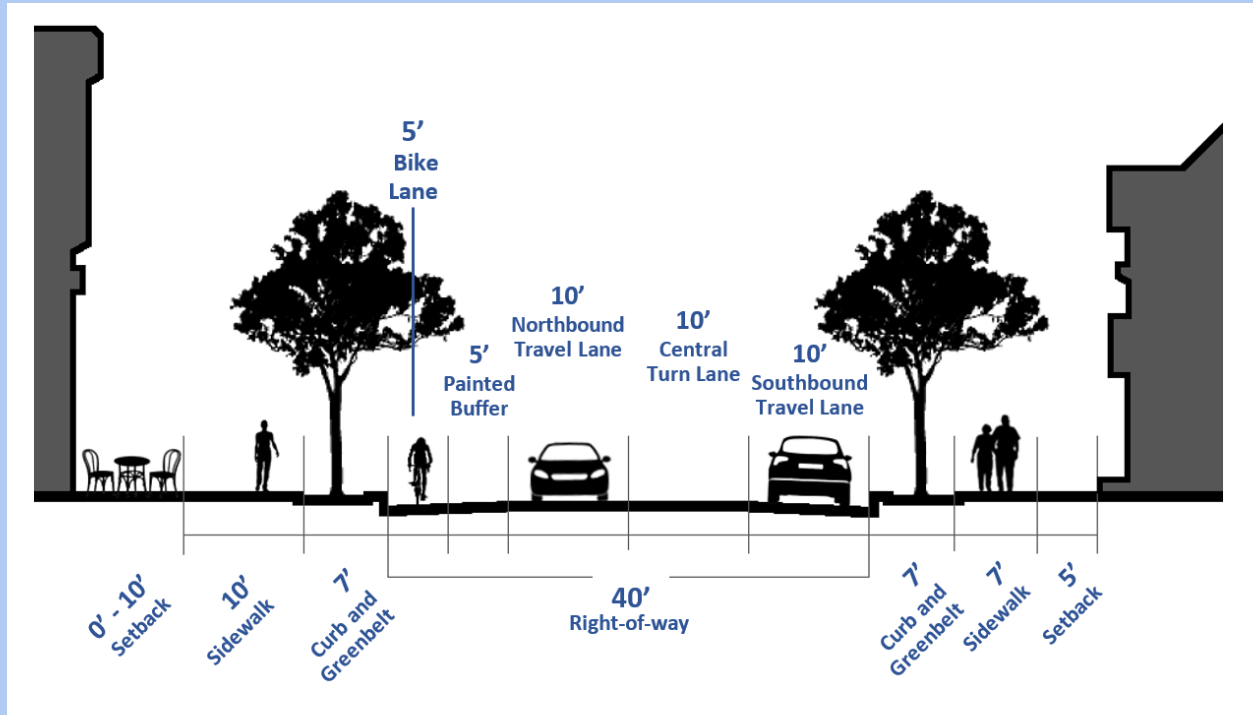
Figure 3-19 – Potential two-way redesign of Larch Street



The cross-section for this layout at the Monroe Street intersection is illustrated on the following page.

The cross-section for this layout at the Monroe Street intersection would look as follows:

Figure 3-20 – Cross-section for two-way redesign of Larch Street



ILLUSTRATIVE PLAN

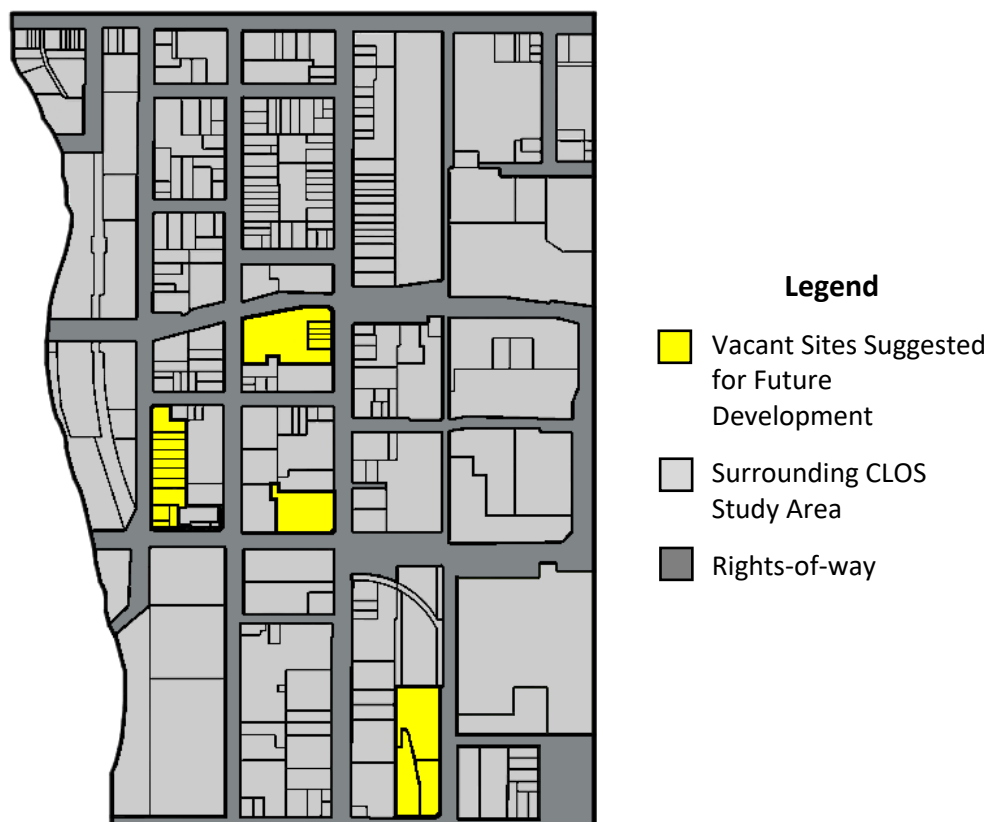
Vacant Parcels

INTRODUCTION

The following set of recommendations are based upon the data collected and included in this report, the practicum team's judgement of current conditions in and around the CLOS Study Area, and case study research on relevant and successful practices of form-based zoning code usage. These recommendations are intended to portray the possible future benefits from the City of Lansing's new form-based zoning codes. In this way, all stakeholders within the Lansing community can better visualize the changes that form-based zoning codes can bring to an area. The recommendations included in this section will utilize basic structural renderings to illustrate what future land uses may look like within the project area. Each site pictured in this section is currently classified as vacant by the City of Lansing. We suggest that future development within the CLOS Study Area begin at these sites for this reason, as these vacant sites will likely be easier to develop than sites with existing structures and users. These are the sites previously referenced in Figure 3-1.

The following figure (Figure 4-1) contains a map portraying the recommendation sites discussed in this section:

Figure 4-1 — Vacant Sites Suggested for Future Development



CENTER STREET (VACANCY 1)

For the site on Center Street, one potential development option could be a large multi-floor, mixed use combination of buildings like those highlighted within the Hamilton, OH and Grand Rapids, MI case studies. The included parcels are all zoned as DT-2 Urban Flex as of 2021, so a large, mixed-use complex like the one depicted in Figure 4-2 could be possible in the future. However, an alternative development of small, 2-3 story townhouses would also be possible to develop under the DT-2 zoning, if the Lansing community desired. This is illustrated in Figure 4-3.

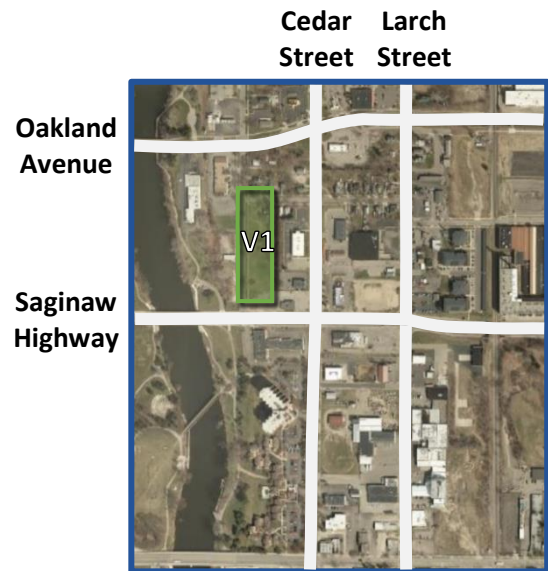
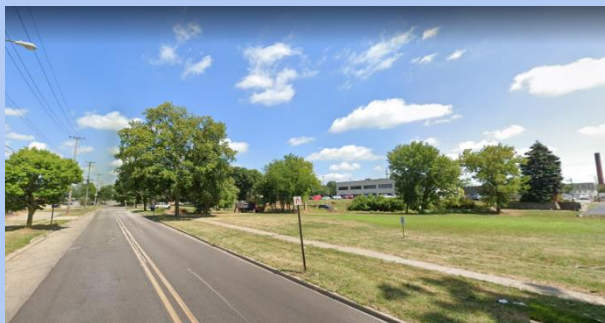


Figure 4-2 — Center Street



Figure 4-3 — Center Street before (left) and after (right)



709 N LARCH STREET (VACANCY 2)

This site currently features a large, unpaved lot on the corner of Saginaw Highway and Larch Street but has the potential to be attractive for future development. One potential future land use of could be a large, mixed-use, cornerstone building as featured in Figures 4-4 and 4-5. Due to location, size, and surrounding uses, this site can host an “anchor” building around which a new walkable retail district can crop up. The site currently contains a bus stop and is zoned as DT-2 Urban Flex, making structures such as those featured below a possibility. Figure 4-4 portrays what this location currently looks like and what this location could look like in the future under the influence of Lansing’s form-based codes.



Figure 4-4 — 709 N Larch Street before (left) and after (right)



Figure 4-5 — 709 N Larch Street



500 E OAKLAND AVENUE (VACANCY 3)

This site is made up of several narrow parcels abutting Larch Street engulfed by a larger parcel fronting all three major streets. The location has been zoned as DT-1 Urban Edge as of 2021, permitting 3- to 4-floor structures with the intention of creating transitional zones to adjacent residential neighborhoods. This criteria suggests that a multi-story commercial, office, or mixed-use retail building may likely occupy this site in the future. Like 709 N Larch Street, this site has the potential to become another commercial “anchor” for the Oakland Avenue corridor. Possible developments are illustrated in Figures 4-6 and 4-7 below.



Figure 4-6 — 825 N Larch Street before (left) and after (right)

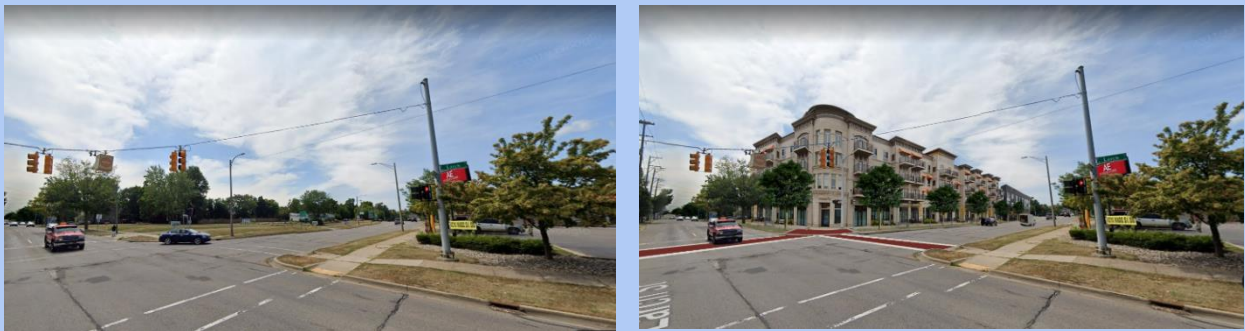


Figure 4-7 — 825 N Larch Street



607 E SHIAWASSEE STREET (VACANCY 4)

This site's adjacent placement to railroad tracks might prove residential development difficult to attain. However, these large, vacant parcels could easily be developed into large commercial and office complexes under the DT-2 Urban Flex district. Possible development is imagined in Figure 4-8. The following figure, Figure 4-9, depicts another hypothetical development that could occur at this vacant site under form-based zoning. This example depicts a multi-story, mixed-use structure.



Figure 4-8 — 617 E Shiawassee Street



Figure 4-9 — 617 E Shiawassee Street before (left) and after (right)



CASE STUDIES

GRAND RAPIDS, MI

Background

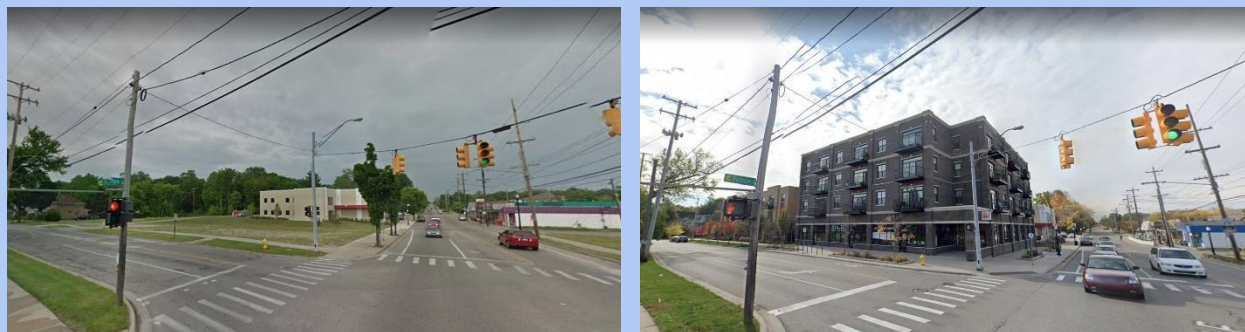
Mid-century Grand Rapids, Michigan was known as Furniture City, USA for its vibrant furniture and other home goods manufacturing industry. But over the years, it experienced the same decline as other rustbelt cities as decentralization and housing trends lured employers elsewhere. By the turn of the century, Grand Rapids had become a deteriorating industrial city scattered with blight and aging infrastructure, lacking identity and direction. Today, Grand Rapids is best known for its craft beer scene, art festivals, and live performance venues. This reputation has only been curated within the last 20 years, though, through intense revitalization campaigns, part of which included the implementation of the 2006-2007 city-wide form-based code. The new ordinance replaced the entirety of the city's zoning districts with provisions encouraging pedestrian-friendly development, mixed use, and residential infill. These are the same types of developments that would benefit the CLOS Study Area and transform it from a drive-by neighborhood to a destination district.



Businesses and Land Use

The city has seen redevelopment in several business cores; transitioning them from auto-centric corridors to walkable urban environments. Figure 5-1 pictured below shows the development of a vacant corner at the intersection of Fulton Street and Carlton Street. The lot has become home to a series of residential developments. Pictured most prominently is a mixed-use apartment with retail shops on ground-level. Behind and to the left is another apartment building—this time purely residential with elevated stoops and greenery out front. The corner sidewalks have been widened to encourage walkability, lined with vegetative strips and trees to provide shade and groundwater drainage. This same development could be implemented at any one of the CLOS Study Area's numerous underutilized corner parcels to provide a commercial cornerstone and anchor the surrounding residential neighborhood.

Figure 5-1 — 1 Carlton Ave SE, Grand Rapids, MI 49506 in 2011 (left) and 2020 (right)



Source: Google Maps, 2021

Likewise, pictured below in Figure 5-2 is Diamond Place Apartments, a recent development at 1037 Michigan Street, the main corridor for Grand Rapids' Midtown—an aging business district speckled with fast food chains and party stores. This development marks a step toward revitalizing its character as it features a grocery store, restaurant, and smoothie shop in ground-level retail, an interior courtyard, and a parking garage accessible only by side street. Just like many parcels in the CLOS Study Area, the site started as an excess of underutilized parking space on a fast food dominated corridor. The project demonstrates that Lansing can effectively use these developments to downplay the presence of such auto-oriented businesses as the Oakland Avenue Rally's and Saginaw Highway Burger King.

The site also features a pedestrian overhaul of over 700 feet of sidewalk, using green barriers, trees, decorative brick, and bike racks to provide visitors with comfort and options when walking by (Figure 5-3).

Figure 5-2 — 1037 Michigan St, Grand Rapids, MI 49506 in 2015 (left) and 2020 (right)



Source: Google Maps, 2021

Figure 5-3 — Sidewalk transformation in front of the Diamond Place Apartments



Source: Google Maps, 2021

Precedent

Both the Carlton Street developments and Diamond Place Apartments are located in Grand Rapids' TBA-Traditional Business Area zoning district. This district has much in common with Lansing's DT-1 Urban Edge and DT-2 Urban Flex zones, as shown in the following statement of district intent:

"The TN-TBA Zone District is designed to reinforce a pedestrian and transit friendly environment in a compact area characterized by a mix of uses. New development on primary and secondary street frontages shall be compatible in use and scale with surrounding, existing uses and structures."

Just like in DT-1, the Traditional Business District seeks to find balance between work and living through a mixing of office space, residential units, and complimentary retail such that auto transit can be reduced as much as possible. Similarly, just like DT-2, the district seeks to transition smoothly into adjacent districts to provide a middle ground of medium density between the city's downtown core and the outlying residential neighborhoods.

Relevance to CLOS Study Area

This case study provides a look at what form-based code has done for neighborhoods around Grand Rapids that are similar in character to current day CLOS Study Area. Just as Grand Rapids is made up of various commercial cores scattered throughout its neighborhoods, so too does Lansing have different business districts with their own character and role in the overall urban fabric. The CLOS Study Area represents one such area mirroring both the vacant corner parcels of the Carlton Street sites and the auto-dominated business portfolio of Midtown's Michigan Street. The development of such pedestrian-friendly buildings demonstrates that there is in fact a demand for this type of neighborhood design and that it is entirely attainable in conditions offering no particular advantage.

The most important aspect of this case study, though, is its demonstration of the effects of form-based code when developments occur sporadically and far away from each other, rather

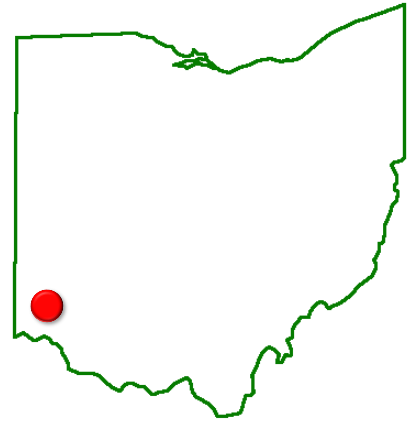
than in the dense, urban clusters that represent the end-goal for establishing pedestrian-friendly neighborhoods. While constructing entire neighborhoods under form-based regulation is the ideal route for redevelopment as a cluster of buildings are better able to complement each other, such an opportunity is rarely available. The CLOS Study Area is likely to see this issue in the near future as many existing structures, like the residential blocks, are nearing historic ages and are still quite likely to be preserved under grandfathering exemptions. These Grand Rapids examples of isolated form-based code implementations demonstrate the value that a lone development of this design can bring to an area.

Planting street trees and green strips, widening sidewalks, and adding bike racks are all street-side improvements seen at these developments that would drastically improve the non-motorized environment of the CLOS Study Area. Including other improvements like protected bicycle lanes and painted crosswalks would also contribute greatly to creating a more environmentally friendly and walkable neighborhood, curating the identity for which the City of Lansing is striving.

HAMILTON, OH

Background

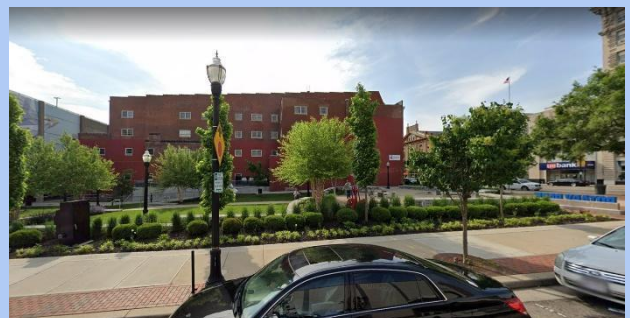
Hamilton, Ohio is a suburb of Cincinnati on the Great Miami River and home to just over 62,000 as of 2019 (U.S. Census Bureau). Its current urban form is characterized by urban sprawl and endless, winding subdivisions that spill into the surrounding jurisdictions, brought about by decades of Euclidean land use separations. To curb the effects of history's mistakes, the city drafted and implemented the 2013 Form-Based Zoning Districts—eight districts adhering to the best placemaking practices of form-based code to revitalize areas in need of structural infill, economic activity, and safe pedestrian infrastructure. Since the districts' introduction, several redevelopment processes have taken place to transform lacking neighborhoods and accomplish just what the city of Hamilton set out to do.



Businesses and Land Use

Two of the city's eight Form-Based Zoning Districts are established and tailored to the University Commerce Park—a neighborhood characterized by the presence of Miami University Regionals Hamilton Campus. The other six districts are scattered throughout Hamilton's large downtown area and surrounding urban buildup. Figure 5-4 below showcases the development of a vacant corner lot into a manicured greenspace in one such district, DT-1 Downtown High Street District. The location today is known as Rotary Park and serves as an example of what pure street design alone, without any new buildings as the main focus of the area, can do to transform a space into a walkable, inviting area. Though street trees were already in place by 2013, the site also gained staggered walls of shrubbery and grasses along the interior side of the sidewalk as well as an inventory of decorative foliage on the lot's interior. The site now serves as a resting place for downtown visitors to escape the heat and harshness of pavement and vehicular traffic—an asset that might be equally valuable to the CLOS Study Area as Lansing explores methods for pedestrians to escape the incessant auto traffic.

Figure 5-4 — 208 High St, Hamilton, OH 45011 in 2013 (left) and 2019 (right)



Source: Google Maps, 2021

Included below in Figure 5-5 are The Marcum Apartments and its surrounding infrastructure, a new development at the corner of N 2nd Street and Dayton Street that stretches across the entire block length, making a 90 degree turn along Riverfront Plaza, and meeting up at Market Street. The site features a mixed-use apartment building in which the northern side, across from the sweeping greenery of Marcum Park, is dedicated to residential units on the ground floor, whereas the western side, which faces a Marriott hotel features retail at ground-level with residential units above. This development serves as an excellent example of how Lansing can tailor CLOS Study Area developments to the hyperlocal needs of each block face. In this instance, businesses are placed opposite a hotel that will have a rotating inventory of new visitors to the area, often leaving the area on foot, whereas the residential entrances are placed opposite the park so as to entice potential renters with the thought of walking right out their front door and across the street to the park. Considering the relationship between land uses at a degree as specific as this will ensure that each new development is cohesive and maximally compliments its surrounding neighborhood.

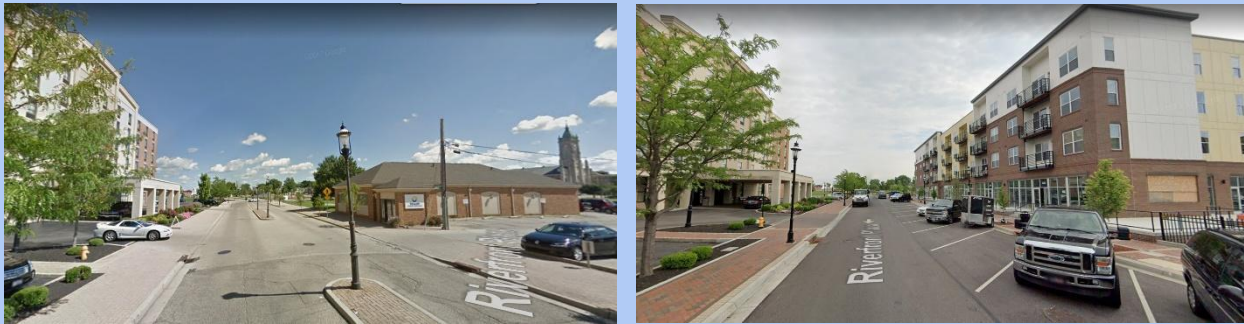
The surrounding infrastructure also represents an impressive implementation of placemaking practices, whereby the sidewalks were widened and extended to the street front and decorated with bricks, lamp posts, potted plants, and benches. More drastic changes include implementing a road diet to compensate for the widened sidewalks, reducing Riverfront Plaza from two lanes and two directions down to one lane and one direction with angled parking on a single side. Sidewalk bump-outs and newly painted pedestrian crosswalks are present where no such infrastructure was before, ensuring that remaining auto traffic is slow and intentional with their reasons for taking Riverfront Plaza (Figure 5-5).

Figure 5-5 — 115 Dayton St, Hamilton, OH 45011 in 2013 (left) and 2019 (right)



Source: Google Maps, 2021

Figure 5-6 — Riverfront Plaza facing north, 2013 (Left) and 2019 (right)



Source: Google Maps, 2021

Precedent

Both Rotary Park and The Marcum Apartments are located in the city's DT-1 Downtown High Street District. The Hamilton Zoning Code describes this district as follows:

“The DT-1 District supports a mix of two to ten story buildings that define the City's core High Street area. This regional civic, shopping, service, and office area has high ground floor transparency requirements and establishes a street wall of storefront style-building facades along the sidewalk. It focuses pedestrian-friendly retail and service uses on the ground story with office and residential uses in upper stories.”

Like the DT-2 Urban Flex district, the Downtown High Street District enforces similar placemaking practices like storefront facades and mixed-use development. The district also shares with Lansing's own DT-1 Urban Edge a minimum height of two stories in this area, making it more difficult for auto-oriented, single-use structures to be built. This requirement will be a valuable tool with which Lansing can reshape the urban structure of the CLOS Study Area to curate a similar result.

Relevance to CLOS Study Area

This case study provides the clearest example of what total street design overhaul can do for an area. Hamilton has turned the previously wide-open, two-lane street of Riverfront Plaza by The Marcum Apartments into a calm, one-lane, one-way street. The inclusion of angled parking not only retains a similar number of parking spots to what the street previously had but entices visitors to pull onto Riverfront Plaza and park, making it a starting point for pedestrian visitation for the whole neighborhood. The bump-outs and enhanced crosswalks also make clear that Riverfront Plaza is a street designed for foot traffic—not auto traffic. The CLOS Study Area can use these same tactics to transform areas of high value. Though it would be just as dangerous to limit the capacity of I-69 and M-43 to the same degree as Riverfront Plaza, several methods can still be applied without entirely bottlenecking vehicular traffic.

The hyper-specificity of building land uses down to the block face is another tactic that will ensure every piece of the CLOS Study Area is cohesive with each other. Placing residential entrances across from park greens, retail stores across from lodging and other storefronts, and manicuring open areas into pedestrian havens to escape the harsh nature of streetscapes and traffic are all measures that should be embraced and adapted for use within the CLOS Study Area.

CASS AVENUE CORRIDOR, DETROIT, MI

Background

Cass Avenue is a 1.3- mile corridor with a population of 1,700 located on the west end of Detroit's midtown. It includes Cass Park Historic District, Old Chinatown, and other historic districts. In previous years the corridor has been known for property abandonment and high vacancy rates. In comparison the CLOS Study Area and Cass corridor both have undeveloped properties but are in close proximity to the city's main attractions: entertainment, retail/commercial spaces, and parks.



Business and Land Use

The Cass Avenue corridor underwent rapid development after the early 2000s in which most vacant parcels were converted into commercial properties. According to an early business summary by ERSI BAO, the majority of properties consisted of residential complexes, restaurants, and entertainment. Education, legal offices, and healthcare fields were included into new businesses in the area. National brands consisting of cafe shops, pharmaceutical stores, and retail shops occupied the area. The difference between commercial and mixed-use spaces in 2007 and 2020 can be seen in Figure 5-7.

Figure 5-7 — Cass Ave 2007 (left) and 2020 (right)



Source: Google Maps, 2021

Since early developments, the corridor has gained amenities within the educational and entertainment spectrum. Wayne State University Mike Ilitch School of Business, Little Caesars Arena both attracting thousands of people into the area daily. Within the corridor, infrastructure has drastically changed with a street diet, and the addition of parking and bicycle

lanes with added docks. Included in the recent updates are bus stops, partial lanes for public transit and painted traffic flow encouraging the new street diet in the area.

Relevance to CLOS Study Area

While this case study is based off a larger city it still provides some relevance to the CLOS Study Area. The use of form-based code within the Cass Avenue area has shown to decrease vacancies in commercial and residential spaces, increase safety, and promote healthier lifestyles. The CLOS Study Area represents an area that could be similar with its distance to Lansing's new entertainment district consisting of Downtown 1 and Downtown 2 form-based zoning codes.

The businesses on Cass Avenue in comparison to the CLOS Study Area are a bit different. The CLOS Study Area will be considered with smaller demographics in mind. "Mom and Pop" retail shops or local bars and restaurants should be a consideration for the local Lansing community with a mixture of large franchise stores.

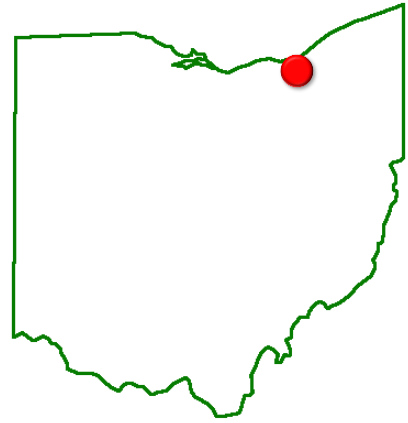
While looking at current amenities as mentioned in the Existing Assets section (pg. 82), the CLOS Study Area needs updated infrastructure: handicap accessibility, bicycle lanes, and street diet consisting of parking lanes and painted traffic direction symbols, and updated public transportation stations should be considered.

CLEVELAND, OH

Background

Cleveland, Ohio has been burdened with a steady population decline for over 70 years, having dropped from its peak of more than 914,000 residents in 1950 to 381,000 in 2019 (U.S. Census Bureau). As such, the city has been searching for ways to change public perception about Cleveland's safety, amenities, and potential and retain population. One such attempt has taken the form of the Urban

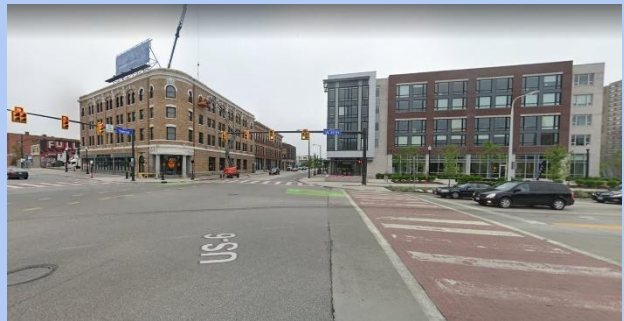
Overlay—Cleveland's first form-based zoning district. The Urban Overlay (UO) represents the city's hope to undo decades of sprawl attributable to Euclidean zoning, seeking to provide the means for developers to emulate the urban form of older, walkable neighborhoods as they are preserved today. Ohio City, Gordon Square, Little Italy, and downtown Lakewood are all neighborhoods within Cleveland that already exemplify the urban design that the UO is intended to emulate, though these were established before traditional zoning rendered their development form nonconforming. The UO is intended for Cleveland's arterial corridors like Detroit Avenue, Lorain Avenue, and Madison Avenue, ensuring that the design of the ordinance and the implementation will be relevant to the CLOS Study Area's inherently arterial structure.



Businesses and Land Use

There have been significant redevelopment efforts along several business corridors to transition them from auto-centric corridors to inviting, leisurely environments. Figure 5-8 pictured below shows the transformation of a former greenspace and parking lot into Quarter, a mixed-use apartment and retail building. The development acts as a second anchor to the commercial node that is the Detroit Avenue and W 25th Street intersection and complements the historic structure next door by completing the street-side "urban corridor" feel. Shown in Figure 5-9 is a closer look at the street redesign and revitalization that simultaneously took place. Extensive sidewalks have been installed to create a plaza-like feel in front of the Quarter, with street trees and green strips providing shade, drainage, and aesthetic appeal. The crosswalks have also undergone a massive redesign with decorative bricks, dedicated bike lanes (replacing shared lanes) with bold signage, and a restriping of existing pedestrian street paint for renewed visibility and aesthetic appeal.

Figure 5-8 — Quarter at 2550 Detroit Ave, Cleveland, OH 44113 in 2009 (left) and 2019 (right).



Source: Google Maps, 2021

Figure 5-9 — Enhanced street design and vegetation at 2550 Detroit Ave, Cleveland, OH 44113.



Source: Google Maps, 2021

A second example of Cleveland's form-based code in action can be seen below in Figure 5-10. One Midtown Luxury Townhomes is a residential, multi-family building constructed on the corner of Euclid Avenue and E 73rd Street. What was once an empty lot with aging infrastructure and overgrown foliage has become a valuable variation from the single-family homes that surround it, filling a niche market and contributing to urban infill at the same time.

Such development as this would complement the CLOS Study Area well, providing a valuable transitional structure between anchoring mixed-use buildings at commercial cores and the historic single-family homes slated for preservation.

Figure 5-10 — One Midtown Luxury Townhomes at 7209 Euclid Ave, Cleveland, OH 44103 in 2016 (left) and 2020 (right).



Source: Google Maps, 2021

Precedent

Quarter is located within the Pedestrian Retail Overlay—a sublayer of the Urban Overlay with the following written purpose:

“The Pedestrian Retail Overlay (PRO) District is established to maintain the economic viability of older neighborhood shopping districts by preserving the pedestrian-oriented character of those districts and to protect public safety by minimizing conflicts between vehicles and pedestrians in neighborhood shopping districts.”

The district provisions further list these as its express prohibited uses:

- A. Open sales lots, as defined in this section.
- B. Filling and service stations.
- C. Car washes; and
- D. Any business served by a drive-through lane providing access to windows or other facilities at which food or merchandise can be ordered or picked up, or business can be transacted by a person in a motor vehicle.”

These statements provide evidence for a very similar goal being shared between the cities of Cleveland and Lansing. Economic viability, minimization of vehicle-pedestrian conflicts, and the prohibition of open lots and auto-oriented businesses are all goals included within the language of DT-1 and DT-2 and expressly desired by the city and stakeholders of the CLOS Study Area.

One Midtown Luxury Townhomes is located in the Midtown Mixed-Use District which itself is within the Midtown Design Review District— precursor to the UO installed several years earlier that heavily draws from form-based regulation. Though the Design Review District lacks a purpose statement, its Design Guidelines include such stipulations as:

- “(a) Alterations, additions and new development shall be compatible in scale, material, color, placement and character with the design of the subject property as well as the design of properties that are representative of the area’s most valued architectural and environmental qualities.
- (g) ...parking lots shall be located behind buildings whenever possible, with entrances located off of adjoining side streets.
- (a) All trees with a DBH of over six (6) inches shall be preserved, maintained and protected during construction, a tree's roots shall be protected, and the size of the Tree Protection Zone shall be, in accordance with Best Management Standards and ANSI Standards for Arboriculture, as may be amended from time to time.”

The Midtown Design Review District shares certain similarities with the requirements of DT-1 and DT-2, including making sure new developments are in cohesion with

surrounding structures to form a complete urban fabric, an emphasis on closing commercial setbacks and moving parking lots out back, and preserving and providing greenery as much as possible.

Relevance to CLOS Study Area

This case study illustrates how other cities are using the same methods as Lansing to try and rehabilitate some neighborhoods that have been burdened by decades of Euclidean zoning. The intersection of Detroit Avenue and W 25th Street is itself very similar to some of the intersections seen in the CLOS Study Area—both are areas with underutilized corner lots on the fringes of more successful neighborhoods. In Cleveland’s case, this is Ohio City and in Lansing’s case, this might be Old Town to the north or the Stadium District to the south. Regardless, the developments seen in Cleveland work to disprove the myth that attempting to create a destination too close to other visitor hotspots will only serve to diminish the uniqueness and value of all locations involved. Quarter and One Midtown Luxury Townhomes show that there is still developer and consumer demand for walkable, placemaking-oriented neighborhoods in between established destinations.

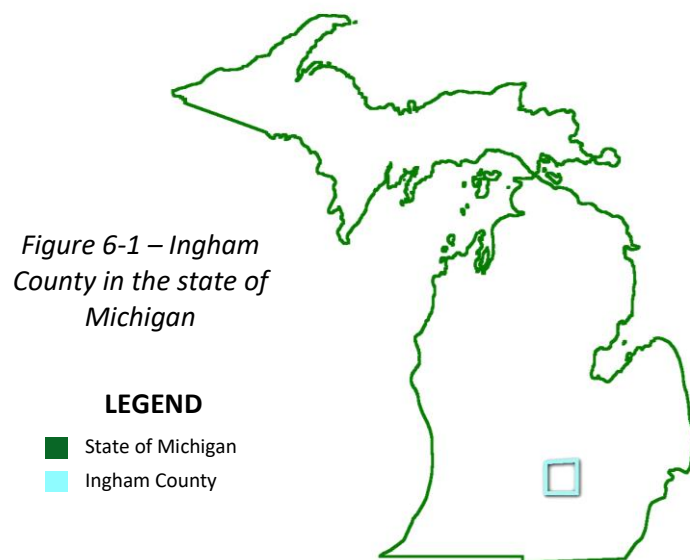
This case study also offers yet another example of how best to implement pedestrian-oriented street design. As Lansing looks to transition the current conditions of the CLOS Study Area away from traffic-centric design to walkability-centric design, they will find exemplary implementation of bike lanes, street signage, crosswalks, decorative infrastructure, and street-side greenery.

PROFILE OF THE CLOS STUDY AREA

Introduction

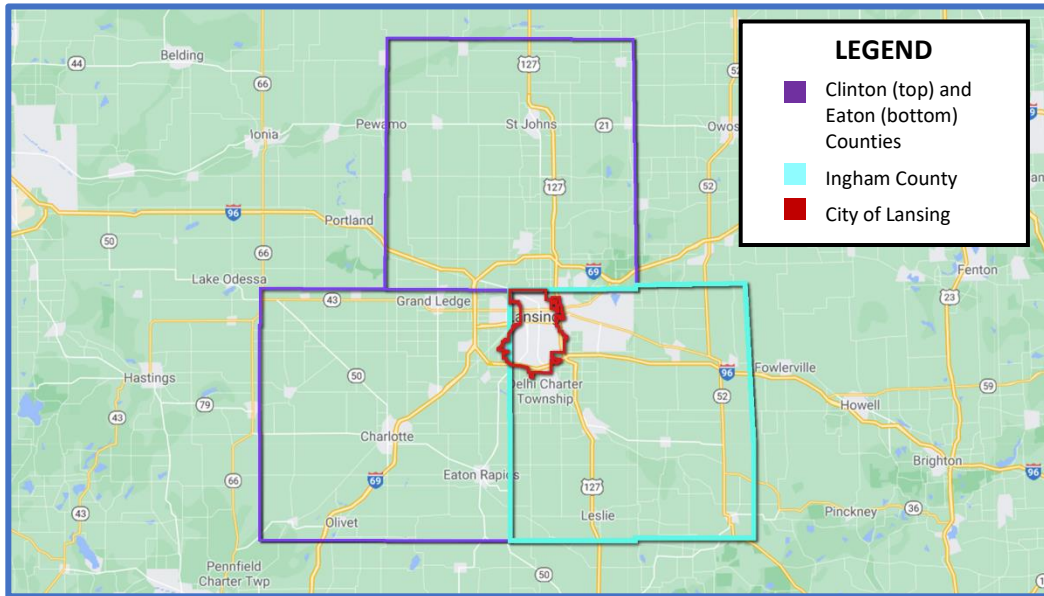
The Lansing Planning Office defined the CLOS Study Area as being the inlaid properties within the intersections of N Cedar Street, N Larch Street, E Oakland Avenue, and E Saginaw Highway, as well as the surrounding properties to a distance of 0.25 miles; Extensions have been added as necessary to accommodate for the CLOS Study Area's connective relationships to nearby assets.

Figures 6-1 through 6-4 below depict the location of Lansing and the CLOS Study Area in statewide, countywide, and local contexts. Further details concerning the CLOS Study Area boundaries are provided in Figure 6-4.



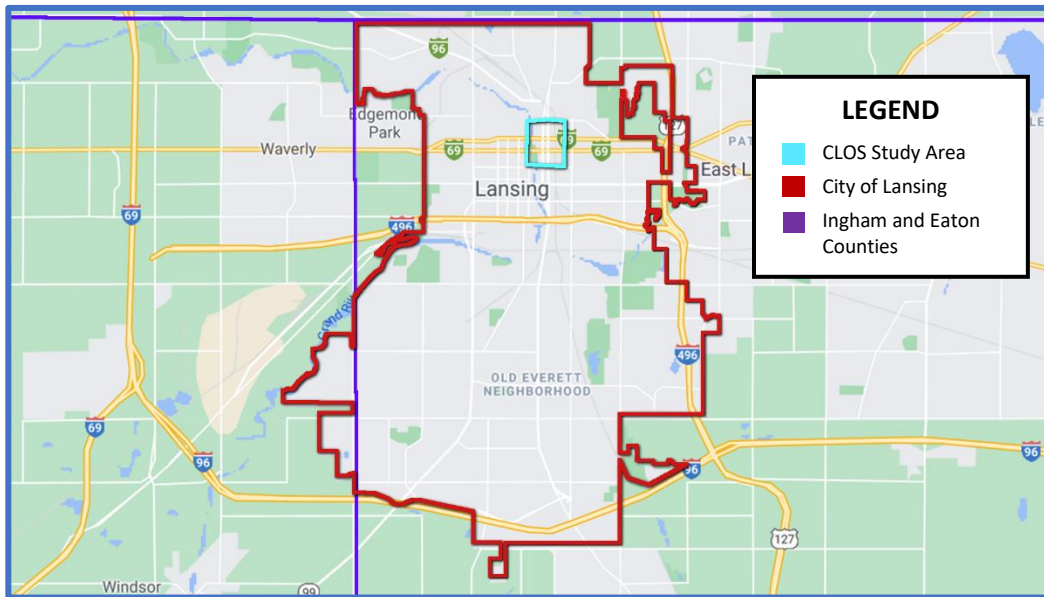
Source: Google Maps, 2021

Figure 6-2 – The City of Lansing in the Tri-County Area



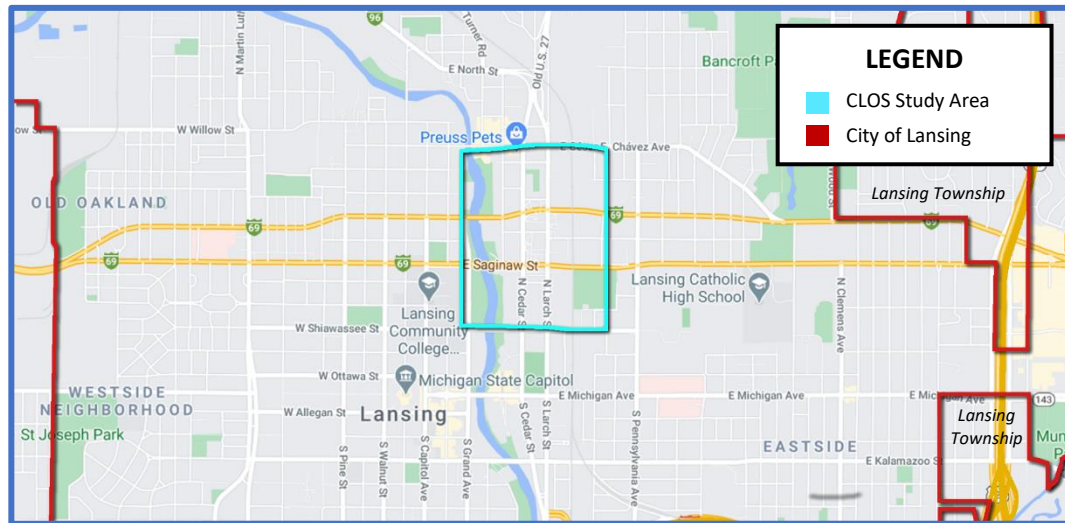
Source: Google Maps, 2021

Figure 6-3 –The City of Lansing in Ingham and Eaton Counties



Source: Google Maps, 2021

Figure 6-4 – CLOS Study Area in the City of Lansing



Source: Google Maps, 2021

The CLOS Study Area is home to 3,391 residents distributed across 258 acres and 56 parcels (ACS 2019). Its core consists of its four main thoroughfares—each of which is a one-way street running most of the way through the metropolitan Lansing area. Large employers are dispersed throughout the surrounding neighborhoods and commercial districts like the state of Michigan downtown, General Motors to the south, Sparrow Hospital on Michigan Avenue, and Lansing Community College across the river. But despite the presence of such large employers connected by a frame of significant business routes, the area has struggled to retain a healthy economic base, instead collecting a number of dilapidated structures and incohesive land uses over the years. This development pattern may be due to the high-volume traffic corridors that make up its layout: The streets are assets to the area in that they bring exposure and potential for visitors, however they are also detrimental to the area because of the many negative effects of heavy traffic.

The CLOS Study Area's current character is exemplified by a mismatched variety of uses and parcel sizes that indicate uncoordinated historical development. Many of the structures are vacant or dilapidated with unmaintained foliage, aging infrastructure, and unpaved or excessive parking space (Figures 6-5 and 6-6).

Figure 6-5 – Residential neighborhoods (left), pavement and road paint in need of repair (right)



Figure 6-6 – Commercial office space (left), vacant lot (right)



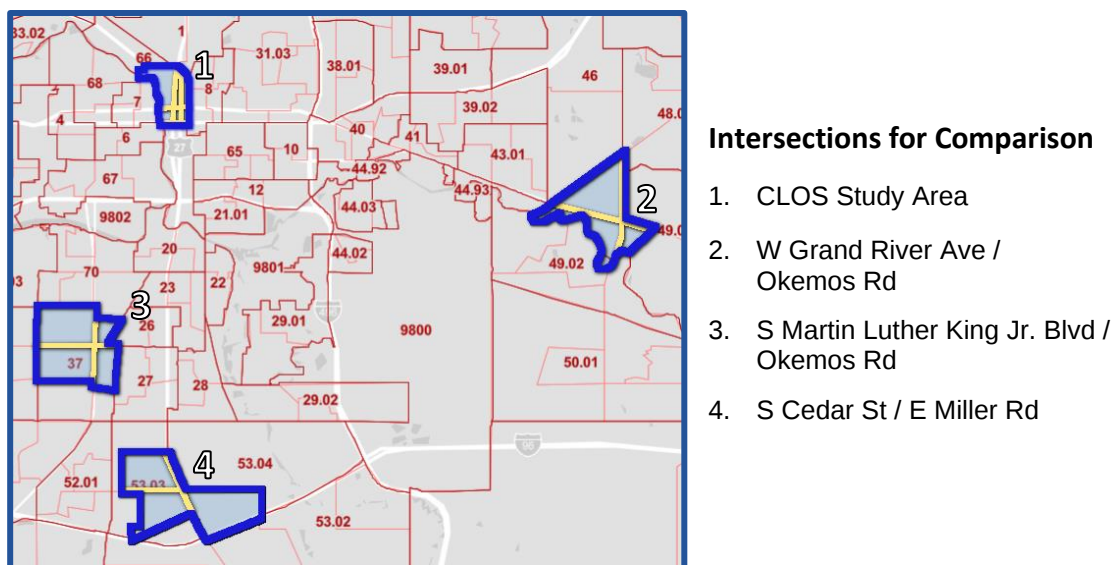
DEMOGRAPHIC INFORMATION

Introduction

This section summarizes the social characteristics of the CLOS Study Area as they compare to other neighborhoods centered around major Lansing area intersections. These comparative intersections are W Grand River Avenue and Okemos Road, S Martin Luther King Jr. Boulevard and W Holmes Road, and S Cedar Street and E Miller Street (Figure 7-1). The data used for both the years 2013 and 2019 was obtained from the 2013 and 2019 American Community Surveys as published by the United States Census Bureau. Due to limitations inherent to the collection of census data, the project area depicted in the following tables will be represented by several groupings of block groups.

The CLOS Study Area is represented by Block Group 2 of Ingham County Census Tract 66. W Grand River Avenue and Okemos Road is represented by Block Group 1 of Ingham County Census Tract 19.01. S Martin Luther King Jr. Boulevard is represented by the aggregate data of Block Groups 1, 4 and 5 of Ingham County Census Tract 37. S Cedar Street and E Miller Street is represented by the aggregate data of Block Groups 1 and 2 of Ingham County Census Tract 53.03 and Block Group 2 of Ingham County Census Tract 53.04.

Figure 7-1 – Various Lansing area high-traffic intersections in relation to the CLOS Study Area



Source: 2019 U.S. Census Bureau

Population

Both the populations of the CLOS Study Area the W Grand River Avenue/Okemos Road neighborhood increased from 2013 to 2019 (Table 7-1). This contrasts trends of the South Martin Luther King Jr. Boulevard South Cedar Street neighborhoods, though, both saw slight declines.

<i>Table 7-1 — Total Population</i>			
	2013	2019	% change
CLOS Study Area	778	1,218	56.56%
W Grand River Ave. / Okemos Rd.	741	977	31.85%
S MLK Jr. Blvd. / W Holmes Rd.	2,952	2,630	-10.91%
S Cedar St. / E Miller Rd.	3,745	3,107	-17.04%

Source: 2013 and 2019 American Community Surveys 5-year Estimate

Both the CLOS Study Area and other major Lansing area intersections saw dramatic shifts in the population of certain cohorts (Table 7-2). For instance, between 2013 and 2019, the CLOS Study Area gained over one-and-a-half times its original number of residents under 18 years of age. The W Grand River Avenue neighborhood also saw an increase of about 75 percent more of those under 18 years and aged 18-34 years. This is in stark contrast to S Martin Luther King Jr. Boulevard and S Cedar Street, which both saw decreases of the same cohort. Overall, the CLOS Study Area's largest cohort is that of people between 35 and 64 years of age at 41.26 percent of the total population, while those over 65 years are by far the smallest (Table 7-2 continued). This is relatively typical of the other intersections and will be useful to exploring redevelopment options as residents of basically all stages of life will have to be considered with relatively equal weight.

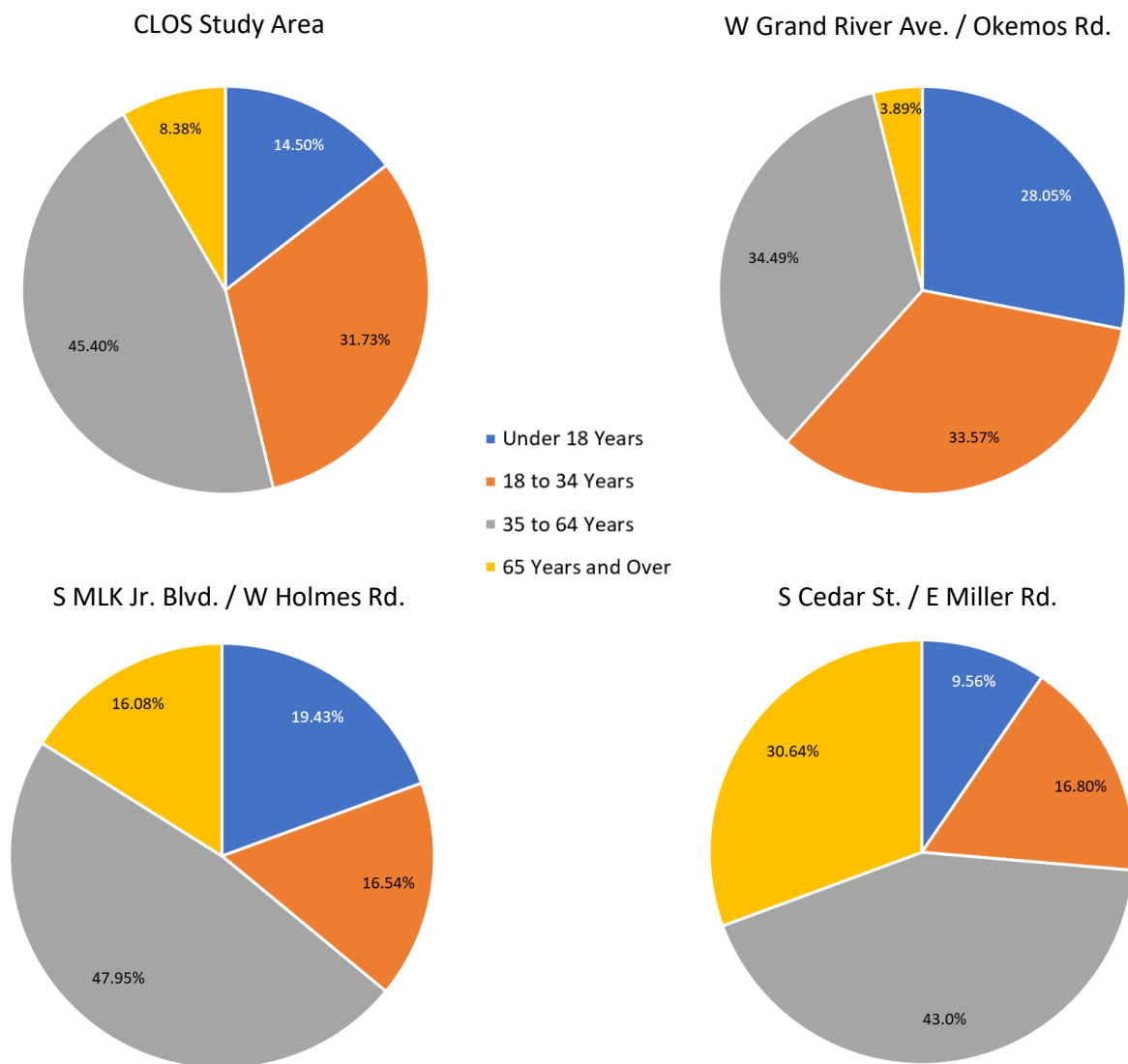
<i>Table 7-2 — Population by Age</i>						
	CLOS Study Area			W Grand River Ave. / Okemos Rd.		
	2013	2019	% change	2013	2019	% change
Under 18 Years	190	502	164.21%	157	274	74.52%
18 to 34 Years	314	280	-10.83%	185	328	77.30%
35 to 64 Years	237	369	55.70%	281	337	19.93%
65 Years and Over	37	67	81.08%	118	38	-67.80%
Total Population	778	1,218	56.56%	741	977	31.85%

Source: 2013 and 2019 American Community Surveys 5-year Estimate

Table 7-2 (cont.) — Population by Age						
	S MLK Blvd. / W Holmes Rd.			S Cedar St. / E Miller Rd.		
	2013	2019	% change	2013	2019	% change
Under 18 Years	628	511	-18.63%	838	297	-64.56%
18 to 34 Years	791	435	-45.01%	1,112	522	-53.06%
35 to 64 Years	1,137	1,261	10.91%	1,227	1,336	8.88%
65 Years and Over	396	423	6.82%	568	952	67.61%
Total Population	2,952	2,630	-10.91%	3,745	3,107	-17.04%

Source: 2013 and 2019 American Community Surveys 5-year Estimate

Figure 7-2 — Population by Age, 2019



Source: 2019 American Community Survey 5-year Estimate

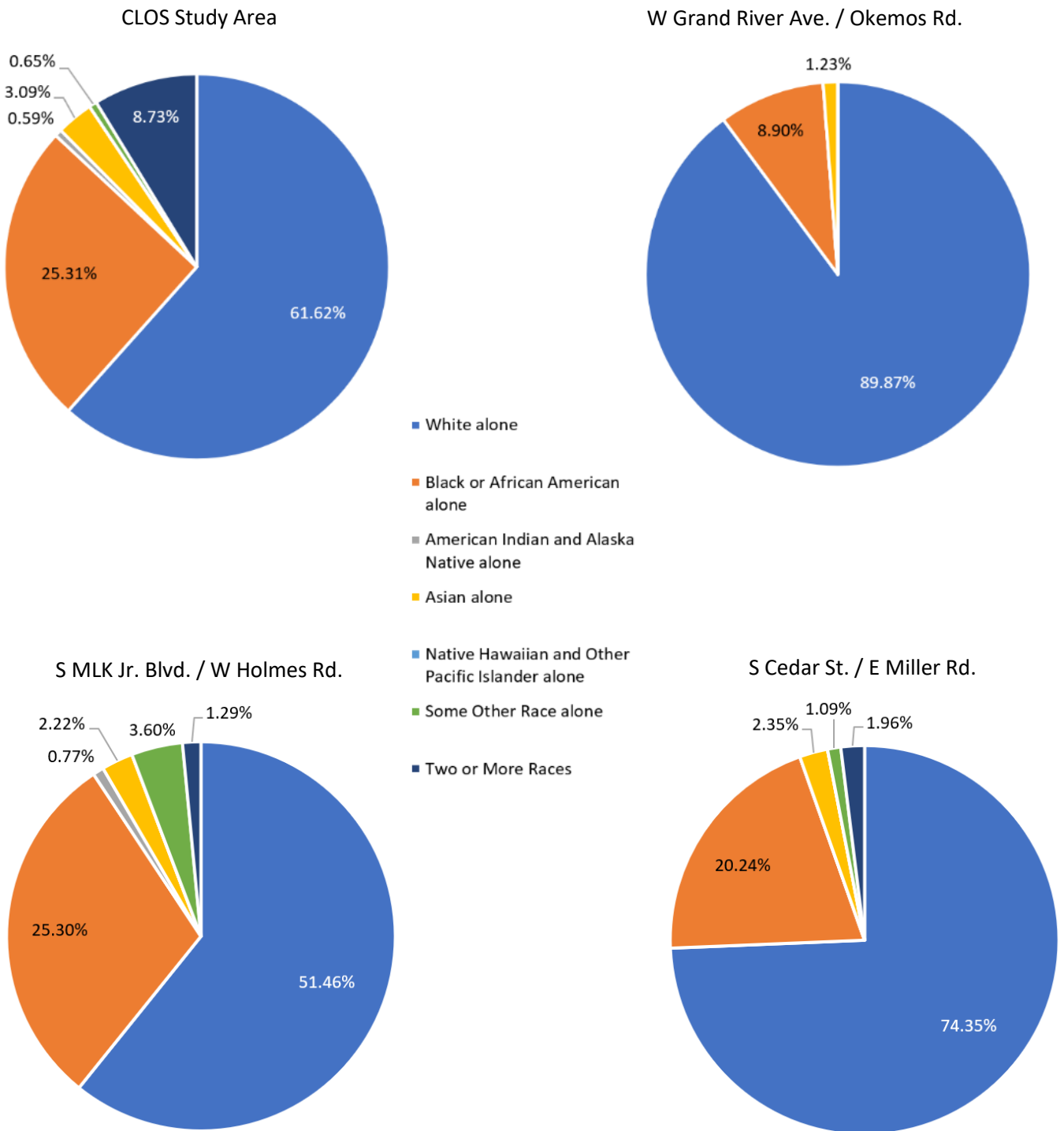
The CLOS Study Area in 2019 was far more diverse than the W Grand River Avenue neighborhood on the east side of the metropolitan Lansing area, but when compared to other Lansing intersections, contains a noticeable lack of non-black minorities (Table 7-3). The CLOS Study Area, the S Martin Luther King Jr. Boulevard neighborhood, and the S Cedar Street neighborhood all have percentages of black residents between 20-26 percent, but somewhat unlike the CLOS Study Area, all mostly contain larger proportions of Asian, native American, and other racially identifying residents. Lastly, while each of these demographics are all still under five percent, the CLOS Study Area contains over four times as many biracial residents at 8.73 percent (Figure 7-3). This data can be used to cultivate a better understanding of the racial makeup of the project area from which recommendations can be informed.

<i>Table 7-3 — Population by Race</i>						
	CLOS Study Area			W Grand River Ave. / Okemos Rd.		
	2013	2019	% change	2013	2019	% change
White alone	465	601	29.25%	584	878	50.34%
Black or African American alone	118	545	361.86%	55	87	58.18%
American Indian and Alaska Native alone	3	0	-100.00%	-	-	-
Asian alone	25	0	-100.00%	67	12	-82.09%
Native Hawaiian and Other Pacific Islander alone	3	0	-100.00%	-	-	-
Some Other Race alone	92	32	-65.22%	-	-	-
Two or More Races	72	40	-44.44%	35	-	-100.00%
Total population:	778	1,218	56.56%	741	977	31.85%

<i>Table 7-3 (cont.) — Population by Race</i>						
	S MLK Blvd. / W Holmes Rd.			S Cedar St. / E Miller Rd.		
	2013	2019	% change	2013	2019	% change
White alone	1,248	1,599	28.13%	2,403	2,310	-3.87%
Black or African American alone	1,043	786	-24.64%	851	629	-26.09%
American Indian and Alaska Native alone	-	24	-100.00%	38	-	-100.00%
Asian alone	209	69	-66.99%	9	73	711.11%
Native Hawaiian and Other Pacific Islander alone	-	-	-	-	-	-
Some Other Race alone	115	112	-2.61%	191	34	-82.20%
Two or More Races	337	40	-88.13%	253	61	-75.89%
Total population:	2,952	2,630	-10.91%	3,745	3,107	-17.04%

Source: 2013 and 2019 American Community Surveys 5-year Estimate

Figure 7-3 — Population by Race, 2019



Source: 2019 American Community Survey 5-year Estimate

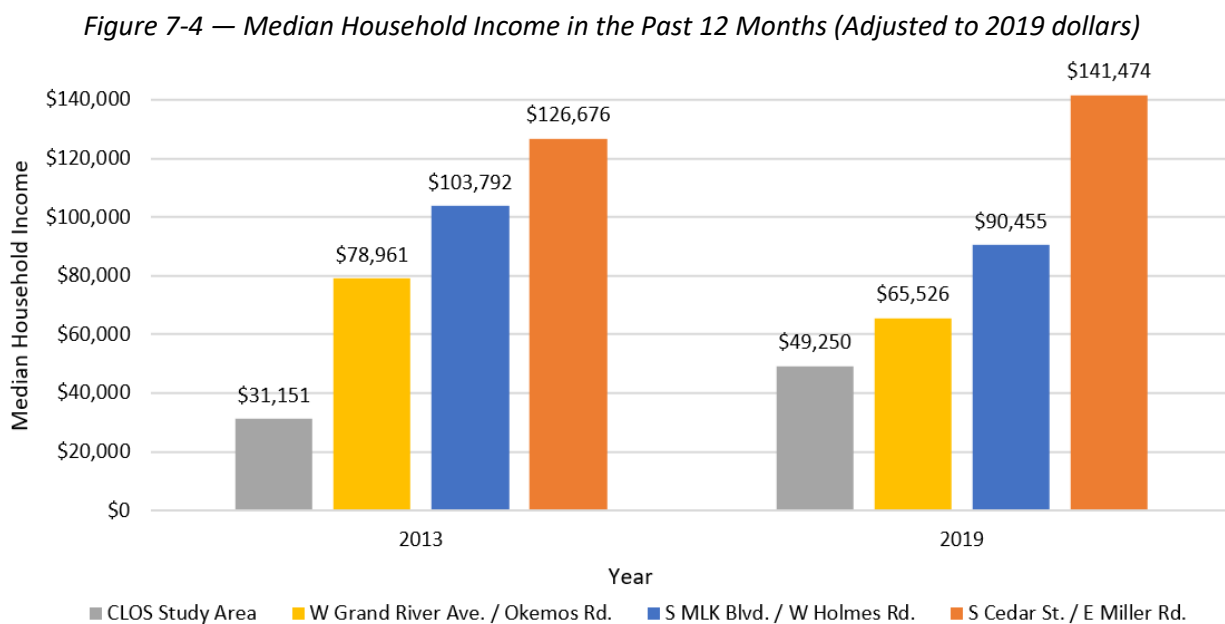
Household Income

Median household income in the CLOS Study Area, both in 2013 and 2019, was significantly lower than all other intersections (in 2019-adjusted dollars) (Table 7-4). In that period, project area income increased by almost 60 percent—far higher than all others, two of which even decreased slightly. Regardless, the CLOS Study Area still lags behind the next lowest neighborhood by over \$15,000 in 2019-adjusted dollars (Table 7-4). This data will be useful for the redevelopment study process as low-income accommodations for placemaking practices can be better researched and suggested as necessary.

<i>Table 7-4 — Median Household Income in the Past 12 Months (Adjusted to 2019 dollars)</i>					
CLOS Study Area			W Grand River Ave. / Okemos Rd.		
2013	2019	% change	2013	2019	% change
\$31,151	\$49,250	58.10%	\$78,961	\$65,526	-17.01%

<i>Table 7-4 (cont.) — Median Household Income in the Past 12 Months (Adjusted to 2019 dollars)</i>					
S MLK Blvd. / W Holmes Rd.			S Cedar St. / E Miller Rd.		
2013	2019	% change	2013	2019	% change
\$103,792	\$90,455	-12.85%	\$126,676	\$141,474	11.68%

Source: 2013 and 2019 American Community Survey 5-year Estimate



Source: 2013 and 2019 American Community Survey 5-year Estimate

Unemployment

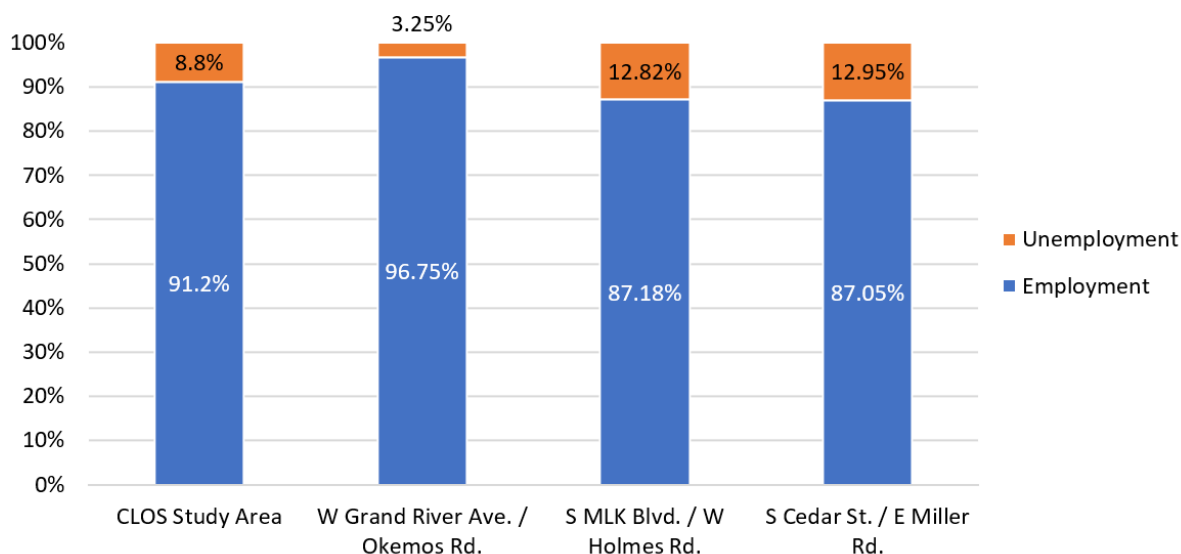
Unemployment for neighborhoods of all four major intersections was between 8-14 percent in 2013, possibly as a lasting effect of the 2008 recession (Table 7-5). By 2019, though, the CLOS Study Area's unemployment rate increased slightly along with S Martin Luther King Jr. Boulevard. The W Grand River Avenue and S Cedar Street Neighborhoods, however, saw marginal decreases in unemployment over that time. Overall, unemployment in the CLOS Study Area rests at 8.8 percent as of 2019—higher than both S Martin Luther King Jr Boulevard and S Cedar Street, but still less than W Grand River Avenue (Figure 7-5).

Table 7-5 — Employment (Percent)						
	CLOS Study Area			W Grand River Ave. / Okemos Rd.		
	2013	2019	% change	2013	2019	% change
Employed, 16 years and older	91.5%	91.2%	-0.26%	89.5%	96.75%	8.09%
Unemployed, 16 years and older	8.5%	8.8%	2.76%	10.5%	3.25%	-68.99%

Table 7-5 (cont.) — Employment (Percent)						
	S MLK Blvd. / W Holmes Rd.			S Cedar St. / E Miller Rd.		
	2013	2019	% change	2013	2019	% change
Employed, 16 years and older	91.66%	87.18%	-4.89%	85.59%	87.05%	1.70%
Unemployed, 16 years and older	8.34%	12.82%	53.71%	14.41%	12.95%	-10.08%

Source: 2013 and 2019 American Community Surveys 5-year Estimate

Figure 7-5 — Unemployment, 2019



Source: 2019 American Community Survey 5-year Estimate

Housing Characteristics

Data on occupancy, tenure, median home values, and vacancies are presented in Table 7-6 below. These metrics help illustrate trends in the residential market within the CLOS Study Area and the current state of housing property. The CLOS Study Area saw a greater increase of vacant units than occupied units between 2013 and 2019, meaning that abandonment outweighed moving and construction trends in the area. On a more extreme degree, the S Martin Luther King Jr. Boulevard and S Cedar Street neighborhoods both saw radical increases of vacancy rates of 66.45 and 72.17 percent, respectively, while decreasing in occupancy rates. Outside of all these trends, the W Grand River Avenue neighborhood eliminated every vacant unit within its neighborhood by 2019 while building 61 new units (Table 7-6). This comparison reveals that while the CLOS Study Area may not be seeing extreme growth like the east side of the metropolitan Lansing area, it is not declining quite as extremely as those neighborhoods to the south.

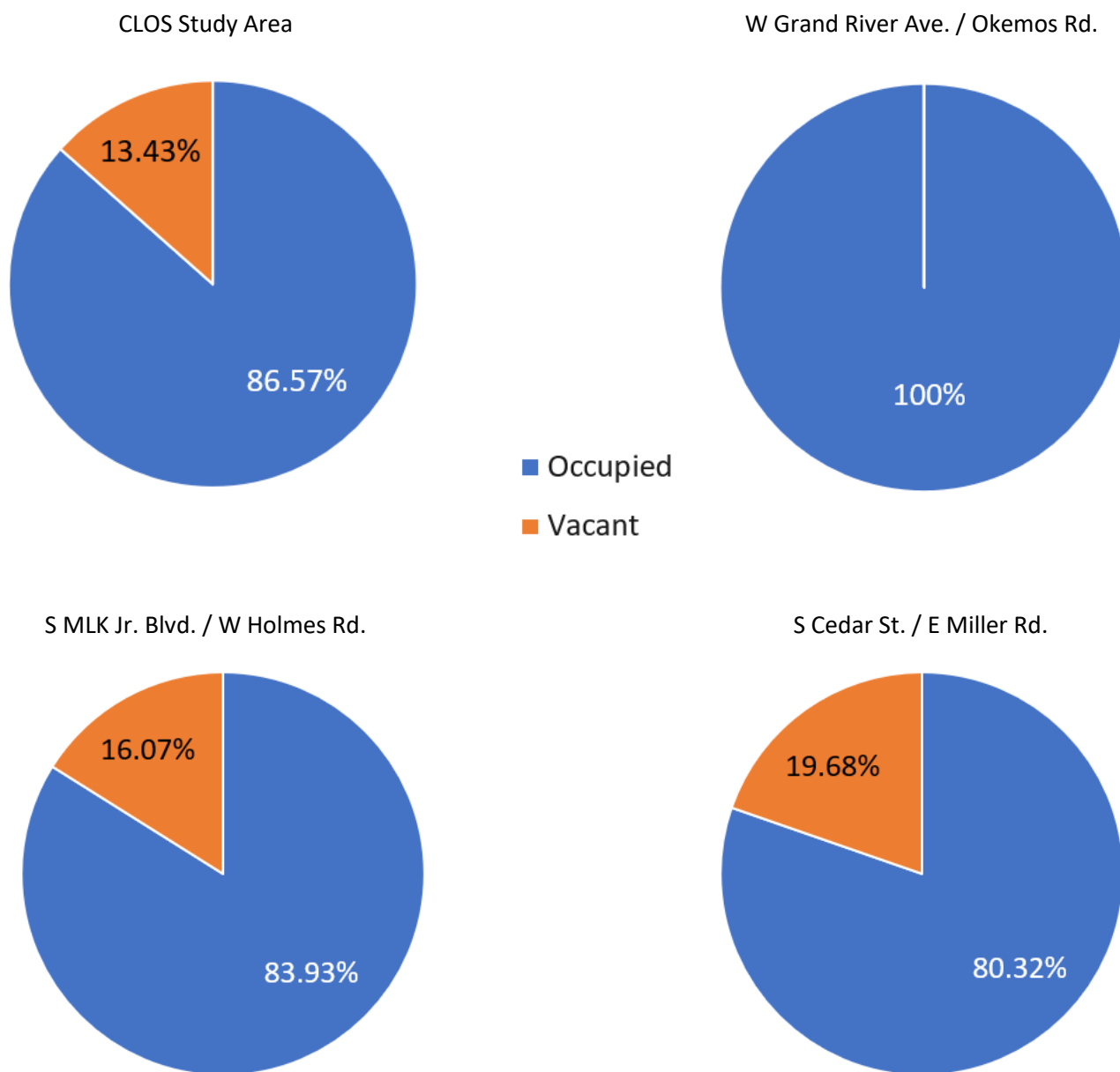
<i>Table 7-6 — Housing Characteristics</i>						
	CLOS Study Area			W Grand River Ave. / Okemos Rd.		
	2013	2019	% change	2013	2019	% change
Occupied	347	373	7.49%	289	350	21.11%
Vacant	72	78	8.33%	16	0	-100.00%
Owner occupied	99	117	18.18%	221	194	-12.22%
Renter occupied	248	256	3.23%	68	156	129.41%
Value of units (Median dollars)	\$85,800	\$143,400	67.13%	\$157,100	\$174,300	10.95%
Total housing units	419	451	7.64%	305	350	14.75%

<i>Table 7-6 (cont.) — Housing Characteristics</i>						
	S MLK Blvd. / W Holmes Rd.			S Cedar St. / E Miller Rd.		
	2013	2019	% change	2013	2019	% change
Occupied	1,464	1,347	-7.99%	1,709	1,616	-5.44%
Vacant	155	258	66.45%	230	396	72.17%
Owner occupied	638	682	6.90%	791	881	11.38%
Renter occupied	826	665	-19.49%	918	735	-19.93%
Value of units (Median dollars)	\$179,300	\$299,100	66.82%	\$278,100	\$164,600	-40.81%

Source: 2013 and 2019 American Community Surveys 5-year Estimate

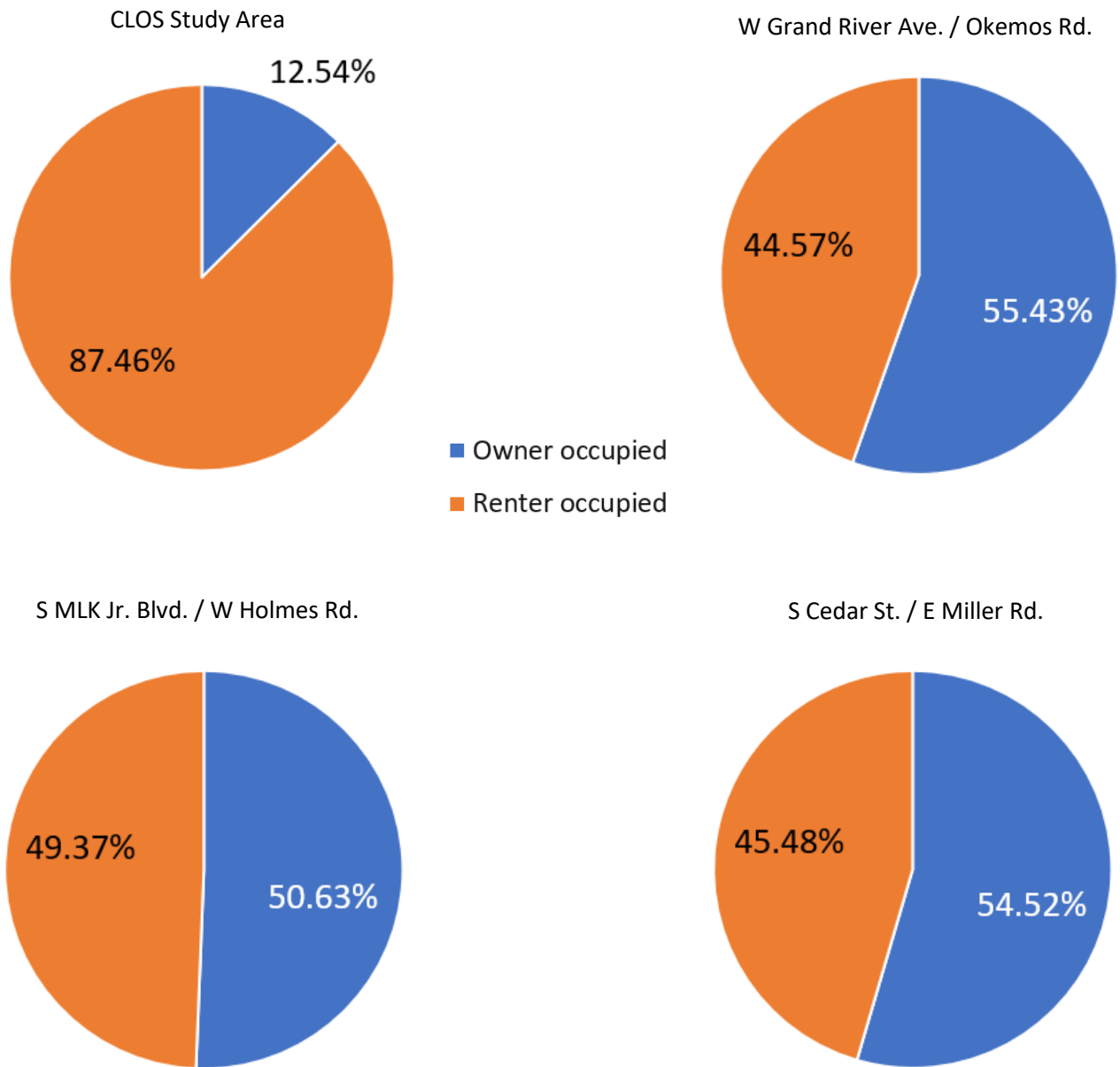
As illustrated in Figure 7-6 below, the CLOS Study Area contains a marginally lower percentage of vacant structures than both the S Martin Luther King Jr. Boulevard and S Cedar Street neighborhoods, but ultimately 100 percent fewer than W Grand River Avenue. Figure 7-7 on the following page, though, reveals a very large discrepancy between homeowner occupied units and renter occupied units. Whereas all other intersections have nearly equal halves of owner and renter occupied units, 87.46 percent of units within the CLOS Study Area are renter occupied (Figure 7-7). This is an important data point to consider when formulating recommendations that will affect the residential nature of the neighborhood, as it will be beneficial to remember that many tenants of the area are likely renting their homes.

Figure 7-6 — Housing Characteristics - Occupancy



Source: 2019 American Community Survey 5-year Estimate

Figure 7-7 — Housing Characteristics – Owner/Renter



Source: 2019 American Community Survey 5-year Estimate

Transportation

Introduction

Data was collected about current transportation activity along all four of the main CLOS thoroughfares. This information can be used to craft a better understanding of the neighborhood's obstacles and potential regarding safety, traffic flow, and street design. Research focused on existing traffic volumes, public transportation services, commute times and methods, and the state of existing infrastructure.

COVID-19

Most of the data presented in this publication is gathered from 2019 or earlier sources and therefore do not account for the impact that the 2020 COVID-19 pandemic has had on recent trends. They furthermore do not account for the effects it will have on commuter metrics thereon after. With the necessity to social distance becoming widespread practice, employers have resorted to adapting remote working to their business models, allowing many to conduct their work from the comfort of their homes for the first time. The Stanford Institute for Economic Policy Research estimates that 42 percent of the U.S. labor force now works from home full-time and the Pew Research Center estimates that, among employed adults who believe their work can mostly be done from home, 71 percent are currently working from home. These numbers are up from just before the pandemic at 3.6 percent of the total U.S. workforce and 20 percent of employed adults who believed their work could mostly be done from home (Global Workplace Analytics; Pew Research Center). Every employee working from home instead of commuting to their usual place of work during the pandemic contributes to lowering traffic volumes across the board.

Global Workplace Analytics predicts that, post-pandemic, 25-30 percent of the total workforce will still be working from home multiple days per week by the end of 2021. This is likely to be due to several contributing factors like employee demand and increased trust. Before the pandemic, 80 percent of the workforce indicated that they would like to work from home (Global Workplace Analytics). Among employees who were afforded the opportunity to work from home, 54 percent claim that they would still like to telecommute post-pandemic. Coupling this high worker demand with the statistic that over 60 percent of telecommuting employees say that there's been no change in their productivity or job security illustrates a compelling argument for why some employers may simply extend their remote business models (Pew Research Center).

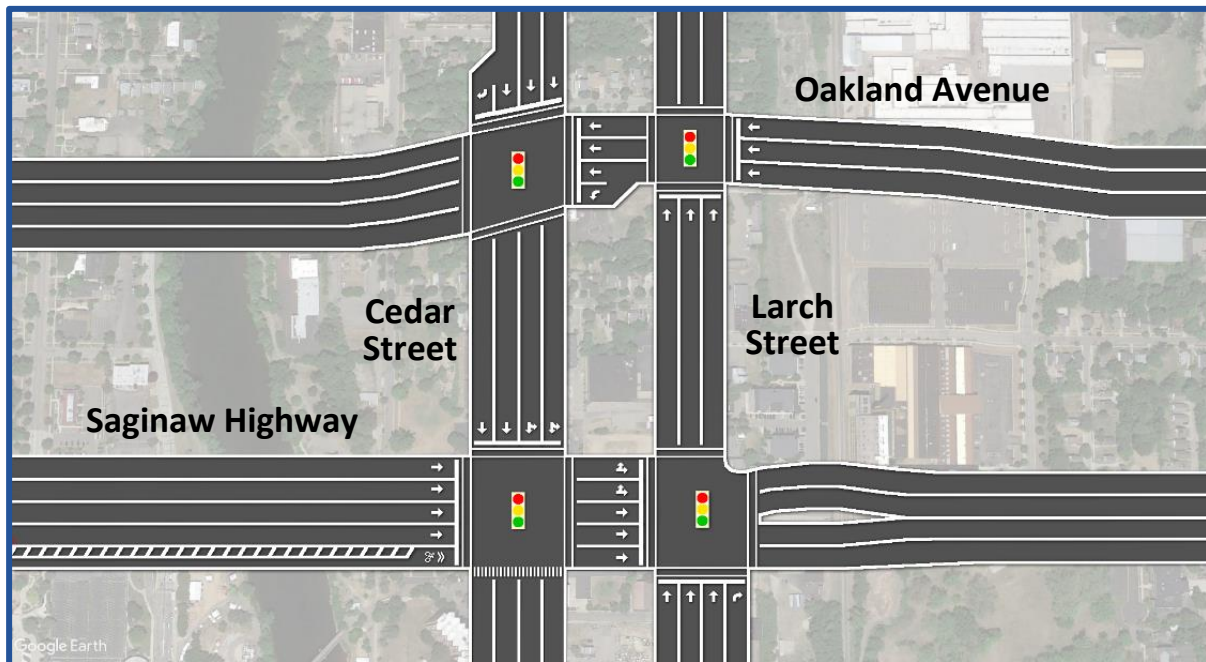
The net result of this cultural ergonomic shift is, among a long list of other effects, that traffic volumes may continue to rest at rates several percent lower than previously recorded. This reduction will have significant impacts on intensely traffic-burdened places like the CLOS Study Area, in which the lower volumes will likely decrease risks of auto collisions, pedestrian and bicyclist collisions, weather-related accidents, and general intimidation toward non-motorists.

Infrastructure

Cedar Street and Larch Street make up two halves of the same state corridor—I-96. Therefore, when the east-west thoroughfares of the CLOS Study Area need to be addressed as a single unit, they will be referred to as I-96. Likewise, Oakland Avenue and Saginaw Highway make up two halves of the same state corridor, too—I-69/M-43. For the same scenario regarding north-south corridors, these streets will hereby only be referred to as M-43 (disregarding its “I-69” name so as not to be confused with I-96).

The posted speed limit within the CLOS Study Area is 35 miles per hour on Oakland Avenue and 40 miles per hour on Cedar Street, Saginaw Highway, and Larch Street, though motorists regularly average speeds far higher. As state Trunklines, both I-96 and M-43 are under the jurisdiction of MDOT, who is thereby responsible for road maintenance and repair as well as determining posted speeds and lane distribution. As such, MDOT’s ownership of all four CLOS Study Area thoroughfares will play a key role in potential road improvements and must be factored into the future development plans.

Figure 8-1 – CLOS Study Area intersections and lanes



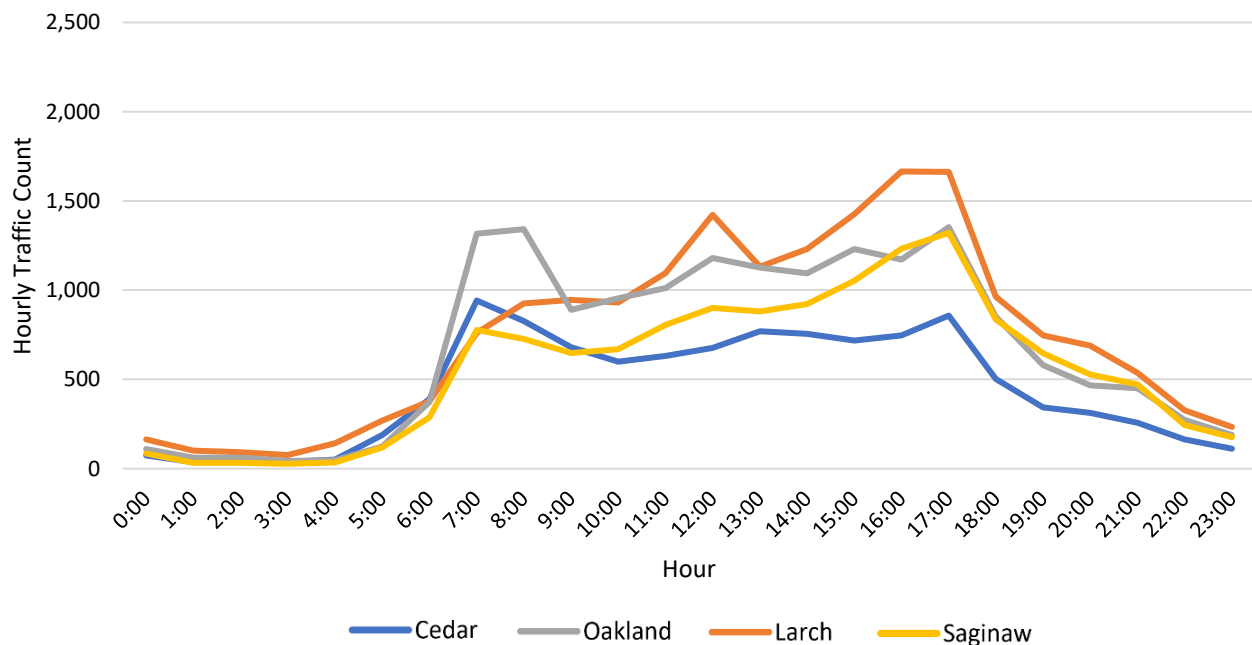
Source: Google Earth, 2021

Hourly Traffic Count

MDOT's short-count traffic volume data is an hourly count of all traffic on a relevant stretch of road over a 24- or 48-hour period. Data was last recorded for each corridor in the fall of 2017 and previously for I-96 in the fall of 2007 and for M-43 in the fall of 2009.

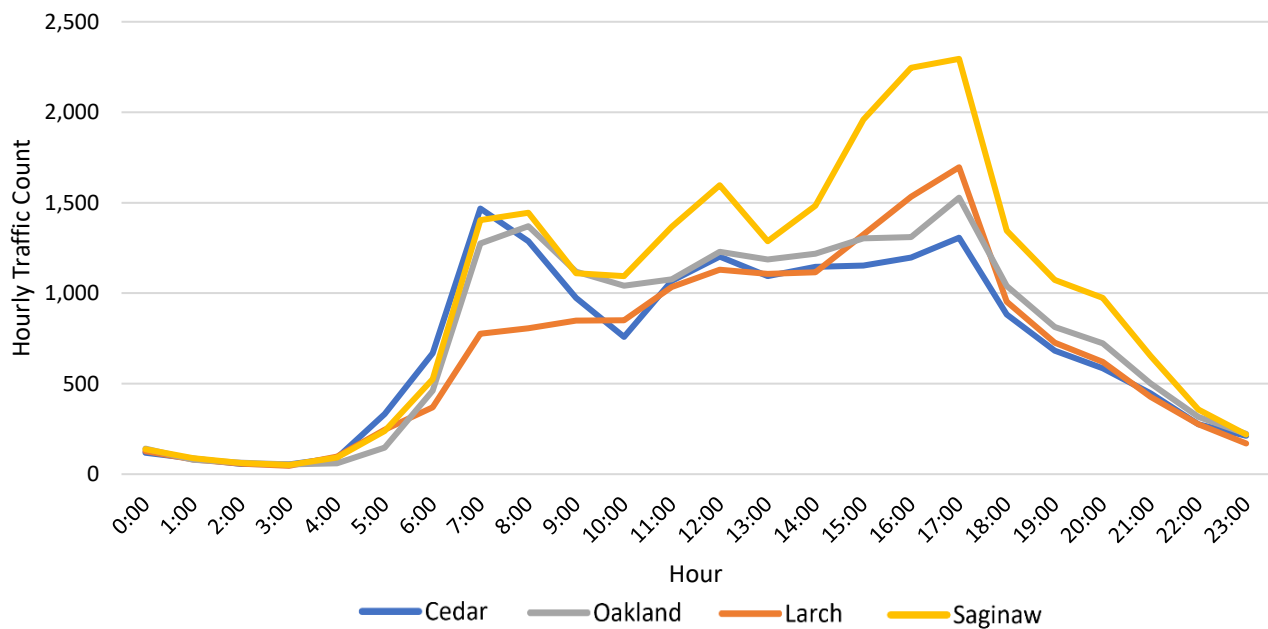
Overall traffic volume trends are similar among both the four corridors and between the two time periods, with each study having elevated levels of activity from about 7:00 AM to 7:00 PM, with the lowest amounts during the early morning hours. These trends, illustrated in Figure 8-2, reflect high usage of the corridor during hours of commercial operation, reflecting the streets' status as an intersection of business routes. Traffic appears to peak between 5:00 PM and 7:00 PM, further reinforcing that status. Though the slopes of the two graphs are overall similar, it can be detected that hourly traffic counts on Cedar Street and Saginaw Highway were noticeably higher in 2017 than before 2010—especially on Saginaw Highway, where traffic volume peaked at around 2,250 vehicles in an hour, over 500 vehicles more than the next leading peak.

Figure 8-2 – CLOS Study Area Hourly Traffic Count, Pre-2010



Source: MDOT TDMS

Figure 8-3 – CLOS Study Area Hourly Traffic Count, 2017



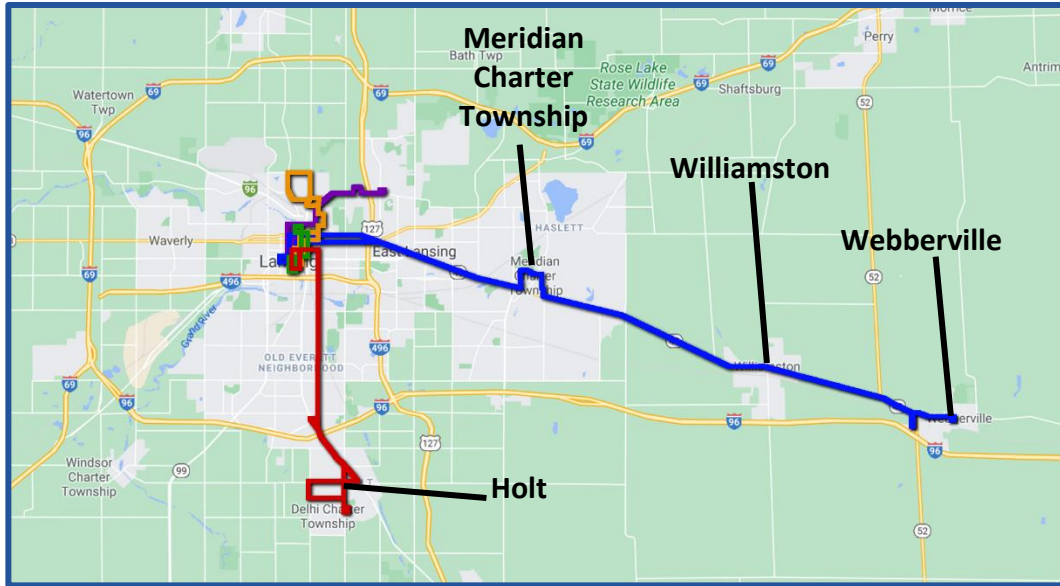
Source: MDOT TDMS

Public Transit

The CLOS Study Area has several connections to the network of Capital Area Transit Authority (CATA) bus routes. Figure 8-4 below shows the extent to which CATA routes cross through or near the CLOS Study Area. There are 13 different bus stops all servicing some combination of these routes in the established boundaries; A bus stops at each approximately every fifteen minutes during the week between 5:30 AM and 5:00 PM, then every half hour until 10:20 PM. Bus service on the weekends is less frequent than weekdays (CATA).

These routes extend far beyond the CLOS Study Area and its immediate neighborhoods, reaching such places as Webberville, Holt, the Capitol, and Eastwood Towne Center. Knowing the distant connections the CLOS Study Area has through public transportation routes can help in assessing assets and populations that may be more accessible than they originally appear.

Greater Lansing Area



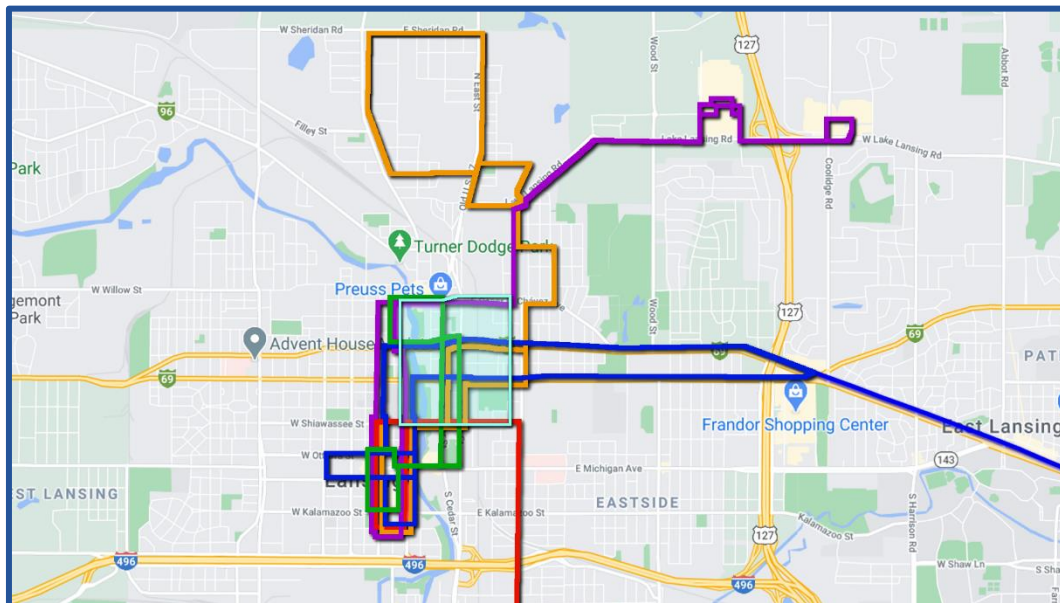
Source: CATA

CATA Bus Routes

- Route 08
- Route 10
- Route 16
- Route 17 (Seasonal Route)
- Route 48
- CLOS Study Area

Figure 8-4 – CATA Bus Routes transecting the CLOS Study Area at the metropolitan Lansing scale (top) and the City of Lansing scale (bottom)

City of Lansing



Source: CATA

Means of Transportation

Analyzing traffic volume data illustrates the patterns in how residents traverse their neighborhood. In Table 8-5, for instance, drivers traveling alone in their vehicle accounted for 67.8 percent of total transit for residents of the CLOS Study Area, which is fewer than that in the neighborhoods around the W Grand River Avenue and Okemos Road intersection, the S Martin Luther King Jr. Boulevard and W Holmes Road intersection, and the S Cedar Street and E Miller Rd. intersection. The gap is filled by a larger number of carpoolers and users of public transit, both of which are higher in the CLOS Study Area than in any other neighborhood. Overall, the CLOS Study Area should be regarded as a neighborhood of heightened pedestrian and public transit usage among residents, which serves as evidence for its viability at becoming a further pedestrian and non-motorized transit-oriented community.

<i>Table 8-5 – Means of Transportation for Workers 16 Years and Older</i>									
	CLOS Area, Census Tract 66			Lansing			Michigan		
	2010	2019	% change	2010	2019	% change	2010	2019	% change
Car, Truck, Van - Alone	760	952	25.26%	39,247	42,805	9.07%	3,370,583	3,753,960	11.37%
Car, Truck, Van - Carpool	83	138	66.27%	4,222	6,794	60.92%	347,458	403,728	16.19%
Public Transit - Excluding Taxis	62	221	256.45%	2,087	2,399	14.95%	51,549	60,696	17.74%
Bicycle	-	17	100.00%	257	432	68.09%	15,256	19,189	25.78%
Walked	127	146	14.96%	428	1,391	225.00%	88,131	101,651	15.34%
Taxicab, motorcycle, or other means	25	-	-100.00%	49	539	1000.00%	28,086	37,559	33.73%
Worked at home	68	15	-77.94%	535	1,416	164.67%	143,706	184,753	28.56%
Total	1,125	1,489	32-36%	48,421	55,776	15.19%	4,044,769	4,561,536	12-78%

Source: 2010 U.S. Census Bureau, 2019 American Community Survey 5-year Estimate

Commute Times

Distances travelled to work can also be analyzed to expose trends. As such, a strong pattern emerges between the three listed geographies whereby the average commute time falls between five to eight minutes (Table 8-6). These numbers, however, are comprised of a distribution of commuters on a range of walking a quarter mile to work in ten minutes to driving five miles to work in ten minutes. Overall, though, the average distance travelled to work in the CLOS Study Area has decreased since 2010 whereas both Lansing and Michigan both increased. Both Lansing and the CLOS Study Area exhibit commute times that are about two minutes shorter than that of the entire state, likely a reflection of the inclusion of rural commuters across Michigan. Summarily, the spread between categories is eclectic, with some

intervals seeing increases while others decrease with little to no pattern across all three geographies. It is worth noting, however, that the data included and analyzed in this study is from before the COVID-19 pandemic. The trends shown in these sections may not represent what occurred during and after the pandemic.

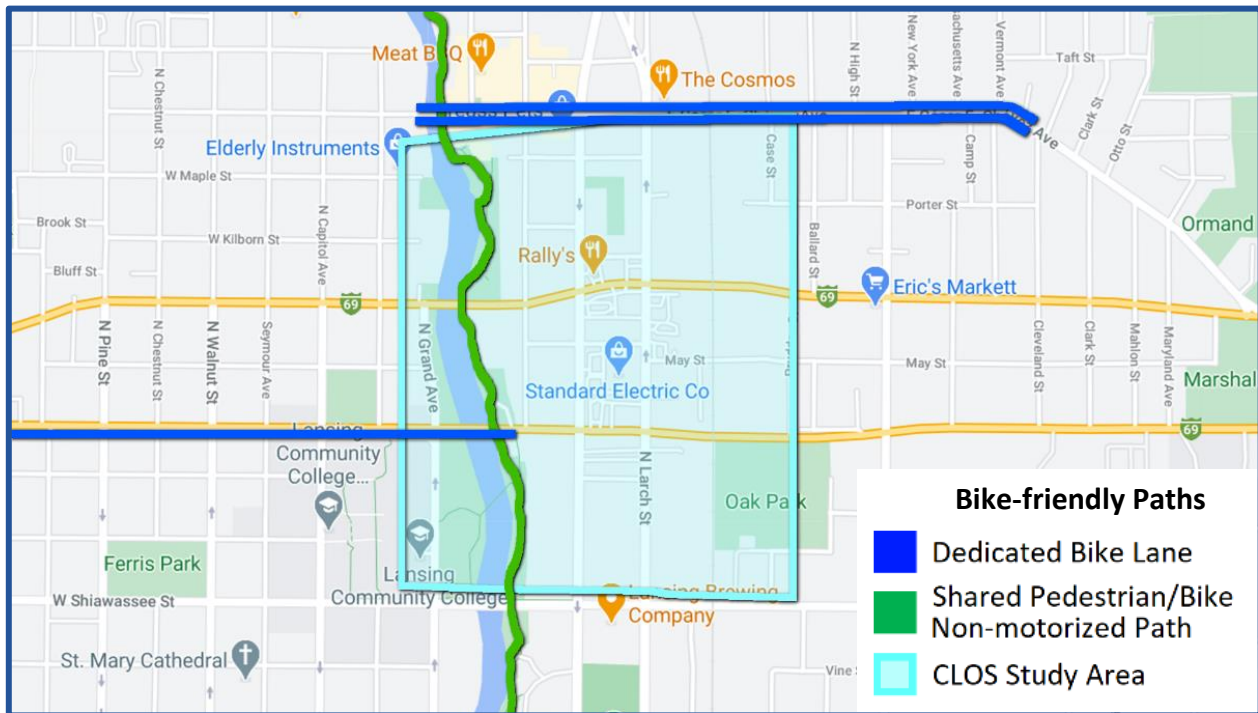
<i>Table 8-6 – Commute Times</i>									
	CLOS Area, Census Tract 66			Lansing			Michigan		
	2010	2019	% change	2010	2019	% change	2010	2019	% change
Less than 5 minutes	52	76	46.15%	1,343	1,107	-17.57%	154,994	132,587	-14.46%
5 to 9 minutes	122	254	108.20%	6,372	6,737	5.73%	464,155	463,446	-0.15%
10 to 14 minutes	306	389	27.12%	12,888	13,401	3.98%	624,500	633,461	1.43%
15 to 19 minutes	112	375	234.82%	12,053	14,058	16.63%	656,872	701,222	6.75%
20 to 24 minutes	270	136	-49.63%	8,202	8,146	-0.68%	628,904	665,951	5.89%
25 to 29 minutes	21	8	-61.90%	1,634	2,285	39.84%	281,132	318,270	13.21%
30 to 34 minutes	77	53	-31.17%	2,770	3,416	23.32%	508,631	545,436	7.24%
35 to 39 minutes	0	29	100.00%	537	325	-39.48%	122,066	142,257	16.54%
40 to 44 minutes	15	4	-73.33%	616	565	-8.28%	141,870	172,349	21.48%
45 to 59 minutes	45	24	-46.67%	1,614	1,430	-11.40%	284,500	323,901	13.85%
60 to 89 minutes	0	111	100.00%	1,466	1,719	17.26%	164,559	196,040	19.13%
90 or more minutes	37	15	-59.46%	1,078	1,171	8.63%	74,689	81,863	9.61%
Mean time to work (minutes)	5.90	5.49	-6.91%	5.95	5.99	0.72%	7.61	7.92	4.07%
Total Commuters (16 and older)	1,057	1,474	39.45%	50,573	54,360	7.49%	4,106,872	4,376,783	6.57%

Source: 2010 U.S. Census Bureau, 2019 American Community Survey 5-year Estimate

Bicyclists

As of 2018, almost none of Lansing's 26.4 miles of bike lanes reach the CLOS Study Area. The Lansing River Trail does however run through the west edge of the neighborhood as it follows the river running north and south, providing access to a larger network of non-motorized trails outside the vicinity of the CLOS Study Area. Figure 8-5 on the following page illustrates these relationships.

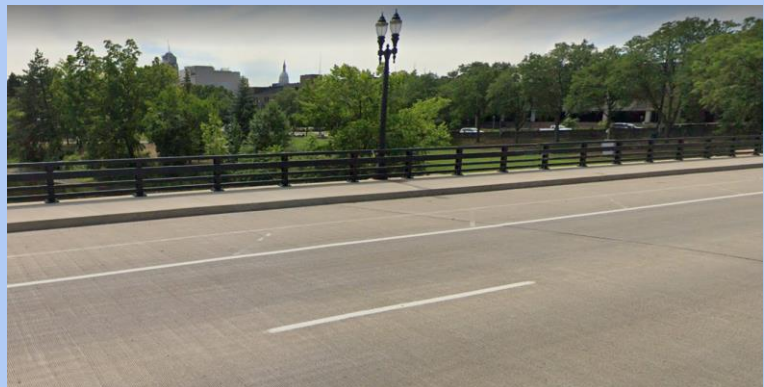
Figure 8-5 – Bicycle lanes and routes transecting the CLOS Study Area



Source: Google Maps, 2021

Saginaw Highway, west of the CLOS Study Area, features a dedicated bike lane stretching 1.8 miles to R&D Wilson Park, where the two halves of M-43 reconvene. This bike lane, however, ends with a “Sharrow” as Saginaw Highway intersects Center Street, forcing bicyclists to share a lane with auto traffic from that point forward. Cesar E. Chavez Boulevard, the main corridor for Old Town just north of the CLOS Study Area, also features bike lanes going both east and west. As of this publication, though, many of the painted lines and indicators are in such need of repainting that motorists frequently drive partially in those bike lanes, unaware that they are even there (Figure 8-6).

Figure 8-6 – Old Town (left) and Saginaw Highway (right) bike lanes



Source: Lawrence Cosentino, lansingcitypulse.com, 2019 (Left); Google maps, 2019 (Right)

Pedestrians

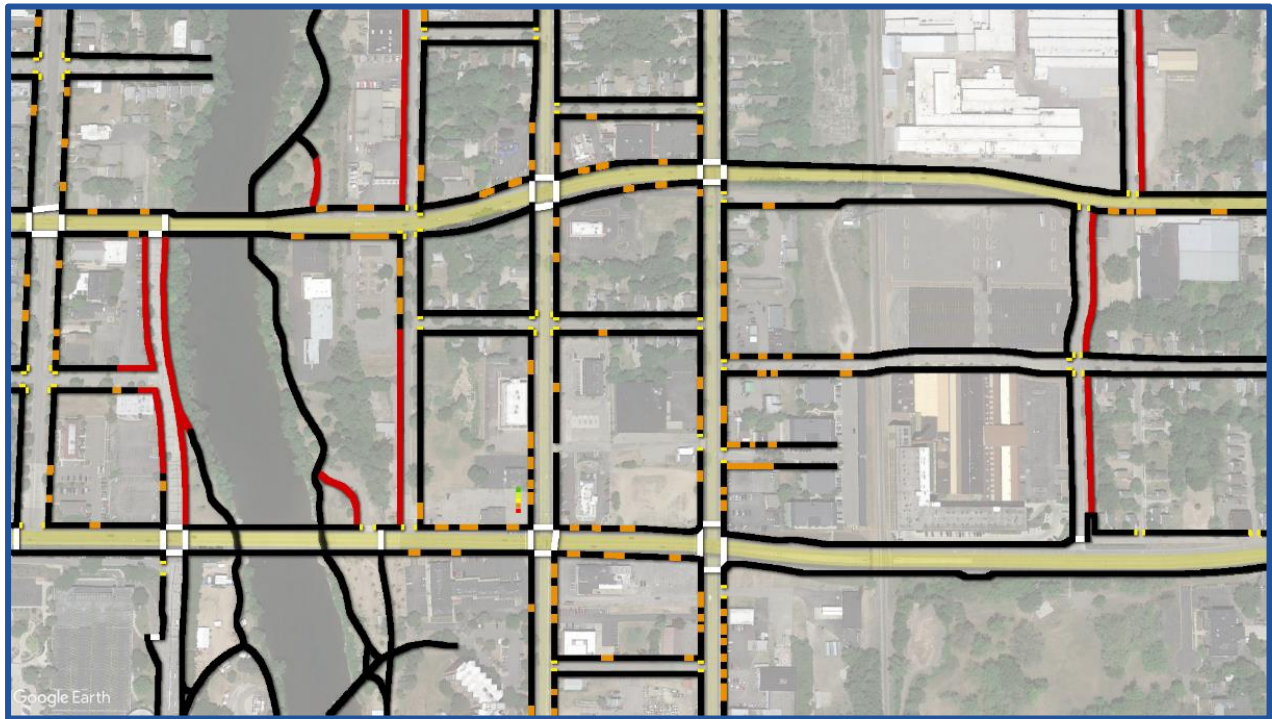
Sidewalks are provided along both sides of all four corridors in the CLOS intersection loop and each major intersection has crosswalks at each street head. Pavement quality varies but is consistently in most need of repair along Saginaw Highway and Larch Street with sudden changes in elevation, unmaintained snow in colder months, overgrown foliage in warmer months, and cracks providing extensive tripping hazards (Figure 8-7). All these issues encourage pedestrians to cross vacant lots, exposing them to a wide array of other hazards that could be avoided with improved pedestrian infrastructure.

Figure 8-7 – Larch Street sidewalks (left), Cedar Street sidewalks (center), and shortcuts across a vacant lot.



Pedestrian accessibility may benefit from a widening of sidewalks, reduction of redundant parking lot and driveway entrances, and maintenance of vegetation overgrowth. Some properties are currently vacant or have underutilized street-side access points which could be reassessed to create a less hazardous and chaotic environment for non-motorized traffic. Figure 8-8 on the following page showcases the excess number of non-residential driveways in the CLOS neighborhood in orange, crosswalks in white, and gaps in sidewalk infrastructure in red.

Figure 8-8 – Pedestrian infrastructure around the CLOS Study Area neighborhoods



Source: Google Earth, 2021

Pedestrian Infrastructure

- | | |
|----------------------------------|-----------------------------|
| ■ Streets | ■ Non-residential driveways |
| □ Crosswalks | ■ Missing sidewalks |
| ■ Sidewalk-to-Street Transitions | |

Safety

The CLOS Study Area has a layout and position within the city that encourages motorists to speed while simultaneously exposing non-motorized commuters to that traffic. Tables 8-9-1 through 8-9-4 reveal that the variation in accidents within the CLOS Study Area that involved non-motorized commuters is consistent with its counterparts, having reached a peak of almost seven percent in 2014 and a trough of zero percent in 2019. Percentages vary from year to year among all intersections researched, though few ever see non-motorized collisions break more than 10 percent of all collisions. These numbers are indicative of a lack of sufficient non-motorized infrastructure not just within the CLOS Study Area, but around all the metropolitan Lansing area. Trends and differences are further clarified in Figure 8-9.

<i>Table 8-9-1 – Traffic Collisions from 2009 to 2019, CLOS Study Area</i>							
	All Collisions	% change	Bike	Pedestrian	Bike and Pedestrian	% change	% Non-motorized Collisions
2009	128	-	2	1	3	-	2.34%
2010	105	-17.97%	1	1	2	-33.33%	1.90%
2011	107	1.90%	1	-	1	-50.00%	0.93%
2012	95	-11.21%	1	-	1	0.00%	1.05%
2013	93	-2.11%	-	1	1	0.00%	1.08%
2014	109	17.20%	5	3	8	700.00%	7.34%
2015	132	21.10%	1	3	4	-50.00%	3.03%
2016	121	-8.33%	2	1	3	-25.00%	2.48%
2017	129	6.61%	1	2	3	0.00%	2.33%
2018	143	10.85%	-	1	1	-66.67%	0.70%
2019	127	-11.19%	-	-	-	-100.00%	0.00%
Average	117.18	0.69%	1.27	1.18	2.45	37.50%	2.11%
Total	1,289	-	14	13	27	-	2.09%

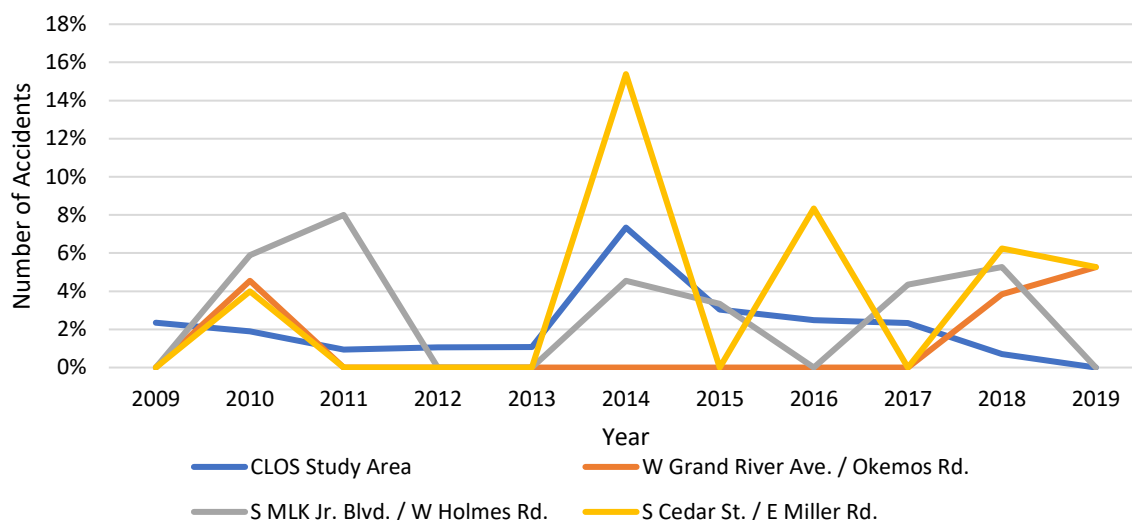
<i>Table 8-9-2 – Traffic Collisions from 2009 to 2019, W Grand River Ave. / Okemos Rd.</i>							
	All Collisions	% change	Bike	Pedestrian	Bike and Pedestrian	% change	% Non-motorized Collisions
2009	22	-	0	0	0	-	0.00%
2010	22	0.00%	0	1	1	-100.00%	4.55%
2011	24	9.09%	0	0	0	-	0.00%
2012	27	12.50%	0	0	0	-	0.00%
2013	34	25.93%	0	0	0	-	0.00%
2014	27	-20.59%	0	0	0	-	0.00%
2015	24	-11.11%	0	0	0	-	0.00%
2016	16	-33.33%	0	0	0	-	0.00%
2017	25	56.25%	0	0	0	-	0.00%
2018	26	4.00%	0	1	1	-100.00%	3.85%
2019	19	-26.92%	1	0	1	0.00%	5.26%
Average	24.18	1.58%	0.09	0.18	0.2727	-66.67%	1.24%
Total	266	-	1	2	3	-	1.13%

Table 8-9-3 – Traffic Collisions from 2009 to 2019, S MLK Blvd. / W Holmes Rd.							
	All Collisions	% change	Bike	Pedestrian	Bike and Pedestrian	% change	% Non-motorized Collisions
2009		-	0	0	0	-	0.00%
2010		-19.05%	0	1	1	100.00%	5.88%
2011		47.06%	1	1	2	100.00%	8.00%
2012		-36.00%	0	0	0	-100.00%	0.00%
2013		-25.00%	0	0	0	0.00%	0.00%
2014		83.33%	0	1	1	100.00%	4.55%
2015		36.36%	1	0	1	0.00%	3.33%
2016		23.33%	0	0	0	-100.00%	0.00%
2017		24.32%	1	1	2	100.00%	4.35%
2018		-17.39%	0	2	2	0.00%	5.26%
2019		-10.53%	0	0	0	-100.00%	0.00%
Average		10.64%	0.27273	0.54545	0.81818	10.00%	2.85%
Total		-	3	6	9	-	3.02%

Table 8-9-4 - Traffic Collisions from 2009 to 2019, S Cedar St. / E Miller Rd.							
	All Collisions	% change	Bike	Ped	Bike + Ped	% change	% Non-motorized Collisions
2009	15	-	0	0	0	-	0.00%
2010	25	66.67%	0	1	1	100.00%	4.00%
2011	6	-76.00%	0	0	0	-100.00%	0.00%
2012	11	83.33%	0	0	0	0.00%	0.00%
2013	15	36.36%	0	0	0	0.00%	0.00%
2014	13	-13.33%	0	2	2	100.00%	15.38%
2015	21	61.54%	0	0	0	-100.00%	0.00%
2016	24	14.29%	1	1	2	100.00%	8.33%
2017	22	-8.33%	0	0	0	-100.00%	0.00%
2018	32	45.45%	1	1	2	100.00%	6.25%
2019	19	-40.63%	0	1	1	-50.00%	5.26%
Average	18.45	16.94%	0.181818	0.545455	0.727273	5.00%	3.57%
Total	203	-	2	6	8	-	3.94%

Source: michigantrafficcrashfacts.org

Figure 8-9 – Percent of All Accidents that are Non-Motorized Accidents in the CLOS Study Area



Source: michigantrafficcrashfacts.org

Figures 8-10 and 8-11 on the following page features a pair of maps aggregating the reported location of every accident within the CLOS Study Area. The first map groups collisions together and reports them according to a scale representing how many accidents occurred on a particular stretch of road between intersections. The second map isolates and reports only the specific reported locations of collisions involving bicyclists (blue) and pedestrians (red). Unsurprisingly, most accidents of all types happen along I-96 and M-43 with a few scattered among side streets in between. Pedestrian and bicyclist related accidents are largely concentrated along these corridors, too, with an even greater degree of concentration around their major intersections, specifically. This may be indicative of an insufficiency among the I-96 and M-43 intersection crosswalks and traffic lights for protecting non-motorized commuters.

In total, there have been a reported 1,289 collisions in the CLOS Study Area between the years of 2009 and 2019. Out of that total, 12 have involved bicyclists and 11 have involved pedestrians, combining for a total of 23 non-motorized collisions between 2009 and 2019. These accidents account for 2.09 percent of all CLOS Study Area traffic accidents. This rate is lower than S Martin Luther King Jr. Boulevard and S Cedar Street's 3.02 and 3.94 percent, respectively, but is still higher than W Grand River Avenue's 1.13 percent.

Figure 8-10 – All traffic collisions from 2009 to 2019

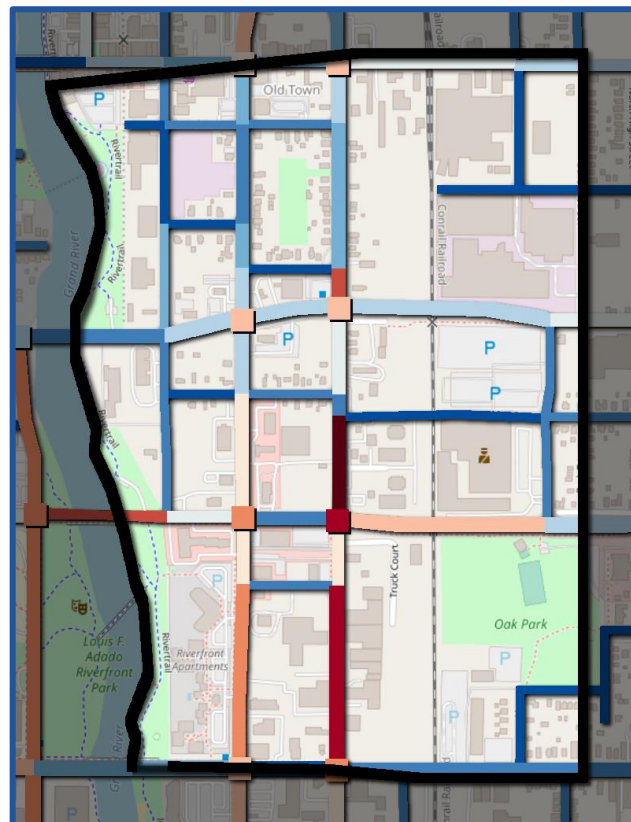
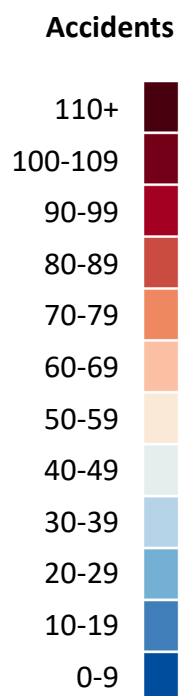
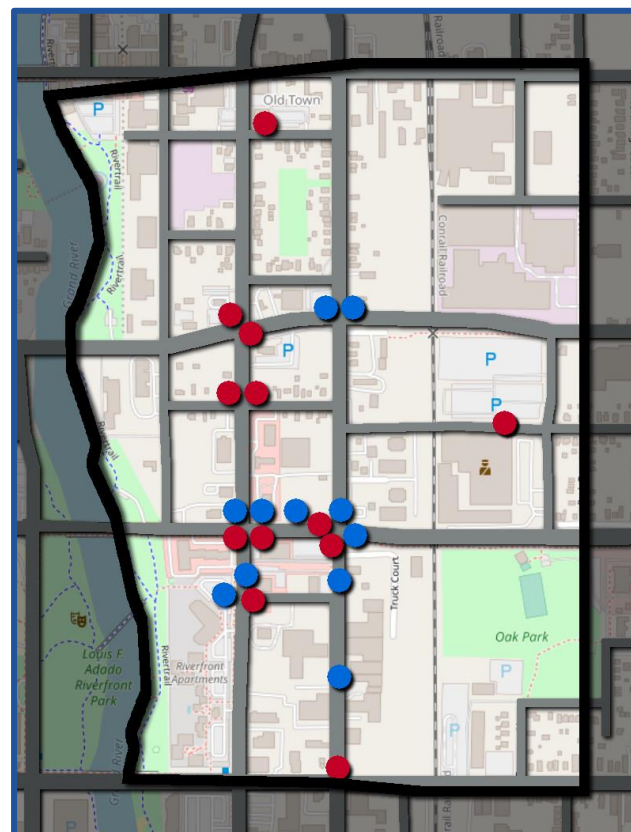


Figure 8-11 – All traffic collisions involving bikes and pedestrians from 2009 to 2019



Source: michigantrafficcrashfacts.org

EXISTING ASSETS

The Stadium District

The CLOS Study Area resides just north of and adjacent to the Downtown Lansing Stadium District—a conglomerate of mixed-use buildings, bars, and public art anchored by Jackson Field, home of the Lansing Lugnuts baseball team (Figure 9-1). Other notable locales include Capital City Market, Biggby Coffee, The Nuthouse Sports Grill, the Lansing Center convention venue, and American Fifth Spirits. The district is linked to other important regional destinations and employment centers by Michigan Avenue which runs all the way from Michigan State University in East Lansing to the State Capitol building in downtown Lansing serving as a main thoroughfare for commerce.

Figure 9-1 – The Stadium District



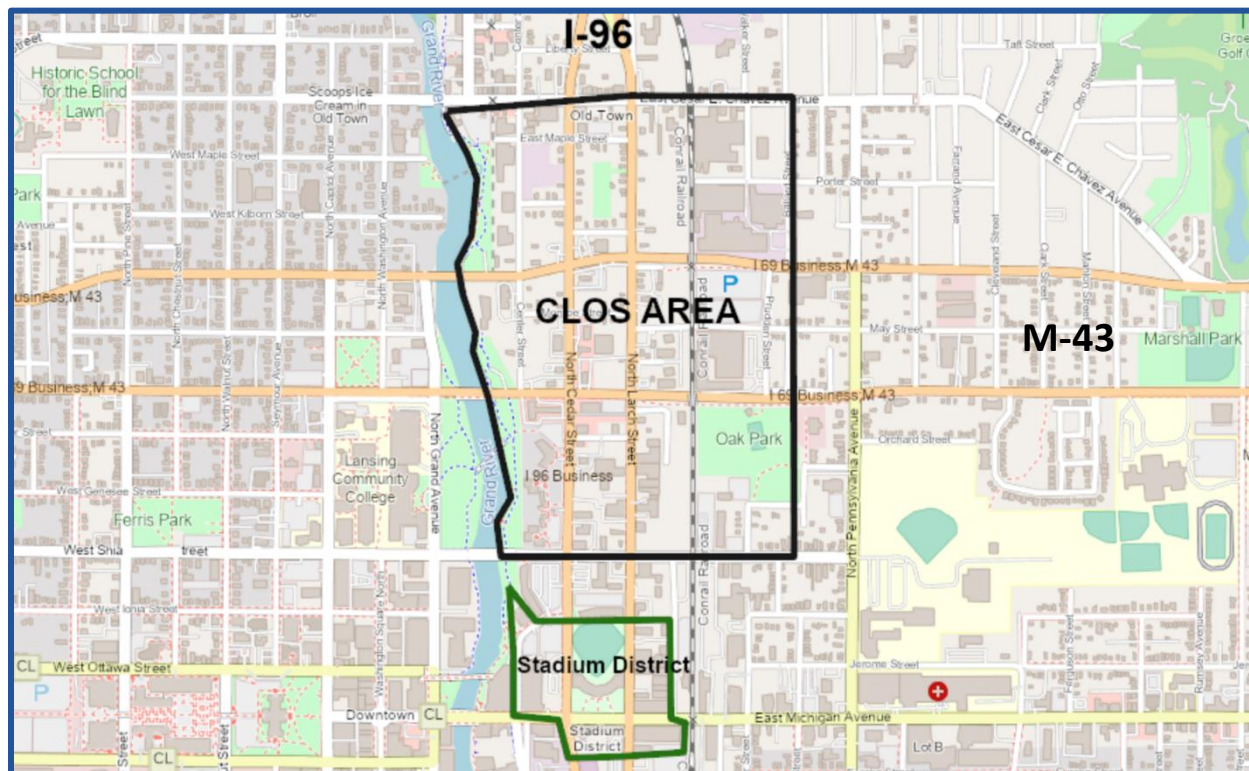
Source: gillespie-group.com

The Lansing Lugnuts season alone provides 60 home games throughout the warmer months of the year, with programs like the Lemonade League (a public entry-level baseball league) and the annual Michigan State-Lugnuts Crosstown Showdown game adding an additional 21 games, ensuring that there are always events to attend in the summer.

Around the foot of the Lansing Center and stretching north to the Shiawassee Street bridge is Rotary Park, a new facility finished in 2019 to revitalize a significant stretch of undermaintained riverfront. The site now features an ADA compliant kayak launch, a plaza with a fireplace and ambiance lighting, a color-changing lit forest, a beachfront with sand and chairs, a new venue under the bridge (deemed "The Hub") for special events, and a patio around the central sculpture in the park.

The Stadium District is within walking distance of the CLOS Study Area as the stretch between Saginaw Highway and Michigan Avenue is only a half mile—two city blocks (Figure 9-2). Navigating south along Cedar and Larch Streets pedestrians move through neighborhoods characterized mostly by older duplexes, commercial office space, and small industrial firms. Many of these buildings are set back from the street, leaving open parking space, chain link fences, and open green space between the the street and building. These neighborhoods house some valuable assets such as Lansing Brewing Company and Riverfront Cycle, demonstrating that the wider area can support successful businesses, despite the less-than-ideal building configuration.

Figure 9-2 – The Stadium District in relation to the CLOS Study Area



Lansing River Trail

On the west edge of the CLOS Study Area, the Lansing River Trail follows the Grand River to the north and south. The trail provides active recreational opportunities and is characterized by its copious amounts of green space, waterfront access, and connections to other prominent Lansing destinations (Figure 9-3). On the southwest corner of the CLOS Study Area, the River Trail hosts a pedestrian bridge spanning the Grand River and ending at the Lansing Community College Downtown Campus. Taking the trail far enough south leads pedestrians through Rotary Park and the Stadium District and to the doorsteps of both the Riverwalk Theatre and Impression 5 Science Center, a live theater and children’s museum, respectively. Taking the River Trail north of the CLOS Study Area will lead past the Brenke Fish Ladder and dam and into Old Town, a separate district full of local shopping and unique character. The River Trail itself is only a small part of a metropolis-wide trail system connecting communities across the region by non-motorized means. The River Trail is maintained in large portions by the Ingham County Parks Department through a 0.5 mil levy passed in 2014 and renewed in 2020. Since the introduction of this millage, the county has been able to build 27 bridges, four ADA compliant boat launches, and pave 31.95 miles of trail—much of which constitutes the Lansing River Trail. The most recent survey of trail users estimates 72,040 uses between the dates of May 1 through September 30, 2004 (lansingrivertrail.org). Many of these uses may be attributed to such events as the Annual Mayor's Walk, the Michigan Run, and the Capital City River Run, all annual events hosted on the Lansing River Trail (lansingmi.gov).

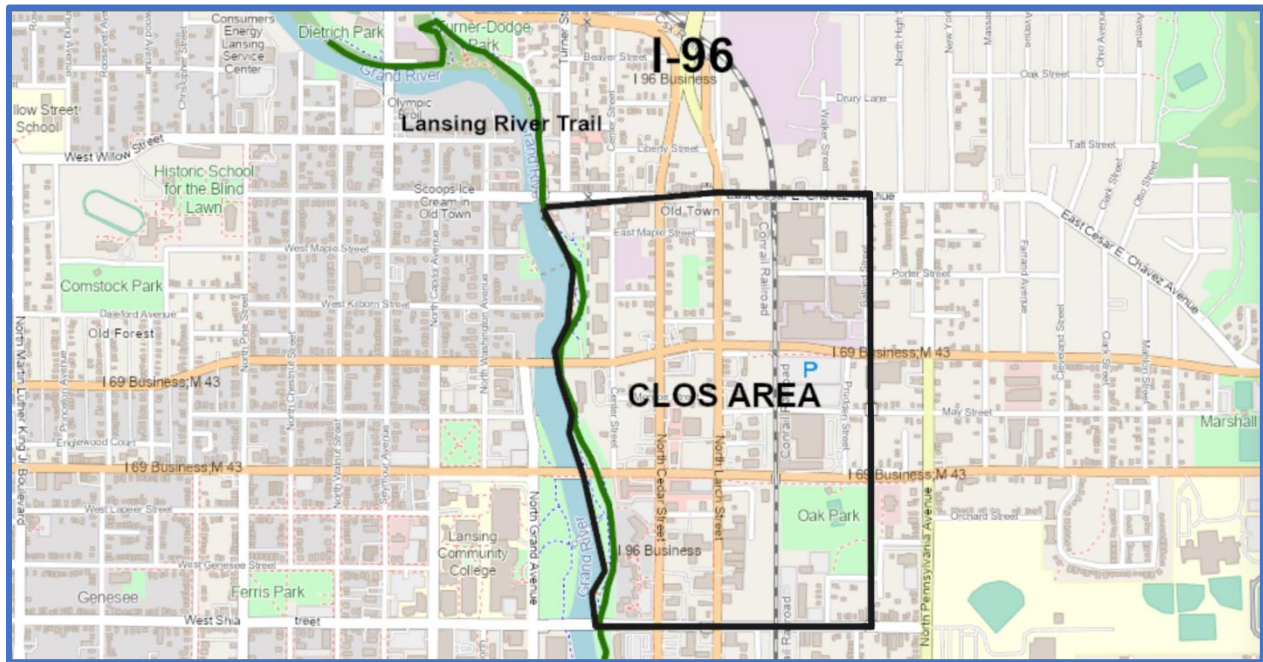
Figure 9-3 – The Lansing River Trail



Source: mitrails.com (Left); lansingrivertrail.org (Right)

Both E Saginaw Highway and E Oakland Avenue provide river trail access via parks with ramps down to the riverfront (Figure 9-4). The trail itself is only 900 feet west of N Cedar Street—measuring about two narrow city blocks. Accessing the river trail requires pedestrians to pass by setback commercial properties opposite a wall of trees along E Oakland Avenue and a setback strip mall opposite a vacant lot along E Saginaw Highway.

Figure 9-4 – The Lansing River Trail in relation to the CLOS Study Area

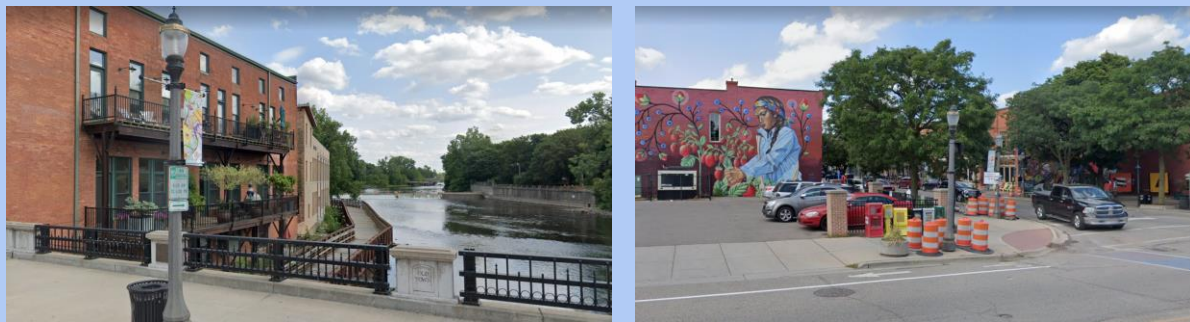


Old Town

Adjacent to the north end of the CLOS Study Area is Old Town, Lansing's original historic downtown district revitalized into a trendy, lively neighborhood. Old Town was redesigned to exhibit a small town feel while retaining the benefits of urban living and (at the time of this publication) is home to local favorite businesses like Meat BBQ, Preuss Pets, and The Grid Arcade & Bar. The district also features a wooden riverfront boardwalk, a kayak launch, and fishing dock to capitalize on its waterfront location.

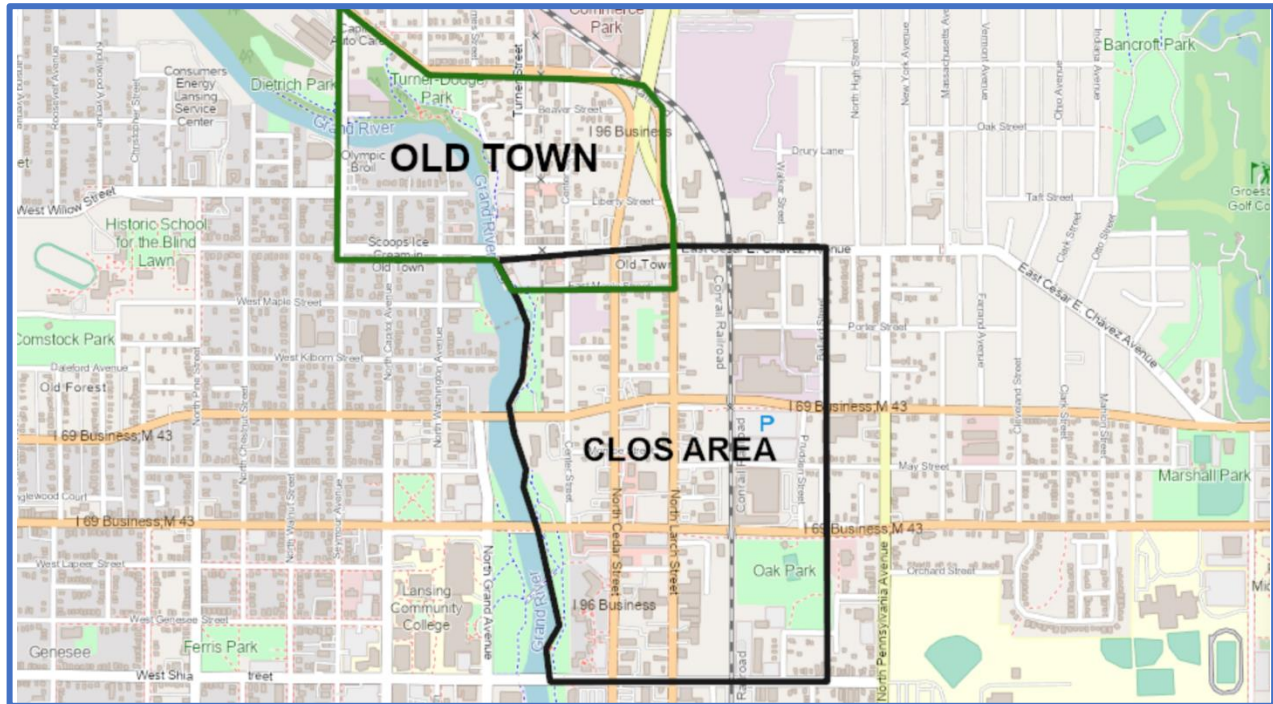
Old Town hosts a dense 159 businesses and organizations (19 of which are bars and restaurants and 30 of which are retail shopping stores) and 1,654 residents in a neighborhood roughly 11-acres in size (Old Town Commercial Association; U.S. Census Bureau). The community also prides itself on its number of festivals, gallery walks, and farmers markets hosted throughout the year, making it a hotspot for activity (Figure 9-5). Locals and visitors alike can expect ten or more unique festivities every year ranging from the Old Town Winter Mixer to the Taste & Tour of Old Town to the Festival of the Moon & Sun (Old Town Commercial Association).

Figure 9-5 – Old Town



Old Town is only a few minutes' walk from the E Oakland Avenue and N Cedar Street intersection. Its main corridor, César E. Chávez Avenue, runs parallel to E Oakland Avenue, where the central business district is only a few hundred feet to the west (Figure 5-6). These neighborhoods consist mostly of single-family homes with vacant lots scattered throughout while set back commercial and light industrial businesses occupy intersection corners. Alternatively, pedestrians can follow the Lansing River Trail north into Old Town for a similar travel time and a greener view.

Figure 9-6 – Old Town in relation to the CLOS Study Area



Lansing Community College

Lansing Community College (LCC) is a public community college in the Greater Lansing Area and one of the largest community colleges in the state. Founded in 1957, the college's main campus is located on a 42-acre site in downtown Lansing, covering seven city blocks approximately two blocks north of the state capitol (Figure 9-7). LCC sits right at the western edge of the CLOS Study Area with entrances across the street from the Lansing River Trail pedestrian bridge and Adado Park (Figure 9-8). The school has two other main campuses: LCC West Campus which lies just south of I-496 and Waverly, four miles from the downtown campus, and LCC East Campus residing just past the eastern edge of Michigan State University in East Lansing, five miles from the downtown campus. It also hosts a number of facilities around mid-Michigan including the Livingston County Center, the Aviation Maintenance Technology Center, the Center for Workforce Transition, and the AIS Training Center.

Figure 9-7 – Lansing Community College



Source: lcc.edu, 2021

LCC enrolled 16,021 students in its 2019-2020 school year with a staff of 2,251, out of which 257 are student employees. The school also competes in seven sports and has a total of 113 student athletes—64 men and 49 women (Lansing Community College, 2021). Sports venues take students and fans all around the city with baseball played in Rudolph and Dorothy Wilson Park, softball in Ramney Park, and basketball and volleyball in the Downtown Campus's own Gannon Gymnasium. Furthermore, LCC is host to over 30 theatre, dance, and musical performances every year, taking place among the Dart Auditorium, Black Box Theatre, and outdoor amphitheater. Four of these large-scale productions attract attendees of all ages, most earning top awards and praise from local theater reviews. Each summer, free performances from a wide range of styles and personalities take the stage at the outdoor amphitheater for LCC's own "Summer Stage Under the Stars" (Lansing Community College).

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Parks

LARCH PARK

The CLOS Study Area fully contains just a few municipal parks, one of which is a small greenspace surrounded by residential housing called Larch Park.

OAK PARK

Just southeast of the E Saginaw Highway and Larch Street intersection (and halfway within the CLOS Study Area) is Oak Park, a 16.7-acre green space with ample tree coverage, paved parking, and playground.

Figure 9-9 – Oak Park



Source: Google Maps, 2021

ADADO RIVERFRONT PARK

Figure 9-10 –Adado Park during Common Ground



Source: lansingstatejournal.com, 2019

Louis F. Adado Riverfront Park IS an 18.42-acre open green abundant with connections to the Lansing River Trail, an amphitheater, and Lansing Community College across the street (Figure 9-10). The site is most well known for being the host of Common Ground, Lansing's premier music festival that gathers 50,000 attendees each year in downtown Lansing (Mlive, 2014). The park is also host to several other festivals throughout the year, public art, and riverfront boardwalk access.

MARSHALL PARK

Just several blocks east, outside of the CLOS Study Area, lie two nearly adjacent recreational properties. Marshall park is an 11.4-acre park with baseball and softball fields, football lines, a sandpit with multiple volleyball nets, basketball court, playground, and paved parking (Figure 9-11). It sits between E Oakland Avenue and E Saginaw Highway with entrances on its north, east, and west sides.

Figure 9-11 – Marshall Park



Source: Google Maps, 2019

GROESBECK GOLF COURSE

Just across the street is Groesbeck Golf Course, a regulation 18-hole course with league schedules, lessons, and a full concessions menu. The landscape consists of rolling hills scattered with forest patches, a sizable pond, and optional tees for variety (Figure 9-12). The course hosts “drive-in” movie showings in the summer on the fairways for non-golfers and adjacent Ormond and Porter parks provide nearby playground entertainment.

Figure 9-12 – Groesbeck Golf Course



Source: groesbeckgolfcourse.com

TURNER-DODGE PARK

Figure 9-13 – Turner-Dodge Park



Source: Google Maps, 2019

On the north end of Old Town is Turner-Dodge Park, a sweeping green with patches of forest and the historic Turner-Dodge Home and Heritage Center (Figure 9-13). The house is the revived 1858 home of James and Marion Turner, who helped establish the Capital city, and has since been recognized as a National Historic Registered Place (lansing.org). The park is three quarters of a mile from the CLOS Study Area and rests near the northern endpoint of the river trail, constituting a 15-minute walk along the river to visit.

DURANT PARK

Across the river and several blocks west of the CLOS Study Area lies Durant Park, a three-acre patch of greenery scattered with dense tree coverage and marked with an X-shaped sidewalk pattern. The park features gardens, benches, and a statuesque southeastern entrance arch (Figure 9-14). This site is only a quarter mile west of the CLOS Study Area and is reachable right from E Saginaw Highway, making it only about a five-minute walk away.

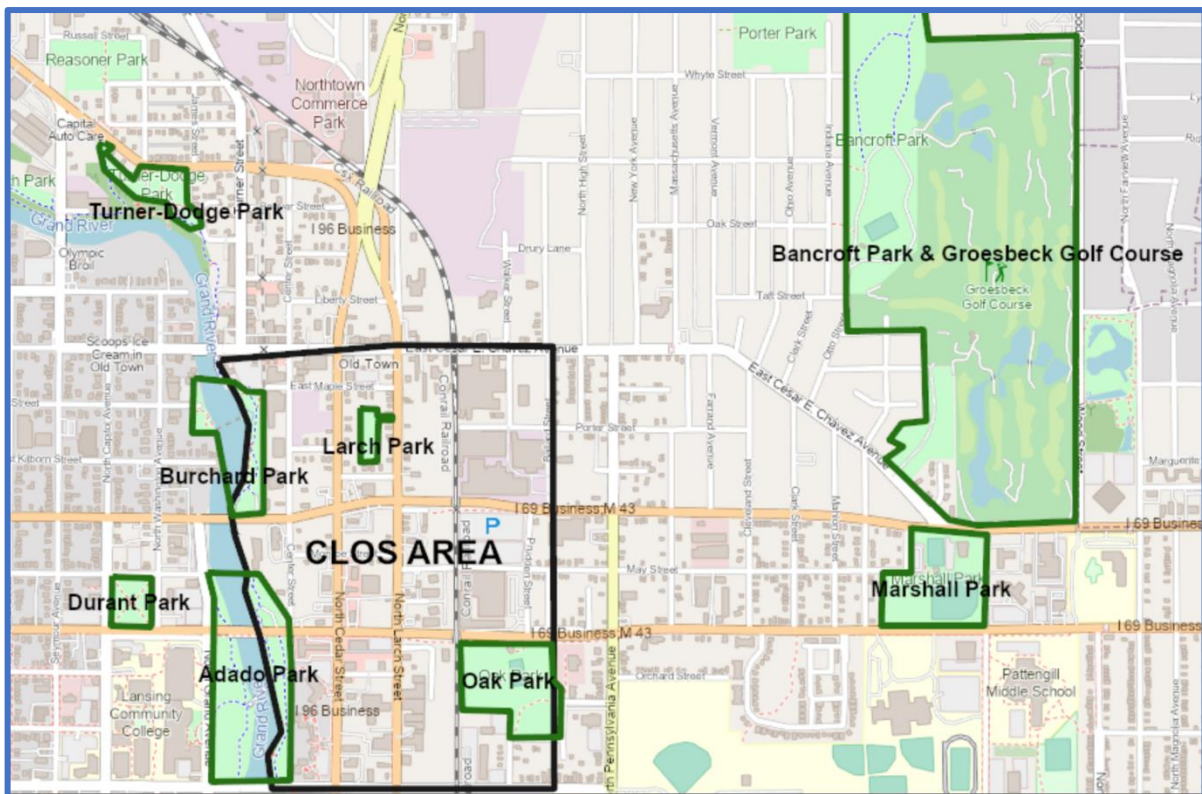
Figure 9-14 – Durant Park



Source: Google Maps, 2019

Each of the previously mentioned parks and green spaces can be located on the map in Figure 9-15.

Figure 9-15 – Parks and greenspaces in relation to the CLOS Study Area



ECONOMIC DATA & INFORMATION

Employment Sector

The Lansing economy has changed over a ten-year period. This section will analyze the location quotient (define location quotient in appendix) of several industries in the years of 2010, 2015 and 2019. This will further lead into recommendations for businesses that could profit with the use of form-based code in CLOS. The data was collected from the U.S Bureau of Labor and Statistics. In 2010 the Lansing area's biggest employers were those working in: Community and Social services; Education, Training and Library occupations; and Production occupations. (U.S. Bureau of Labor Statistics 2010). Table 10-1 depicts various employment sectors and outlines the sectors that imported the most profit for the area.

<i>Table 10-1 – 2010 Location Quotient - East Lansing/ Lansing, MI Area</i>		
Profession	Total Employed	Location Quotient
Architecture and Engineering Occupations	2,720	0.763
Arts, Design, Entertainment, Sports, and Media Occupations	2,640	0.994
Building and Grounds Cleaning and Maintenance Occupations	5,390	0.834
Business and Financial Operations Occupations	11,160	1.184
Community and Social Service Occupations	3,860	1.312
Computer and Mathematical Occupations	5,910	1.163
Construction and Extraction Occupations	5,660	0.721
Education, Training, and Library Occupations	17,550	1.341
Farming, Fishing, and Forestry Occupations	330	0.528
Food Preparation and Serving Related Occupations	16,820	0.986
Healthcare Practitioners and Technical Occupations	10,060	0.885
Healthcare Support Occupations	5,930	0.968
Installation, Maintenance, and Repair Occupations	6,160	0.807
Life, Physical, and Social Science Occupations	1,930	1.174
Management Occupations	9,030	0.969
Office and Administrative Support Occupations	37,830	1.137
Personal Care and Service Occupations	4,370	0.824
Production Occupations	15,510	1.217
Protective Service Occupations	3,000	0.608
Sales and Related Occupations	18,660	0.897
Transportation and Material Moving Occupations	10,840	0.819

Source: U.S. Bureau of Labor Statistics, 2010

This data set changed in 2015 and had a huge increase in protective services occupation,

consisting of fire fighters, police officers, etc. while those occupied in fishery and wildlife jobs decreased by nearly 5% and other occupations increased between 2-5%. In Table 10-2, occupations that grew significantly are outlined below; Arts, Design, Entertainment, Education, Training, and Library occupations; and Social Science occupations nearly double from five years ago. (U.S Bureau of Labor Statistics 2015)

<i>Table 10-2 – 2015 Location Quotient - East Lansing / MI Area</i>		
Profession	Total Employed	Location Quotient
Arts, Design, Entertainment, Sports, and Media Occupations	3,080	1.12
Building and Grounds Cleaning and Maintenance Occupations	5,410	0.82
Business and Financial Operations Occupations	11,770	1.12
Computer and Mathematical Occupations	7,270	1.22
Construction and Extraction Occupations	5,490	0.67
Education, Training, and Library Occupations	18,410	1.45
Farming, Fishing, and Forestry Occupations	170	0.25
Food Preparation and Serving Related Occupations	17,830	0.95
Healthcare Practitioners and Technical Occupations	10,490	0.88
Installation, Maintenance, and Repair Occupations	6,530	0.82
Legal Occupations	1,480	0.94
Life, Physical, and Social Science Occupations	2,810	1.65
Office and Administrative Support Occupations	34,870	1.07
Personal Care and Service Occupations	5,280	0.82
Production Occupations	17,230	1.27
Protective Service Occupations	3,430	0.69
Sales and Related Occupations	18,370	0.85
Transportation and Material Moving Occupations	12,610	0.89

Source: U.S. Bureau of Labor Statistics, 2015

Table 10-3 is composed of 2019 employment sectors change, which was tremendous compared to 2010. Education occupations, although higher than in 2010, dropped between 2015 and 2019 as well as life and social science occupations. Both of these sectors are the top two employment sectors for the area. For other employment sectors there was no significant decrease or increase between 2010 and 2019. (U.S. Bureau of Labor Statistics 2019)

<i>Table 10-3 – 2019 Location Quotient - East Lansing / Lansing, MI Area</i>		
Profession	Total Employed	Location Quotient
Architecture and Engineering Occupations	3,490	0.91
Arts, Design, Entertainment, Sports, and Media Occupations	3,540	1.19
Business and Financial Operations Occupations	15,400	1.28
Community and Social Service Occupations	4,890	1.48
Computer and Mathematical Occupations	8,080	1.20
Educational Instruction and Library Occupations	17,220	1.31
Healthcare Practitioners and Technical Occupations	11,140	0.87
Legal Occupations	1,520	0.89
Life, Physical, and Social Science Occupations	3,090	1.63
Management Occupations	11,970	1.01

Source: U.S. Bureau of Labor Statistics, 2019

After analyzing the trends in several industries (Table 10-4), something that will benefit the Lansing community would be businesses that fit into the following categories: legal occupation, protective services, community and social work, and entertainment services. Recent developments in DT-1 and DT-2 of Lansing consisted of bars and restaurants with small retail/commercial spaces; this momentum can be continued with the CLOS area. Implementations of how this could look can be seen in the Case Studies section through the guidance of the form-based code.

<i>Table 10-4 – Occupational Differences in years 2010, 2015, 2019- East Lansing/ Lansing MI</i>		
Profession	Total Employed	Location Quotient
2010		
Arts, Design, Entertainment, Sports, and Media Occupations	2,640	0.994
Community and Social Service Occupations	3,860	1.312
Life, Physical, and Social Science Occupations	1,930	1.174
Production Occupations	15,510	1.217
2015		
Arts, Design, Entertainment, Sports, and Media Occupations	3,080	1.12
Community and Social Service Occupations	N/A	N/A
Life, Physical, and Social Science Occupations	2,810	1.65
Production Occupations	17,230	1.27
2019		
Arts, Design, Entertainment, Sports, and Media Occupations	3,540	1.19
Community and Social Service Occupations	4,890	1.48
Life, Physical, and Social Science Occupations	3,090	1.63
Production Occupations	N/A	N/A

Source: U.S. Bureau of Labor Statistics

Properties & Zoning

Introduction

To provide a more comprehensive portrayal of the CLOS Study Area, it may be beneficial to examine certain characteristics regarding the properties that make up the area. To accomplish this, an inventory of 188 parcels and relevant aspects of each have been recorded during this study. The full table of these parcels is available in Appendix 1 of this report. This section, however, will provide summary and analysis of the information recorded. It may be important to note that the data in this section was retrieved using the Lansing Parcel Viewer and is from 2019. Data from 2019 is being used as this data is pre-pandemic and was also collected before the new Lansing Form-Based Code was ratified.

Pre-2021 Zoning

The previous zoning codes for parcels within the CLOS Study Area are important to this study because the zoning indicates what kind of land usage was intended for a property. By comparing the zoning designation with the actual use of a parcel, non-conforming land uses, and mixtures of land uses can be better recognized, and solutions to the problems caused by non-conforming uses can be realized and acted upon more quickly. The usage of each site is classified by its zoning code. Of the 188 parcels recorded in this study, the majority were zoned as light industrial (H) at 95 parcels. A smaller majority were zoned as 2 unit residential (C) tallying 78 parcels. The full breakdown of zoning code proportions is presented in the following table for visual reference:

<i>Table 11-1 – Number of Parcels by 2019 Zoning</i>	
Zoning Description	Parcels
Business	1
Commercial	1
Heavy Industrial	1
Light Industrial	95
Local Shopping	3
Professional Office	2
Residential - 2 unit	78
Residential - Multiple	3
Residential - Single	3
Wholesale	1

Post-2021 Zoning

All parcels within the study area for this project are designated as DT-1 Urban Edge or DT-2 Urban Flex in Lansing’s 2021 form-based code. Although the new codes do not affect existing structures, any new developments will have to meet the criteria of that designated form-based zoning code. Because the CLOS Study Area features exclusively DT-1 and DT-2 zonings after 2021, it can be expected that the future mix of housing options in this area will include single, two, and multi-family housing structures according to the Lansing zoning codes. The DT-1 and DT-2 zonings also allow for other variations of land usage, such as small group homes, all kinds of institutional firms, and light industrial operations. As zoning regulations in Lansing have changed from usage-based to form-based, the specific land usages characteristic of the future CLOS Study Area are difficult to predict, but the general form and structure of the area can be inferred based on existing data and information.

Vacancies

Although the word “vacant” usually carries a negative connotation, municipalities like Lansing should view vacancies as an opportunity for new development. Although vacancies represent a piece of land that is unused, vacant land provides space for infill development practices. Infill development can benefit a community in several ways; one of these being that people or businesses are not displaced in the development of new structures. Also, analysis of vacant parcels can provide insight into why these areas of land became unwanted in the first place. This then allows for communities to better identify physical, social, or economic factors limiting the growth. In the case of the CLOS Study Area, fifty-six out of 188 parcels included in this report were vacant at the time of data collection. That would make the vacancy rate for the CLOS area just under thirty percent. According to the United States Census Bureau, the national vacancy rates for both rental housing and homeowners were under ten percent in 2020. Parcels classified as “vacant” in this case represent tax parcels without a current resident or business. Some of the parcels classified as “vacant” have existing structure, while some do not. This classification method is reflective of how vacancy parcels are classified by the City of Lansing in the Lansing Parcel Viewer.

Data

The following appendices include a property inventory of all parcels within the designated CLOS Study Area. The information in this table (Appendix 1) was collected from the City of Lansing through the Lansing Parcel Viewer website and the BS&A Online database. The tables in Appendix 2 show the regulations for the form of structures under the 2021 Lansing DT-1 and DT-2 zoning codes. This information was obtained through client primary contact Andy Fedewa.

APPENDIX 1: COMMUNITY ENGAGEMENT SUMMARY

The Lansing Corridor Improvement Authority (CIA) recently conducted a community outreach, with the recommendations from previous stakeholders that will aid in the development implementations of form-based code in the CLOS Study Area. In one recent study it was reported that “stakeholders have identified exploring how to incorporate Transit-Oriented Design, new and innovative features to slow traffic, encourage people to stop and visit, and ultimately invest in the district will further drive property along the corridor.” This study was undertaken by the Saginaw Street Corridor Improvement Authority (SSCIA) in 2019. When implementing a street diet and updating dated infrastructure in the CLOS Study Area, many residents and businesses owners agreed that “exploring possible traffic calming measures” and “create strategy for vacant parcels...” were among their top concerns; as seen in Figure 12-1.

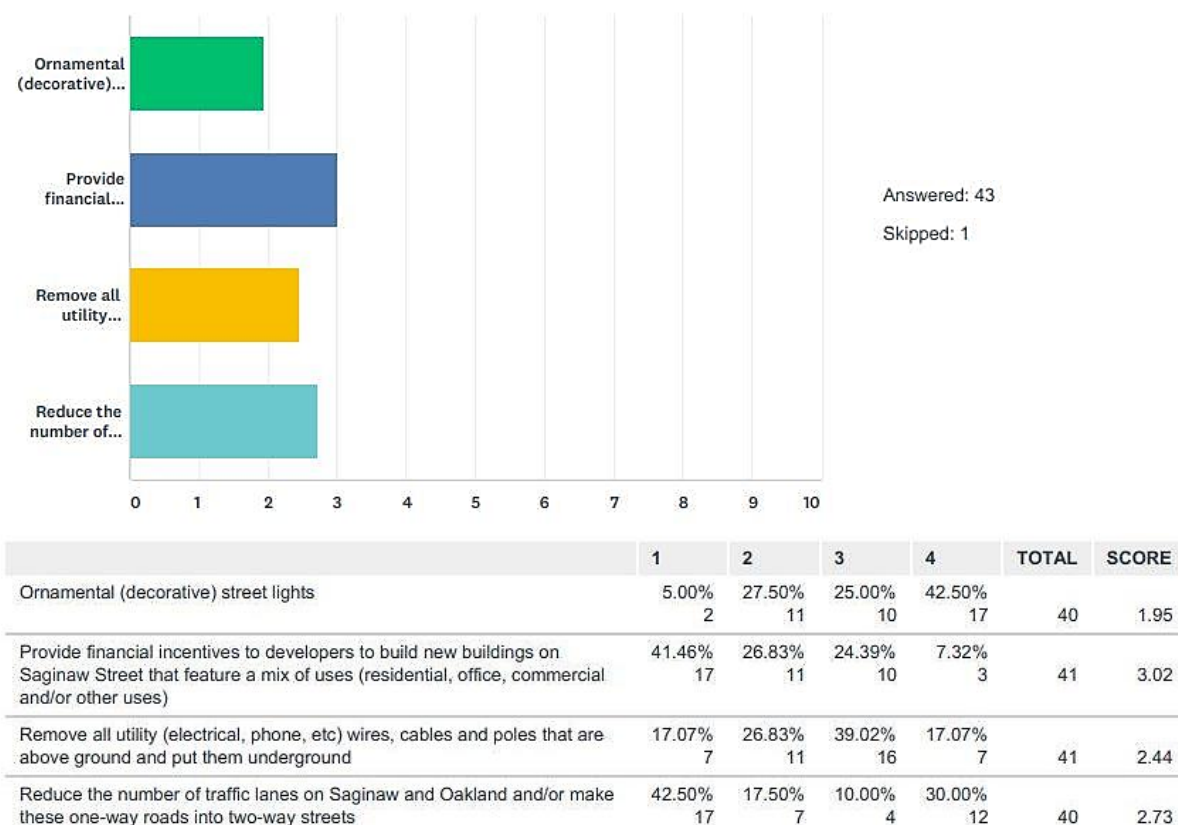
Figure 12-1 – Survey Results Graph and Table



Source: Community Investment Priority Options (Question 4) - Saginaw Street Corridor Improvement Authority (SSCIA), 2019

Furthermore, 41.46% of residents and business owners would prefer more aesthetically pleasing infrastructure such as green spaces, increasing transparency in storefronts, installing street banners while promoting mix uses (residential, office, and/ or commercial spaces) as seen in Figure 12-2. Source: Community Investment Priority Options (Question 4)- Saginaw Street Corridor Improvement Authority (SSCIA) 2019

Figure 12-2 (cont.) – Survey Results Graph and Table



Source: Community Investment Priority Options (Question 4) - Saginaw Street Corridor Improvement Authority (SSCIA), 2019

With recent developments in the DT-1 and DT-2 districts, the CLOS Study Area will aid in the implementation of form-based code in conjunction with feedback from community stakeholders. This plan should consist of commercial property code enforcement with flexibility with pre-existing land uses, filling vacant parcels with mixed use development, and offering business incentives to attract new businesses into the corridor. In addition, recent studies comparable to the CLOS Study Area report that, “stakeholders have identified exploring how to incorporate Transit-Oriented Design, new and innovative features to slow traffic, encourage people to stop and visit, and ultimately invest in the district will further drive property along the corridor.” (Saginaw Street Corridor Improvement Authority (SSCIA), 2019)

APPENDIX 2: PROPERTY INVENTORY BY 2019 TAX PARCEL

Site Address	Business Name	Property Owner	2019 Zoning	Is Vacant	Taxable Value	Assessed Value	Land Improvements	Land Value	Frontage (ft)	Depth (ft)	Acreage	Floor Area (Sq ft)
409 Dorrance Place	n/a	WILLIAMS ALFENIA S	A - Residential - Single	No	\$38,245	\$50,500	\$ -	\$8,400	53.46	98.2	0.121	1434
E Saginaw Street	n/a	CITY OF LANSING	A - Residential - Single	No	\$ -	\$ -	\$ -	\$ -	0	0	0.94	0
Shiawassee Street	n/a	CITY OF LANSING	A - Residential - Single	No	\$ -	\$ -	\$ -	\$ -	0	0	2.68	0
1006 N Cedar Street 1	n/a	FENDER MICHAEL & JULIE A	C - Residential - 2 unit	No	\$20,153	\$27,500	\$ -	\$5,200	33	129	0.098	1235
1011 N Larch Street	n/a	CHAMBI E HOWARD	C - Residential - 2 unit	No	\$19,058	\$29,600	\$ -	\$6,400	40	132	0.121	1920
1012 N Cedar Street	n/a	TREVINO SARAH	C - Residential - 2 unit	No	\$15,183	\$15,800	\$ -	\$6,600	37	165	0.14	608
1013 N Larch Street	n/a	BROTHERS-N-CHRIST PROPERTY	C - Residential - 2 unit	No	\$19,058	\$24,500	\$ -	\$9,200	57	132	0.173	972
1016 N Cedar Street	n/a	REEDY JOSHUA P	C - Residential - 2 unit	No	\$16,100	\$15,488	\$ -	\$5,200	29	165	0.11	756
1017 N Larch Street	n/a	WILSON EULANDA E	C - Residential - 2 unit	No	\$28,939	\$30,000	\$ -	\$15,800	329	132	0.997	1144
1018 N Cedar Street	n/a	WILLOBEE KAREN K	C - Residential - 2 unit	No	\$14,238	\$19,700	\$ -	\$6,000	33	165	0.125	748
1019 N Larch Street	n/a	ENGARDIO RONALD J & RANDY G	C - Residential - 2 unit	No	\$21,456	\$31,000	\$ -	\$5,400	33	132	0.1	1480
1022 N Cedar Street	n/a	REEDY JOHN	C - Residential - 2 unit	No	\$20,590	\$26,900	\$ -	\$6,000	33	165	0.125	1144
1024 N Cedar Street	n/a	ROUSE MARLA	C - Residential - 2 unit	No	\$15,224	\$22,000	\$ -	\$6,000	33	165	0.125	1291

1025 N Larch Street	n/a	WILEY JAMIE	C - Residential - 2 unit	Yes	\$2,700	\$2,700	\$ -	\$5,400	33	132	0.1	1408
1028 N Cedar Street	n/a	NLS ASSOCIATES LLC	C - Residential - 2 unit	No	\$24,821	\$27,200	\$ -	\$6,000	33	165	0.125	1232
1029 N Larch Street	n/a	WILEY JAMIE	C - Residential - 2 unit	Yes	\$23,071	\$31,800	\$ -	\$5,400	33	132	0.1	1408
1031 N Larch Street	n/a	INGHAM COUNTY LAND BANK	C - Residential - 2 unit	No	\$ -	\$ -	\$ -	\$ -	33	132	0.1	0
1032 N Cedar Street	n/a	FLOWERS TYREE II & ELLSWORTH APRIL	C - Residential - 2 unit	No	\$28,430	\$29,700	\$ -	\$9,000	49.5	165	0.188	1303
1034 N Cedar Street	n/a	CANTWELL RICHARD L & SANDRA K	C - Residential - 2 unit	No	\$17,086	\$23,400	\$ -	\$5,200	28.88	165	0.109	1080
1035 N Larch Street	n/a	WOELFEL MANFRED	C - Residential - 2 unit	No	\$28,200	\$20,371	\$ -	\$5,400	33	132	0.1	1364
1039 N Larch Street	n/a	COLEMAN SILVA	C - Residential - 2 unit	No	\$18,542	\$24,500	\$ -	\$9,800	61	132	0.185	1095
1040 N Cedar Street	n/a	DAY BRANDI	C - Residential - 2 unit	No	\$37,200	\$37,200	\$ -	\$6,600	41.25	132	0.125	2050
1045 N Larch Street	n/a	ORTIZ JOSE LUIS & JOSEFINA L	C - Residential - 2 unit	No	\$15,333	\$21,900	\$ -	\$6,200	38	132	0.115	956
1049 N Larch Street	n/a	THORPE HILLER ANN	C - Residential - 2 unit	No	\$26,398	\$35,000	\$ -	\$11,200	80	99	0.182	1371
1054 N Cedar Street	n/a	BEASLEY MASON	C - Residential - 2 unit	No	\$13,821	\$25,100	\$ -	\$7,400	49.5	115.5	0.131	1456
1059 N Larch Street	n/a	LOPEZ ANITA AND WEBSTER WAYNE	C - Residential - 2 unit	No	\$13,758	\$19,100	\$ -	\$4,600	43.75	57.75	0.058	972
1060 N Cedar Street	n/a	GALLEGOS REJINALDO SANTANA & GALLEGOS MARGETARITA	C - Residential - 2 unit	No	\$21,775	\$38,900	\$ -	\$10,000	66	115.5	0.175	1590

1061 N Larch Street	n/a	SAENZ FRANCISCA & HUMBERTO & ARTURO	C - Residential - 2 unit	No	\$17,743	\$24,000	\$ -	\$4,400	41.25	57.75	0.055	1248
400 Adams Street	n/a	PAGRHS LLC	C - Residential - 2 unit	No	\$28,368	\$39,200	\$ -	\$11,800	66	165	0.25	1839
406 Adams Street	n/a	LOPEZ MANUEL & CHRISTINA	C - Residential - 2 unit	No	\$29,574	\$39,600	\$ -	\$11,800	66	165	0.25	1460
409 Monroe Street	n/a	VELASQUEZ ADOLFO R	C - Residential - 2 unit	No	\$18,509	\$26,300	\$ -	\$4,600	33	99	0.075	1239
414 Adams Street	n/a	STRAYHORN KIRSTIE I	C - Residential - 2 unit	No	\$15,183	\$15,600	\$ -	\$11,800	66	165	0.25	1699
417 Monroe Street	n/a	MEREDITH RICKY L	C - Residential - 2 unit	No	\$22,344	\$27,400	\$ -	\$4,600	33	99	0.075	910
422 Adams Street	n/a	HAGAN HEIDI D	C - Residential - 2 unit	No	\$ -	\$ -	\$ -	\$ -	0	0	0	0
426 Adams Street	n/a	MYHRE ROBERT	C - Residential - 2 unit	No	\$27,942	\$36,800	\$ -	\$7,200	49.5	110	0.125	1626
503 Ash Street	n/a	SIMTOB BRADLEY	C - Residential - 2 unit	No	\$28,328	\$29,800	\$ -	\$5,000	44	66	0.067	1304
505 Monroe Street	n/a	MERILL JAMES F	C - Residential - 2 unit	No	\$13,033	\$18,200	\$ -	\$5,600	49	66	0.074	853
509 Monroe Street	n/a	MCKINNEY KEVIN A	C - Residential - 2 unit	No	\$15,004	\$19,100	\$ -	\$5,800	50	66	0.076	853
510 E Maple Street 1	n/a	C S & R INVESTMENT CORP	C - Residential - 2 unit	No	\$17,003	\$28,500	\$ -	\$8,000	44	165	0.167	1399
513 Ash Street	n/a	SICKLES RODNEY F &	C - Residential - 2 unit	No	\$22,561	\$30,200	\$ -	\$5,800	36	132	0.109	1144
514 E Maple Street	n/a	FLORES MARIA M T	C - Residential - 2 unit	No	\$16,845	\$28,400	\$ -	\$8,000	44	165	0.167	1173
515 Ash Street	n/a	HERNLY DUANE, MELISSA & MCGINLEY J	C - Residential - 2 unit	No	\$44,900	\$44,900	\$ -	\$10,600	66	132	0.2	1314

516 Monroe Street	n/a	O'CONNOR LEORA J	C - Residential - 2 unit	No	\$14,128	\$17,900	\$ -	\$10,600	66	132	0.2	720
519 Monroe Street	n/a	COAST TO COAST PROPERTIES LLC	C - Residential - 2 unit	No	\$18,327	\$25,300	\$ -	\$10,000	62	132	0.188	1154
520 E Maple Street	n/a	MORALES SOFONIAS V & DELEON ABIDA V	C - Residential - 2 unit	No	\$17,627	\$24,900	\$ -	\$8,000	44	165	0.167	1173
523 Monroe Street	n/a	MARCINIAK CLEMENT	C - Residential - 2 unit	No	\$24,635	\$35,100	\$ -	\$6,000	37	132	0.112	1212
524 E Maple Street	n/a	CEMAX LLC	C - Residential - 2 unit	No	\$20,185	\$34,300	\$ -	\$11,800	66	165	0.25	1456
524 Monroe Street	n/a	VILLARREAL EDUARDO	C - Residential - 2 unit	No	\$23,769	\$34,000	\$ -	\$5,000	31	132	0.094	1420
525 Monroe Street	n/a	MARCINIAK STACY L	C - Residential - 2 unit	No	\$14,347	\$21,800	\$ -	\$4,000	35	66	0.053	1078
528 E Maple Street	n/a	INGHAM COUNTY LAND BANK	C - Residential - 2 unit	No	\$ -	\$ -	\$ -	\$ -	41.25	85	0.08	0
528 Monroe Street	n/a	VALISETTY SAI ARAVIND	C - Residential - 2 unit	No	\$18,677	\$21,800	\$ -	\$5,600	49.5	66	0.075	936
529 Monroe Street	n/a	LOWE JOIANNA C	C - Residential - 2 unit	No	\$19,176	\$21,600	\$ -	\$5,400	47.5	66	0.072	1116
749 N Larch Street	n/a	AMERICAN LAND INVESTEMENTS LLC	C - Residential - 2 unit	No	\$23,286	\$31,600	\$ -	\$8,400	66	82.5	0.125	1918
800 Center Street A	n/a	ISAIA DANIEL	C - Residential - 2 unit	No	\$19,496	\$26,500	\$ -	\$9,200	66	99	0.15	1841
801 N Cedar Street	n/a	CLARIZIO MARK	C - Residential - 2 unit	No	\$18,435	\$30,200	\$ -	\$8,000	49.5	132	0.15	1392
803 N Larch Street	n/a	FLORES MARIA M T	C - Residential - 2 unit	No	\$21,612	\$32,000	\$ -	\$8,400	66	82.5	0.125	1572
806 N Cedar Street	n/a	INGHAM COUNTY LAND BANK	C - Residential - 2 unit	Yes	\$ -	\$ -	\$ -	\$ -	33	66	0.05	0

808 Center Street	n/a	LOWRY DAVID B & KIRSHENBAUM SHERIL	C - Residential - 2 unit	No	\$2,300	\$2,300	\$ -	\$4,600	33	99	0.075	0
810 Center Street	n/a	LOWRY DAVID B	C - Residential - 2 unit	No	\$ -	\$ -	\$ -	\$7,400	41.5	165	0.157	1176
815 Center Street	n/a	CLARIZIO MARK	C - Residential - 2 unit	No	\$27,602	\$38,000	\$ -	\$9,000	49.5	165	0.188	2184
815 N Cedar Street	n/a	CLARIZIO MARK	C - Residential - 2 unit	No	\$27,602	\$38,000	\$ -	\$9,000	49.5	165	0.188	2184
816 Center Street	n/a	MULL SHIRLEY J	C - Residential - 2 unit	No	\$34,065	\$45,300	\$ -	\$19,000	0	0	0	1728
819 N Larch Street	n/a	JENNERIN INC	C - Residential - 2 unit	Yes	\$3,000	\$3,000	\$ -	\$6,000	33	165	0	0
825 N Larch Street	n/a	JENNERIN INC	C - Residential - 2 unit	Yes	\$3,000	\$3,000	\$ -	\$6,000	33	165	0	0
829 N Larch Street	n/a	JENNERIN INC	C - Residential - 2 unit	Yes	\$3,000	\$3,000	\$ -	\$6,000	33	165	0	0
937 N Cedar Street	n/a	WENCESLAO NIEVES-MUNIZ	C - Residential - 2 unit	No	\$18,947	\$27,700	\$523	\$8,800	55	132	0.167	1530
Center Street	n/a	FOUR M'S	C - Residential - 2 unit	Yes	\$5,039	\$5,900	\$ -	\$11,800	66	165	0.25	0
Center Street	n/a	FOUR M'S	C - Residential - 2 unit	Yes	\$4,000	\$4,000	\$ -	\$8,000	50	132	0.152	0
E Maple Street	n/a	C S & R INVESTMENT CO	C - Residential - 2 unit	Yes	\$824	\$1,500	\$ -	\$3,000	16.5	165	0.063	0
Monroe Street	n/a	BARAJAS ROSA	C - Residential - 2 unit	Yes	\$1,292	\$2,300	\$ -	\$4,600	33	99	0.075	0
N Cedar Street	n/a	WELLS/ENGSTROM PROPERTIES	C - Residential - 2 unit	Yes	\$1,855	\$4,000	\$ -	\$8,000	49.5	132	0.15	0
N Cedar Street	n/a	INGHAM COUNTY LAND BANK	C - Residential - 2 unit	Yes	\$ -	\$ -	\$ -	\$ -	66	165	0.25	0

N Cedar Street	n/a	INGHAM COUNTY LAND BANK	C - Residential - 2 unit	Yes	\$ -	\$ -	\$ -	\$ -	33	66	0.05	0
N Cedar Street	n/a	FOUR M'S	C - Residential - 2 unit	Yes	\$3,862	\$5,900	\$ -	\$11,800	66	165	0.25	0
N Cedar Street	n/a	INGHAM COUNTY LAND BANK	C - Residential - 2 unit	Yes	\$ -	\$ -	\$ -	\$ -	49.5	115.5	0.131	0
N Cedar Street	n/a	SANTA ANA CECELIA	C - Residential - 2 unit	Yes	\$4,500	\$4,500	\$ -	\$9,000	49.5	165	0.188	0
N Cedar Street	n/a	FENDER MICHAEL & JULIE A	C - Residential - 2 unit	Yes	\$1,480	\$2,600	\$ -	\$5,200	33	129	0.098	0
N Cedar Street	n/a	FENDER MICHAEL & JULIE A	C - Residential - 2 unit	Yes	\$4,300	\$4,300	\$ -	\$8,600	66	85	0.129	0
N Larch Street	n/a	JENNERIN INC	C - Residential - 2 unit	Yes	\$3,000	\$3,000	\$ -	\$6,000	33	165	0.125	0
N Larch Street	n/a	OZANICH STACY L	C - Residential - 2 unit	Yes	\$3,000	\$3,000	\$ -	\$6,000	33	165	0.125	0
N Larch Street	n/a	CITY OF LANSING	C - Residential - 2 unit	No	\$ -	\$ -	\$ -	\$ -	165	132	0.5	0
910 Center Street	n/a	CLAREMONT LLC	D-1 - Professional Office	No	\$95,044	\$121,700	\$1,643	\$33,000	0	0	0.378	2176
918 Center Street	n/a	TODD SCARLETT INC	D-2 - Professional Office	No	\$14,894	\$18,700	\$ -	\$4,600	33	99	0.075	924
922 Center Street	n/a	HOULGUIN RUDY & MONICA	DM-1 - Residential - Multiple	No	\$33,983	\$39,500	\$ -	\$5,400	0	0	0.27	2408
601 N Cedar Street	Riverfront Apartments	FHC NINE RIVERFRONT LIMITED DIVIDEN	DM-3 - Residential - Multiple	No	\$ -	\$ -	\$29,568	\$ -	0	0	3.301	163895
501 N Cedar Street	Riverfront Apartments	FHC NINE RIVERFRONT LTD	DM-4 - Residential - Multiple	No	\$1,188,736	\$1,439,800	\$59,160	\$351,000	0	0	0	6456
427 E Oakland Ave	517 BBQ	FOUR M'S	E-2 - Local Shopping	No	\$136,335	\$160,800	\$4,235	\$72,000	0	0	0.735	1536

N Cedar Street	n/a	K4K LLC	E-2 - Local Shopping	Yes	\$8,800	\$8,800	\$ -	\$17,600	115.6	147.5	0.335	0
N Cedar Street	n/a	SPALDING NORMAN	E-2 - Local Shopping	Yes	\$2,816	\$4,500	\$ -	\$9,000	49.5	165	0.188	0
500 E Oakland Ave	Greenwave Provisioning Center Michigan	JENNERIN INC	F - Commercial	No	\$147,231	\$205,500	\$10,980	\$155,600	0	0	1.786	3076
400 E Saginaw Street	Abraham Riverfront Mall	ABRAHAM RIVERFRONT MALL LLC	G-1 - Business	No	\$350,690	\$542,600	\$21,578	\$297,200	366.13	191	1.605	18556
750 N Cedar Street	Biggby Coffee	21550 LLC	G-2 - Wholesale	No	\$287,200	\$278,200	\$28,285	\$114,400	0	0	0.75	5964
1000 N Larch Street	n/a	LETTS RONNIE & MELLISSA A	H - Light Industrial	No	\$20,600	\$20,600	\$ -	\$6,600	33	198	0.15	1422
1004 N Larch Street	n/a	AIBOUT FADY S	H - Light Industrial	No	\$5,561	\$22,000	\$ -	\$6,600	33	198	0.15	1140
1008 N Larch Street	n/a	RODRIGUES-FERNANDEZ IGNACIO	H - Light Industrial	No	\$17,088	\$23,200	\$ -	\$7,800	39.5	198	0.18	1069
1010 N Larch Street	n/a	RODRIQUEZ-PEREZ ANA M	H - Light Industrial	No	\$12,374	\$18,000	\$ -	\$5,200	26.5	198	0.12	840
1013 N Cedar Street	Friedland Industries Inc	BASS-RIFKIN PROPERTIES LTD	H - Light Industrial	Yes	\$1,936	\$2,100	\$ -	\$4,200	0	0	0.087	0
1020 N Larch Street	n/a	REEVES DAVID E	H - Light Industrial	No	\$13,184	\$15,900	\$ -	\$6,600	33	198	0.15	756
1024 N Larch Street	n/a	REEVES DAVID	H - Light Industrial	No	\$15,552	\$19,800	\$ -	\$6,600	33	198	0.15	909
1026 N Larch Street	n/a	CHAMBI EBENEZER H & MARIBEL	H - Light Industrial	No	\$13,033	\$17,800	\$ -	\$6,600	33	198	0.15	906
1036 N Larch Street	n/a	WIEGMAN SHERRI J	H - Light Industrial	No	\$12,072	\$24,800	\$ -	\$13,000	66	199	0.302	1160

1039 N Cedar Street	n/a	1039 NORTH CEDAR LLC	H - Light Industrial	No	\$43,180	\$70,100	\$ -	\$13,000	0	0	0.1	2107
300 E Oakland Ave	O"Leary Paint	O'LEARY DAVID J & JANET E	H - Light Industrial	No	\$375,842	\$443,500	\$21,960	\$176,600	0	0	1.621	4960
314 E Maple Street	Friedland Industries Inc	FRIEDLAND INDUSTRIES INC	H - Light Industrial	No	\$ -	\$ -	\$ -	\$ -	0	0	0	0
400 N Larch Street	n/a	EYDEL PROPERTIES II LLC	H - Light Industrial	Yes	\$4,292	\$6,900	\$ -	\$13,800	0	0	0.075	0
401 N Larch Street	Mobile Hygienics	EYDEL PROPERTIES II LLC	H - Light Industrial	No	\$21,799	\$34,300	\$ -	\$10,800	54	80	0.099	1074
413 N Larch Street	n/a	413 N LARCH LLC	H - Light Industrial	No	\$94,223	\$102,500	\$1,733	\$22,400	38.25	214.5	0.459	3965
414 N Larch Street	n/a	EYDE PROPERTIES II LLC	H - Light Industrial	No	\$190,979	\$261,100	\$19,617	\$71,000	0	0	1.087	6724
416 N Cedar Street	Telamon Corporation	TELAMON CORPORATION	H - Light Industrial	No	\$ -	\$ -	\$14,017	\$ -	0	0	1.103	15463
417 Adams Street	Friedland Industries Inc	BASS-RIFKIN EQUITIES INC	H - Light Industrial	Yes	\$3,057	\$3,300	\$ -	\$6,600	40	148.5	0.272	0
422 E Maple Street	Friedland Industries Inc	BASS-RIFKIN EQUITIES INC	H - Light Industrial	Yes	\$4,200	\$4,200	\$ -	\$8,400	47	165	0.178	0
423 Adams Street	Friedland Industries Inc	BASS-RIFKIN EQUITIES INC	H - Light Industrial	Yes	\$3,566	\$3,900	\$ -	\$7,800	47.78	148.5	0.326	0
426 E Maple Street	Su Casa Boutique	1041 NORTH CEDAR LLC	H - Light Industrial	No	\$55,569	\$95,100	\$ -	\$19,600	0	0	0.15	3043
428 N Cedar Street	Noble Road Company	TEAS REAL ESTATE HOLDINGS LLC	H - Light Industrial	No	\$126,100	\$126,100	\$2,380	\$26,000	115.5	189.75	0.503	5662
430 N Larch Street	New Hope Community Center	VOLUNTEERS OF AMERICA MICHIGAN INC	H - Light Industrial	No	\$ -	\$ -	\$ -	\$ -	198	198	0.9	55093

431 N Larch Street	Auto Value	FAB LEASING 2LL C	H - Light Industrial	No	\$189,868	\$252,100	\$8,816	\$44,200	212	231	1.11	16000
437 N Larch Street	Mainsail Inc	VANMARK LLC	H - Light Industrial	No	\$36,276	\$38,000	\$3,462	\$13,600	0	0	0.284	2800
500 E Saginaw Street	Quality Dairy Store	QUALITY DAIRY CO	H - Light Industrial	No	\$265,439	\$306,400	\$21,478	\$219,000	0	0	1.437	10082
500 Erie Street	Home Electronics	GRBESA PETAR & ANICA	H - Light Industrial	No	\$32,384	\$52,300	\$1,440	\$8,600	50	106.25	0.125	1400
500 N Cedar Street	Chief Cart Inc	4000 NORTH GRAND RIVER LLC	H - Light Industrial	No	\$323,430	\$342,500	\$3,191	\$287,400	0	0	3.076	2880
500 N Larch Street	DBI	GS& L'S INVESTMENTS,INC	H - Light Industrial	No	\$67,442	\$97,400	\$890.00	\$15,200	66	198	0.3	7950
505 E Oakland Ave	Rally's	LANSING DRIVE THRU PROPERTIES LLC	H - Light Industrial	No	\$105,049	\$110,700	\$3,660	\$100,000	0	0	0.54	713
505 E Saginaw Street	Burger King	KING SOUTHERN INC	H - Light Industrial	No	\$393,028	\$420,200	\$17,975	\$146,800	0	0	0.793	4046
505 E Shiawassee Street	n/a	INFINITE 505 LLC	H - Light Industrial	No	\$113,851	\$196,600	\$ -	\$9,000	60.13	82.5	0.114	7350
506 N Larch Street	DBI	GS& L'S INVESTMENTS,INC	H - Light Industrial	No	\$140,451	\$213,700	\$ -	\$15,200	66	198	0.3	14850
507 E Shiawassee Street	Riverfront Bicycle	507 E SHIAWASSEE LLC	H - Light Industrial	No	\$71,684	\$79,600	\$ -	\$6,600	44	82.5	0.083	3552
514 Erie Street	n/a	EYDE SAM X & JUDITH A	H - Light Industrial	No	\$13,900	\$13,900	\$ -	\$6,400	55	93	0.117	415
515 N Larch Street	Ellis Cleaning Company	515 N LARCH, LANSING LLC	H - Light Industrial	No	\$277,600	\$277,600	\$4,250	\$42,800	0	0	0.894	5936
516 N Larch Street	The Office Outlet	EVEN PAR LARCH LLC	H - Light Industrial	No	\$164,157	\$241,100	\$866	\$33,400	132	198	0.6	20756
523 E Shiawassee Street	Michigrain Distillery	523 E SHIAWASSEE LLC	H - Light Industrial	No	\$283,975	\$309,700	\$7,247	\$18,600	99	132	0.3	6380
526 N Larch Street	Kamins Parts Plus	ACI LAND HOLDINGS III LLC	H - Light Industrial	No	\$273,895	\$388,700	\$564	\$160,600	0	0	1.229	34641

531 E Shiawassee Street	n/a	523 E SHIAWASSEE LLC	H - Light Industrial	Yes	\$11,718	\$13,000	\$ -	\$33,200	61.5	132	0.186	0
601 N Larch Street	City Outreach Center	CITY OUTREACH CENTER INC	H - Light Industrial	No	\$ -	\$ -	\$3,510	\$ -	100	132	0.303	4050
602 N Larch Street	Lansing Radiator	THOCKER PATRICK O	H - Light Industrial	No	\$10,280	\$17,100	\$ -	\$8,200	42	119.2	0.115	1080
607 Manchester Court	n/a	WEB PROPERTY MGMT LLC	H - Light Industrial	No	\$30,012	\$41,400	\$ -	\$6,800	49	99	0.111	2736
610 N Cedar Street	Autozone AutoParts	AUTOZONE #2251	H - Light Industrial	No	\$212,865	\$382,000	\$28,794	\$115,000	200	214.5	1.174	6786
610 N Larch Street	Lansing Radiator	THOCKER PATRICK O	H - Light Industrial	No	\$49,524	\$59,600	\$201	\$16,200	91	119.85	0.25	3065
611 E Saginaw Street	Lansing Auto Connection	PM EQUITY INVESTMENTS LLC	H - Light Industrial	No	\$55,634	\$70,400	\$8,700	\$68,200	0	0	0.369	1152
616 May Street	n/a	PRUDDEN PLACE PARTNERS ANNEX LLC	H - Light Industrial	Yes	\$3,300	\$3,300	\$ -	\$6,600	42.02	123.7	0.119	0
617 E Shiawassee Street	n/a	EYDEL PROPERTIES II	H - Light Industrial	Yes	\$20,278	\$21,700	\$2,714	\$40,600	0	0	0.849	0
618 Sheridan Street	Duckett Brothers Distributing	KORON TICO DUCKETT	H - Light Industrial	No	\$105,784	\$116,500	\$ -	\$42,800	0	0	0.56	3894
620 May Street Unit 5	BLVD Suites	PRUDDEN PLACE PARTNERS LLC	H - Light Industrial	No	\$1,407,556	\$2,069,200	\$65,615	\$324,000	0	0	0	15888
624 Truck Court	Vredevoogd Heating & Cooling	TAMARA LLC	H - Light Industrial	No	\$61,655	\$76,100	\$6,150	\$37,200	0	0	0.57	5100
636 Sheridan Street	n/a	LANSING CELLULAR TELEPHONE CO	H - Light Industrial	No	\$25,179	\$35,800	\$34,514	\$11,200	0	0	0.128	360
637 E Shiawassee Street	n/a	EYDEL PROPERTIES II	H - Light Industrial	Yes	\$28,864	\$53,600	\$ -	\$107,200	0	0	2.27	0

709 N Larch Street	n/a	21550 LLC	H - Light Industrial	Yes	\$86,100	\$86,100	\$ -	\$172,200	0	0	1.129	0
711 Center Street	n/a	711 CENTER STREET LLC	H - Light Industrial	No	\$45,738	\$59,300	\$1,625	\$42,200	0	0	0.484	1964
719 N Larch Street	Riverfront Animal Hospital	HASSINGER LISA D V M	H - Light Industrial	No	\$87,030	\$110,300	\$3,805	\$72,800	0	0	0.558	2187
720 N Larch Street	Ralph McCain Auto Sales	MCCAIN MICHAEL J & CHARLES	H - Light Industrial	No	\$26,754	\$37,500	\$3,456	\$16,400	0	0	0.15	1380
733 N Larch Street	Standard Electric	STANDARD ELECTRIC COMPANY	H - Light Industrial	No	\$530,322	\$773,000	\$18,814	\$162,400	0	0	1.242	22500
736 N Larch Street	North Side Auto Sales	BERRY JOHNNY	H - Light Industrial	Yes	\$91,404	\$95,300	\$7,686	\$71,400	0	0	0.469	5063
800 N Larch Street	Ed's Car Sales	RYANS AUTO CARE 1 LLC	H - Light Industrial	No	\$30,875	\$31,300	\$9,123	\$28,800	0	0	0.295	358
809 Center Street	DRM International Learning Center	OAKLAND CENTER LLC	H - Light Industrial	No	\$230,102	\$423,400	\$7,544	\$117,000	0	0	1.075	11226
812 N Larch Street	Lansing Car Wash	CAR WASH ASSOCIATES OF LANSING LLC	H - Light Industrial	No	\$83,558	\$93,100	\$7,327	\$86,000	99	204.53	0.465	0
826 N Larch Street	n/a	BIRMAN TREVOR E	H - Light Industrial	No	\$25,192	\$32,600	\$ -	\$9,000	62	106	0.151	1520
832 N Larch Street	n/a	WEBER GILBERT E & GANI GENO S	H - Light Industrial	No	\$24,424	\$33,700	\$ -	\$7,000	49	106	0.119	1760
836 N Larch Street	n/a	INVESTMENTS UNLIMITED INC	H - Light Industrial	No	\$20,818	\$30,900	\$ -	\$7,000	50	102	0.117	1610
901 N Larch Street	Pro Fireworks Lansing	BIG BOSS PROPERTY LLC	H - Light Industrial	No	\$254,752	\$309,500	\$16,717	\$84,400	0	0	0.861	12000
910 N Larch Street	n/a	D L PETERMAN LLC	H - Light Industrial	No	\$35,192	\$48,600	\$ -	\$13,000	66	198	0.3	3220

911 Center Street	Lansing Ice & Fuel	LANSING ICE & FUEL CO	H - Light Industrial	No	\$419,138	\$530,400	\$7,866	\$120,600	0	0	1.581	13000
918 N Larch Street	n/a	INGHAM COUNTY LAND BANK	H - Light Industrial	Yes	\$ -	\$ -	\$ -	\$ -	66	198	0.3	1371
930 N Larch Street	n/a	NORTH LARCH HOLDINGS LLC	H - Light Industrial	No	\$83,469	\$124,100	\$ -	\$13,000	66	198	0.3	4834
943 Center Street	n/a	BASS-RIFKIN PROPERTIES LTD	H - Light Industrial	No	\$ -	\$ -	\$ -	\$ -	0	0	0	0
Adams Street	Friedland Industries Inc	BASS-RIFKIN PROPERTIES LTD	H - Light Industrial	Yes	\$900	\$900	\$ -	\$1,800	30	79.86	0.055	0
Adams Street	Friedland Industries Inc	BASS-RIFKIN PROPERTIES LTD	H - Light Industrial	Yes	\$4,687	\$5,000	\$ -	\$10,000	0	0	0.209	0
Adams Street	Friedland Industries Inc	BASS-RIFKIN PROPERTIES LTD	H - Light Industrial	Yes	\$4,153	\$5,800	\$ -	\$11,600	0	0	0.241	0
Center Street	n/a	OAKLAND CENTER LLC	H - Light Industrial	Yes	\$21,586	\$33,600	\$895	\$66,400	0	0	0.381	0
Center Street	Friedland Industries Inc	BASS-RIFKIN PROPERTIES LTD	H - Light Industrial	Yes	\$3,408	\$7,100	\$ -	\$14,200	0	0	0.298	0
Center Street	Friedland Industries Inc	BASS-RIFKIN PROPERTIES LTD	H - Light Industrial	Yes	\$1,596	\$2,200	\$ -	\$4,400	0	0	0.092	0
E Maple Street	Friedland Industries Inc	FRIEDLAND INDUSTRIES INC	H - Light Industrial	Yes	\$55,717	\$63,300	\$ -	\$48,400	0	0	1.009	4800
E Maple Street	Friedland Industries Inc	BASS-RIFIN PROPERTIES LTD	H - Light Industrial	Yes	\$5,645	\$7,700	\$ -	\$15,400	0	0	0.322	0
E Oakland Ave	n/a	CITY OF LANSING	H - Light Industrial	No	\$ -	\$ -	\$ -	\$ -	0	0	1.95	0
E Oakland Ave	Turner Park	CITY OF LANSING	H - Light Industrial	No	\$ -	\$ -	\$ -	\$ -	0	0	2.817	0

E Shiawassee Street	n/a	EYDEL PROPERTIES II	H - Light Industrial	Yes	\$20,027	\$26,800	\$ -	\$53,600	0	0	2.27	0
May Street	n/a	PRUDDEN PLACE PARTNERS LLC	H - Light Industrial	Yes	\$33,130	\$129,100	\$ -	\$258,200	0	0	1.976	0
N Cedar Street	Biggby Coffee	21550 LLC	H - Light Industrial	Yes	\$61,800	\$61,800	\$17,791	\$109,000	0	0	0.625	0
N Cedar Street	Friedland Industries Inc	BASS-RIFKIN PROPERTIES LTD	H - Light Industrial	Yes	\$3,566	\$3,800	\$ -	\$7,600	0	0	0.159	0
N Cedar Street	Friedland Industries Inc	BASS-RIFKIN PROPERTIES LTD	H - Light Industrial	Yes	\$4,400	\$4,400	\$ -	\$8,800	0	0	0.184	0
N Cedar Street	Friedland Industries Inc	BASS-RIFKIN EQUITIES INC	H - Light Industrial	Yes	\$1,981	\$2,700	\$ -	\$5,400	61.88	78.25	0.222	0
N Larch Street	n/a	EVEN PAR LARCH LLC	H - Light Industrial	Yes	\$9,600	\$9,600	\$5,485	\$13,600	0	0	0.284	0
N Larch Street	n/a	523 E SHIAWASSEE LLC	H - Light Industrial	Yes	\$6,725	\$7,400	\$ -	\$14,800	52	54	0.064	0
N Larch Street	n/a	EYDEL PROPERTIES II	H - Light Industrial	Yes	\$456	\$2,200	\$ -	\$4,400	0	0	0.092	0
N Larch Street	Lansing Radiator	THOCKER PATRICK O	H - Light Industrial	Yes	\$2,547	\$2,700	\$ -	\$5,400	0	0	0.114	0
N Larch Street	n/a	GLS LEASING CO INC	H - Light Industrial	Yes	\$22,068	\$2,900	\$ -	\$5,800	0	0	1.43	0
N Larch Street	n/a	MCCAIN RALPH & MCCAIN CHARLIE-ETAL	H - Light Industrial	Yes	\$22,058	\$26,900	\$7,942	\$45,800	0	0	0.351	0
N Larch Street	n/a	INGHAM COUNTY LAND BANK	H - Light Industrial	Yes	\$ -	\$ -	\$ -	\$ -	33	198	0.15	0
N Larch Street	n/a	RIOS JESUS A	H - Light Industrial	Yes	\$3,862	\$6,500	\$ -	\$13,000	66	198	0.3	0
622 E Cesar E Chavez Ave	Integrity Interiors Inc	INTEGRITY INTERIORS INC	I - Heavy Industrial	No	\$87,226	\$88,200	\$ -	\$127,600	0	0	5.58	2816

